



Assessment of land for potential re-location of a Household Waste Recycling Centre and Depot

Prepared for

**Solihull Metropolitan
Borough Council**

June 2019



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Executive Summary

The relocation of the existing Solihull Household Waste Recycling Centre (HWRC) to eight potential sites was considered in 2016, as its relocation was considered necessary to facilitate the construction of the HS2 rail line. The site of the existing HWRC is no longer required for HS2, but relocation of the existing facility remains a council priority to address identified capacity and accessibility issues.

This report updates the 2016 site search with a refined set of search criteria that include a larger land requirement to accommodate the relocation of the existing Moat Lane Depot site to the same site. The combined location will provide the potential for efficiencies and will facilitate the release of the Moat Lane site to residential development in accordance with the draft residential allocation in the Solihull Local Plan Review. The total land requirement is for a minimum of 6 ha.

The eight sites considered in 2016 are included, alongside an additional four sites. Sites which fall outside SMBC administrative boundary, are too small to accommodate a new HWRC and Depot or would conflict with strategic planning policy have been discounted.

This search has identified three sites that warrant further consideration and technical work, and a further site that could be considered acceptable subject to a change in strategic policy:

- Site 7 - Former Brickworks Site (ranked 1)
- Site 2 - Cornets End Lane (ranked 2)
- Site 8 – Arden Eco Park South (ranked 3)
- Site 12 – Damson Parkway (ranked 4)

Disaggregating the HWRC and depot relocation to reduce the size of site required would increase the range of alternative sites available and where sites could accommodate a new HWRC only (2-3 ha, to be confirmed by SMBC operational teams), these are identified within the assessment proforma.

1. Introduction

- 1.1 Cushman & Wakefield (C&W) is instructed by Solihull Metropolitan Borough Council (SMBC) to update a site search and review for potential sites suitable for a replacement Household Waste Recycling Centre (HWRC) and depot.
- 1.2 Solihull's existing HWRC is located just off the A45 Coventry Road at Hampton in Arden, Solihull B92 0DY. Land for a replacement HWRC was initially required due to the construction of HS2, and a site search was undertaken in October 2016.
- 1.3 Since this time, HS2 have formally confirmed relocation of the existing HWRC is not required to facilitate the construction of the railway. As such there is no longer need for SMBC to relocate the current HWRC (Bickenhill), however identified capacity constraints and issues with access to the current HWRC remain a concern and development of a new HWRC is still a priority.
- 1.4 Since the 2016 report, search criteria have evolved, and the requirement is now for a larger site area suitable to allow relocation of the existing Moat Lane Depot. Subject to this move, the Moat Lane site is put forward in the Local Plan for residential development.
- 1.5 This site search has been carried out based on the need for a site of a minimum 6 ha. The area of search remains broadly consistent with the 2016 report, centred on the existing site adjacent to Arden Eco Park. Preference is for sites within SMBC administrative boundary, easily accessible to customers from both the north and south of the Borough. The existing site is relatively convenient for customers from the north, and although it is less so for customers from the south, it is also recognised that this has been the case since the existing facility was opened and customers are familiar with the current situation.
- 1.6 In 2016 eight potential sites were identified by SMBC, listed below. The assessment of each of these is updated in section 3 of this report:
 - Site 1 - Lame Wood, Meriden
 - Site 2 - Land at Cornets End Lane
 - Site 3 - Land opposite Woodlands Cemetery
 - Site 4 - HS2 proposal – land off slip road of A45
 - Site 5 - Lincoln Farm, off Marsh Lane
 - Site 6 - Land adjacent to Barston Sewage Works
 - Site 7 - Former Brickworks site adjacent to the existing HWRC
 - Site 8 - Land south of former Brickworks site
- 1.7 Sites 7 and 8 are individual plots within a wider site and are presented as two options, as they have different constraints.
- 1.8 Four new potential sites, not previously evaluated and located within the search area, are detailed within this report:
 - Site 9 - Land at Wyckhams Close
 - Site 10 - Land to the south of A45 Coventry Road (north of Bickenhill village)

- Site 11 - HS2 Interchange / Arden Cross (Draft Local Plan 19)
 - Site 12 - Land at Damson Parkway (Draft Local Plan site 20)
- 1.9 To inform this site search, C&W has undertaken an extensive review of sites within the identified search area, defined by SMBC plan policy, and have discussed the requirement with a wide range of land agents. These conversations have not identified any alternative sites which meet SMBC requirements.
- 1.10 Section two of this report explains the criteria against which each site has been assessed. Section three provides a full assessment for each site, and section four sets out the study conclusions and recommendations.
- 1.11 Recommendations are based on consideration of the following options:
- 1) Preferred site capable of accommodating both HWRC and Depot (minimum 6 ha)
 - 2) Back up sites, identifying where additional investigation is required
 - 3) Alternative sites to accommodate HWRC only, should the existing Depot remain at Moat Lane

2. Assessment Criteria

- 2.1 The assessment of each site uses a fixed set of criteria and key requirements for development of a new HWRC and depot, summarised following:

Site Size	<p>Minimum 6 ha (14.8 acres)</p> <p>We have assumed the new HWRC will require 2-3 ha, and the depot a minimum additional 3-4 ha (to be confirmed by SMBC operational teams). The total site size allows for growth and internal capacity/queuing.</p>
Access	<p>Needs to have good highway access to accommodate public and operational vehicle movements.</p> <p>Access routes and roads will need to accommodate HGV's with no impediment for HGV traffic.</p> <p>Average public vehicle visits 650 per day.</p>
Site Queuing Capacity	The site will need to accommodate on-site queuing to avoid traffic backing onto the public highway.
Site Topography	<p>Fairly flat with scope to elevate</p> <p>Uniform shape</p>
Environment	The site will need to be well drained and not in an area of flood risk.
Availability and Tenure	TBC
Surrounding Issues	Consideration to proximity of residential uses and other sensitive land uses.
Planning Status and Designation	A supportive planning policy context
Proximity to waste arisings	Consideration of where the users of the site will travel from to access the site. The priority to be located close to the major centres of population with easy access with a preference of being located close to the existing facility.

Planning Assessment

- 2.2 Most of SMBC administrative area, including the existing HWRC Bickenhill site is located within the Green Belt. The National Planning Policy Framework (NPPF, 2018) identifies uses and development appropriate in the Green Belt, not including Household Waste Recycling Centres. Such a use is therefore considered inappropriate development in the Green Belt, and the NPPF requires very special circumstances to be demonstrated to support any development and ensure this appropriate in planning terms.

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2.3 The adopted Solihull Local Plan (2013) guides development within the Borough up to 2028.

2.4 Policy P17 (Green Belt) states that:

"Where waste management operations involving inappropriate development are proposed in the Green Belt, the contribution of new capacity towards the treatment gap identified in the Borough may amount to very special circumstances, providing the development accords with the waste management policy of this Plan."

2.5 Any proposal to develop a HWRC within the Green Belt must therefore accord with Local Plan Policy P12 (Waste Management) to start to demonstrate very special circumstances and be considered appropriate development. Similarly, relocation of the Moat Lane Depot to a site within the Green Belt must be in accordance with Policy P12.

2.6 Policy P12 (Waste Management) states that:

"Strategically important waste management sites within the Borough, where waste management activities will be supported in principle, are identified on the Proposals Map (yellow triangle – see below). These sites include:

- *the site of the former Arden Brickworks in Bickenhill,*
- *the materials recovery facility at Meriden Quarry,*
- *the composting facilities in Berkswell, and;*
- *the Moat Lane and Chapelhouse Depot waste transfer stations*

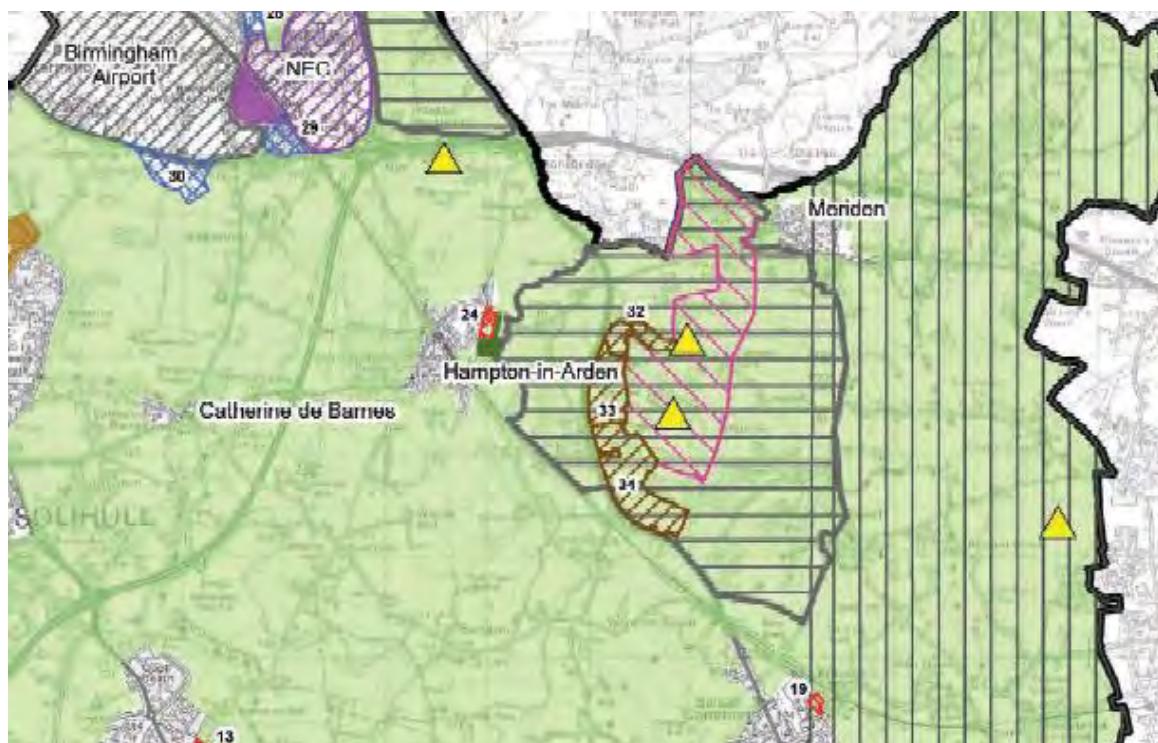
When investigating the suitability of sites for waste management operations in the Borough, the potential for consolidating or expanding waste management facilities at the former Arden Brickworks site, for the co-location of complementary waste operations at Berkswell and Meriden quarries, and for locating waste management facilities on appropriate industrial sites within the Borough shall be considered.

Where it is not possible or appropriate for new operations to be developed on-site or in these locations, developers shall consider the potential of sites within the Area of Search for waste management facilities identified on the Proposals Map (pink hatched area – see below).

The Council will have regard to the following criteria in considering the suitability of sites for waste management facilities:

- i. *The contribution towards national and local waste management strategies, objectives and targets, including the Solihull Municipal Waste Management strategy 2010-2020*
- ii. *The contribution towards economic development and employment in the Borough, particularly in or accessible from the North Solihull Regeneration Area*
- iii. *The contribution to national and local targets to reduce greenhouse gas emissions, taking account of those resulting directly from the operations (Policy P9), and those from the transport of wastes from the source of arisings to the end management*
- iv. *The potential for on-site management associated with development and other uses*
- v. *The potential for the development of shared facilities for more than one waste planning authority where these would accord with this policy*
- vi. *The potential for the co-location of complementary activities where there are no adverse cumulative impacts*
- vii. *The contribution towards the restoration of former mineral workings in the Borough*

- viii. The suitability of the site for the type of wastes and operations involved, including whether the activity can take place within a building or other enclosure
- ix. The impacts on transport infrastructure, including the potential for the use of alternative modes to road transport, and highway safety
- x. The compatibility of waste management activities with neighbouring uses, including the nature of the wastes, operations, hours of working and any cumulative effects where waste management activities already exist
- xi. The availability of suitable previously developed land and/or redundant buildings
- xii. The impact on the Green Belt, taking account of National Policy and Policy P17 of this plan
- xiii. The impact on the environment, including the protection of water resources and quality (Policy 11), conservation of biodiversity (Policy P10), high quality design (Policy P15), the protection of the historic environment and built heritage (Policy P16), and air quality from emissions and dust
- xiv. The impact on amenity and health, including visual intrusion, noise and vibration, litter, odour, vermin and bird attraction, including the impact on aerodrome safeguarding.”



Source: Extract SMBC Local Plan (2013)

- 2.7 Local Plan policy clearly presents a sequential approach to the relocation of a new HWRC, prioritising existing facilities and industrial estates, and then new sites within the area of search defined by the Plan (pink hatched area in map extract above).
- 2.8 Sites located outside the area of search would be contrary to Policy P12 (Waste Management) and consequently Policy P17 (Green Belt).
- 2.9 Accordingly, any proposal for a new HWRC on a site outside the identified area of search would be unlikely to achieve planning permission and would present an unacceptable planning risk to SMBC's site search and work programme.

- 2.10 Policy P10 (Natural Environment) is relevant to most sites given their existing ecological and arboricultural value. This policy states:

"Outside designated sites, developers will be expected to take full account of the nature conservation or geological value, and the existence of any habitats or species included in the Local Biodiversity Action Plan, or sites in the Local Geological Action Plan.

Developers will be required to undertake a full ecological survey and to deliver a net gain or enhancement to biodiversity, unless it is demonstrated that it is not appropriate or feasible. In considering the need for green space improvements associated with new development, developers should have regard for the standards and priorities in the Green Spaces Strategy in relation to accessible natural green space.

Where development is likely to have significant harmful effects on the natural environment, as a result of the development itself, or the cumulative impact of developments, developers must demonstrate that all possible alternatives that would result in less harm have been considered.

Where development is permitted, appropriate mitigation of the impacts and compensation where relevant will be required to deliver a net gain in biodiversity, habitat creation, landscape character and local distinctiveness. Enhancements should be undertaken either on the site, or in its vicinity, but where it is demonstrated that this is not possible, offsetting in alternative strategic locations within the biodiversity or green infrastructure network, to deliver biodiversity or other objectives may be considered."

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- 2.11 The emerging Solihull Local Plan maintains a consistent policy for the development of any new HWRC facilities, and therefore the assessment of any planning application has not materially changed since 2016.
- 2.12 The Draft Local Plan allocates two new sites within the search area for employment use. These were not previously evaluated, but have been included in this report for completeness:
- Site 19 – HS2 Interchange/Arden Cross
 - Site 20 – Land at Damson Parkway

3 Site Assessments

3.1 This section contains the completed assessment pro forma (subject to availability of information) for each site:

- Site 1 - Lame Wood, Meriden
- Site 2 - Land at Cornets End Lane
- Site 3 - Land opposite Woodlands Cemetery
- Site 4 - HS2 proposal – land off slip road of A45
- Site 5 - Lincoln Farm, off Marsh Lane
- Site 6 - Land adjacent to Barston Sewage Works
- Site 7 - Former Brickworks site adjacent to the existing HWRC
- Site 8 - Land south of former Brickworks site
- Site 9 - Land at Wyckhams Close
- Site 10 - Land to the south of A45 Coventry Road (north of Bickenhill village)
- Site 11 - HS2 Interchange / Arden Cross (Draft Local Plan 19)
- Site 12 - Land at Damson Parkway (Draft Local Plan site 20)

3.2 Assessments follow a similar approach to those completed in 2016. A summary of positives and negatives are provided for each, with recommendation where further detail or clarification is required.

Site 1 - Lame Wood, Meriden

Location	West of Meriden
Address	Meriden Quarry: Birmingham Road, Meriden. Access also off Somers Road
Site Owner	Packington Estate
Current Use	Woodland
Current Occupier	n/a
Size	4.2ha
Owner Feedback	Prepared to lease land to SMBC
Accessibility External Internal	Good accessibility to main highway network. Likely to put pressure on local junctions, in particular the Hampton Lane/Main Road island
Surrounding area Proximity to residential uses Other land uses	There are no residential uses close to the site. Neighbouring uses include caravan park (south), golf course (west) and a former quarry that is currently being filled in (east) and archery club (north)
Planning Planning Status Policy Assessment Planning Applications Planning Designation	<p>Adopted Local Plan 2013</p> <p>Natural Environment (Local Plan Policy P10)</p> <p>Site lies within the Green Belt (Local Plan Policy P17).</p> <p>Site is within a designated area of search for waste management facilities (Local Plan Policy P12)</p> <p>Site is within a mineral safeguarding area – area of search (Local Plan Policy P13)</p> <p>Relevant Planning History:</p> <p>Meriden Quarry Area G – subject site and land adjoining</p> <p>2014/00096/FULM – variation of condition to allow infilling of quarry void with inert materials (construction and demolition waste) in addition to colliery spoil.</p> <p>2014/00094/CU – change of use of part of area G quarry landfill site to a recycling centre/facility for the storage, crushing, screening and re-use of selected construction and demolition waste materials</p>

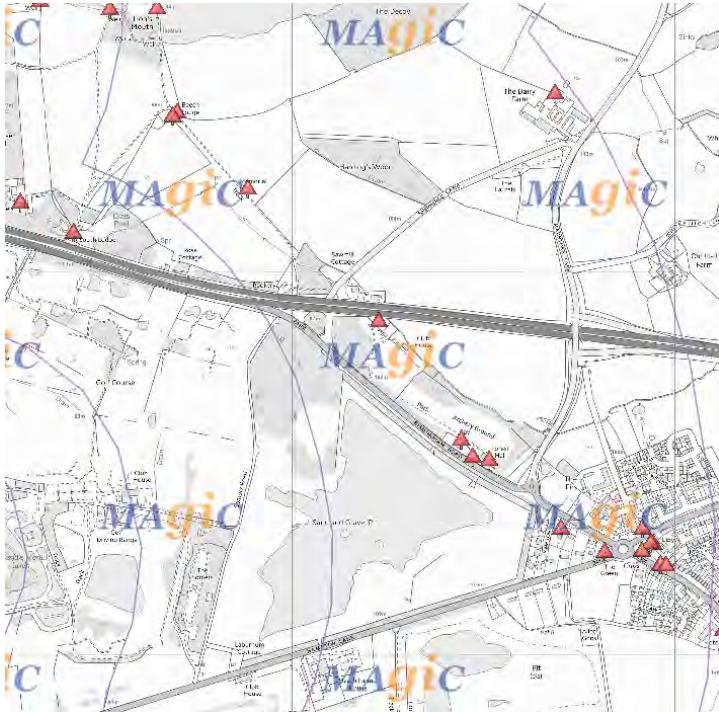
Site Plan

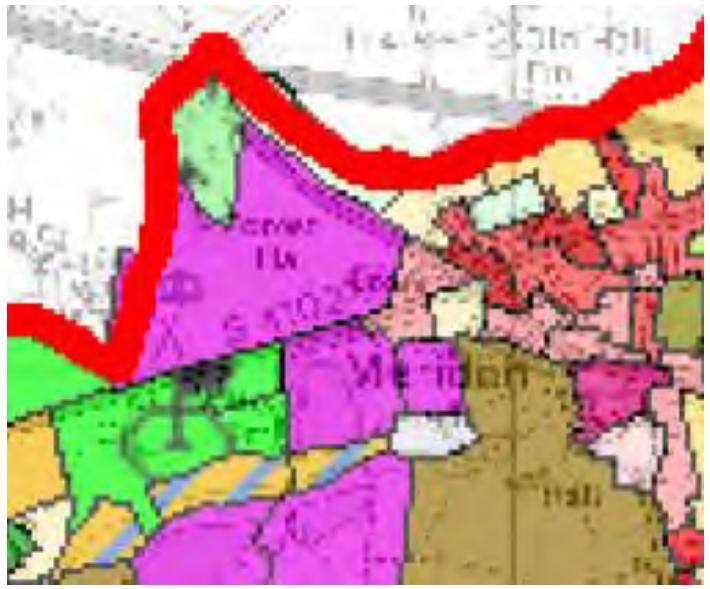


**Environment:
Designations**

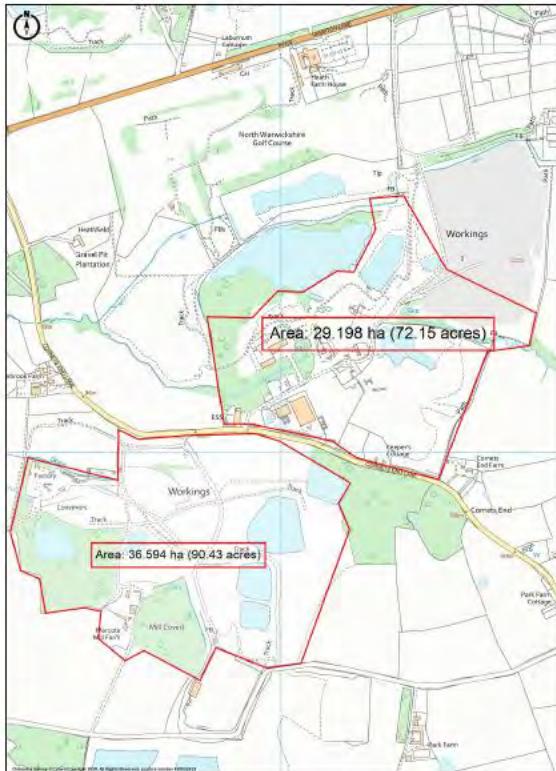
The site lies within the River Blythe SSSI Impact Risk Zone (relatively low risk given distance to the SSSI)

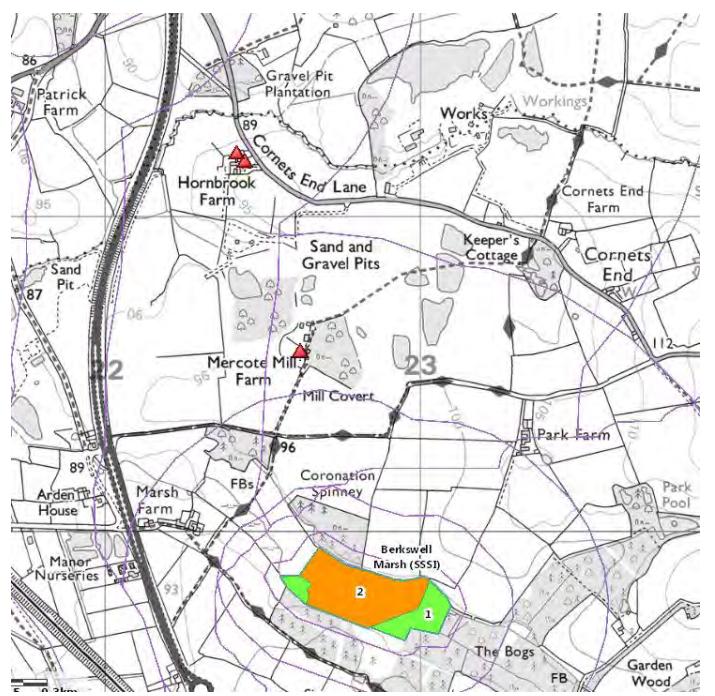
Source: Magic



<p>Landscape: Coniferous plantation Source: SMBC Historic Landscape Study</p>	
<p>Availability Site area Potential for land to be acquired Physical condition</p>	<p>Site area available now is 3.3 ha Potential for additional land in the future once the quarry void is filled.</p>
Proximity to waste arisings	<p>Located within Local Plan area of search. The site is further than the existing facility from the main conurbation (see map on page 3).</p>
Previously developed land	<p>The site forms part of an old landfill site.</p>
Summary of positive points	<p>The site is available with a willing landowner. It is located within the area of search. Waste recycling and waste disposal is taking place on land adjacent to the site and there are no nearby sensitive uses.</p>
Summary of negative points	<p>The site is not large enough to accommodate the HWRC and depot site. The HWRC would result in the loss of a significant amount of woodland. The location of the site would likely result in a substantial amount of traffic using the roads into and out of Meriden. Whilst both impacts could be mitigated further assessment work would be required to understand impact and identify potential mitigation options.</p>
Concluding remarks	<p>The site should be discounted based on size. 4.2 ha is too small to accommodate both the HWRC and Depot, but this site provides a possible option for the HWRC if uses are disaggregated. Additional transport assessment should be undertaken.</p>

Site 2 - Land at Cornets End Lane

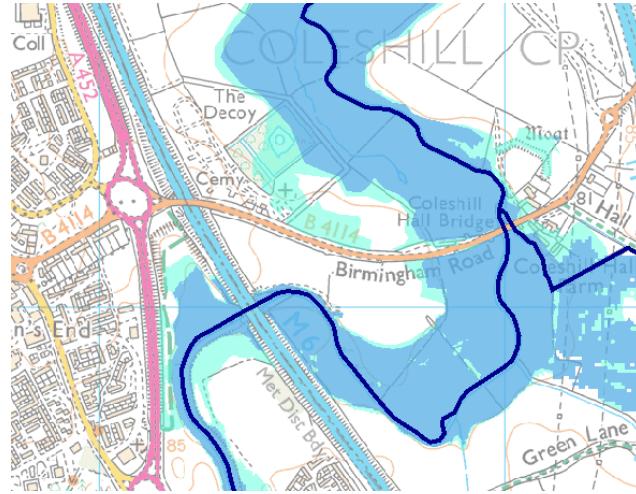
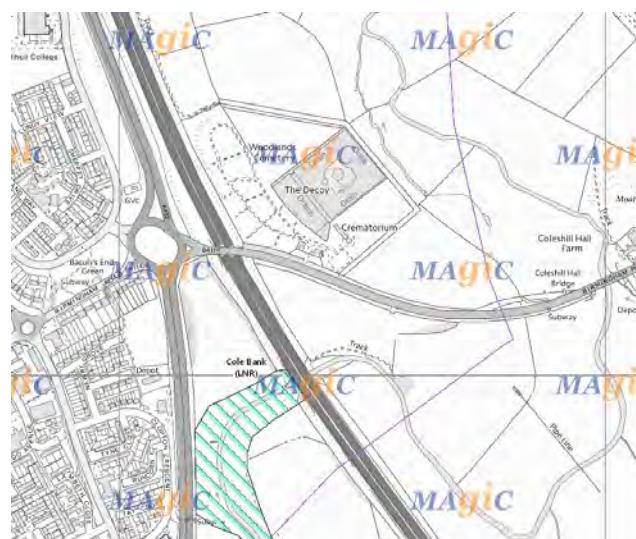
Location	Land north and south of Cornets End Lane
Address	Berkswell Quarry
Site Owner	The area is in multiple ownerships
Current Use	Berkswell Quarry- Sand and Gravel Extraction
Current Occupier	Tarmac, Cemex, A&A Recycling services
Size	<p>Several plots with potential that are capable to accommodate at least 1.4 ha</p> 
Owner Feedback	SMBC has not approached owners to date
Accessibility External Internal	<p>Reasonable accessibility from main highway network although more remote than existing facility from main conurbation. Site located within policy area of search.</p> <p>Internal accessibility will need to be managed with other uses on site.</p>
Surrounding area Proximity to residential uses Other land uses	<p>There are no sensitive uses proximate to the site due to existing quarrying and waste recycling uses. Golf course north of site with the remainder surrounded by countryside.</p>

Planning Planning Status Policy Assessment Planning Applications Planning Designation	Adopted Local Plan 2013 Site lies within the Green Belt (Local Plan Policy P17). Site is within a designated area of search for waste management facilities (Local Plan Policy P12) Site is within a mineral safeguarding area – area of search (Local Plan Policy P13) Relevant Planning History 2006/00391/FUL – sand and gravel extraction, inert waste disposal, restoration to agriculture & nature conservation (Tarmac - Triangular site north of cornets end lane)
Environment (Flood Plain) Flood Risk Zone 1 Source: EA flood maps	
Environment (Other Designations) Listed farm buildings are reasonably close to the site and the potential impact on these buildings should be considered. Berkswell Marsh SSI is reasonably close to the south and consideration of the proposals impact on the SSSI is required. Source: Magic maps	

Landscape	Agricultural and woodland surrounding sand and gravel pits.
Availability	
Site area	Unknown
Potential for land to be acquired	
Physical condition	
Proximity to waste arisings	Located within Local Plan area of search. The site is further than the existing facility from the main conurbation.
Previously developed land	Yes
Summary of positive points	It is located within the area of search and is previously developed land. It is likely to be large enough to accommodate the HWRC and has the potential in the longer term to accommodate the relocated depot. Waste recycling and waste disposal is taking place on the wider site and there are no nearby sensitive uses.
Summary of negative points	<p>It is not known if the site is available and if enough land could be made available to accommodate the HWRC and depot site.</p> <p>Site topography is unlikely to be acceptable given previous use.</p> <p>The location of the site would likely result in a substantial amount of traffic using the single lane road of Cornets End Lane. Whilst this impact could be mitigated further assessment work would be required to understand impact and identify potential mitigation options.</p>
Concluding remarks	<p>The site can potentially accommodate the requirement or the disaggregated requirement. The availability of the site and extent is unknown</p> <p>Availability of additional parcels should be confirmed.</p> <p>The site does not perform well against other criteria. Clarification of availability, highways constraints and mitigation should be sought. Recommend contact is made with landowner / SMBC highways to review given isolated location</p>

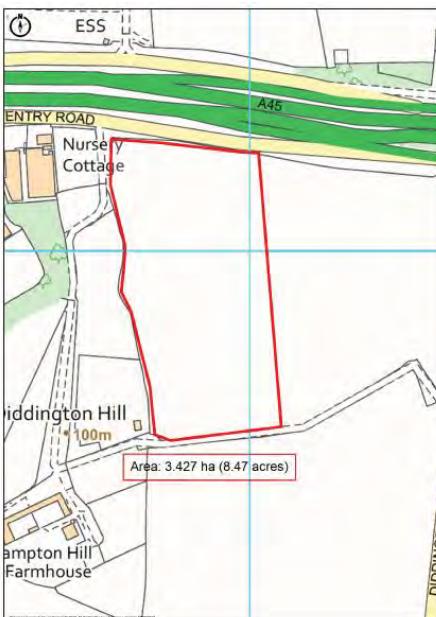
Site 3 - Land opposite Woodlands Cemetery

Location	Land south of Birmingham Road / opposite Woodlands Cemetery / north of River Cole
Address	South of Birmingham Road
Site Owner	Coleshill Estate
Current Use	Site is used for car boot sales on a temporary basis
Current Occupier	E-boot
Size	<p>3.1 ha</p> 
Owner Feedback	SMBC has not approached owner
Accessibility External Internal	Good accessibility to existing highway network. However, the site is close to the A452 (Chester Road) junction (to the west), which may present queuing issues.
Surrounding area Proximity to residential uses Other land uses	There are no residential or other sensitive uses near the site. A cemetery is located north of the Birmingham Road. The surrounding land is otherwise agricultural.
Planning Planning Status	The site is located within North Warwickshire. It is designated as Green Belt.

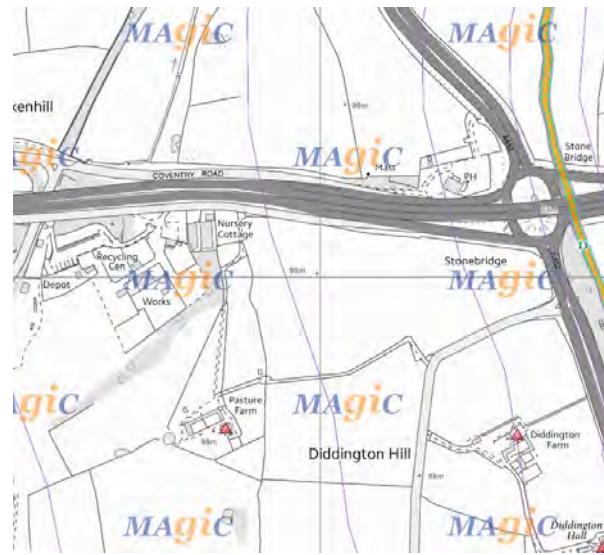
Policy Assessment	
Planning Applications	
Planning Designation	
Environment (Flood Plain)	
Flood Zone 1 – Majority of site	
Flood Zone 3 – southern edge adjacent to River Cole	
Source: EA flood maps	
Environment (Other Designations)	
River Cole (west of M42) is designated as a Local Nature Reserve although this does not extend east of the motorway.	
Source: Magic Maps	
Landscape	Hard surfaced area set within the countryside
Availability	
Site area	Unknown
Potential for land to be acquired	
Physical condition	
Proximity to waste arisings	The site is well located in relation to the conurbation (the north of Solihull) and the majority of waste arisings
Previously developed land	Yes
Summary of positive points	Previously developed land. There are no nearby sensitive uses.

Summary of negative points	<p>Not large enough to accommodate the HWRC and depot site.</p> <p>It is located outside of SMBC's administrative area and outside the policy area of search. It is not large enough to be able to accommodate the relocated depot. It is not known if the site is available. The location of the site would likely result in a substantial amount of queuing traffic close to the A452 roundabout. Whilst this impact could be mitigated further assessment work would be required to understand impact and identify potential mitigation options.</p>
Concluding remarks	<p>The site should be discounted based on size and the site is outside of the search area (located within administrative boundary of North Warwickshire).</p> <p>3.1 ha is too small to accommodate both the HWRC and Depot, but this site provides a possible option for the HWRC if uses are disaggregated.</p> <p>Highways constraints and mitigation should be investigated.</p>

Site 4 - Land off slip road of A45 (HS2 - site AP4)

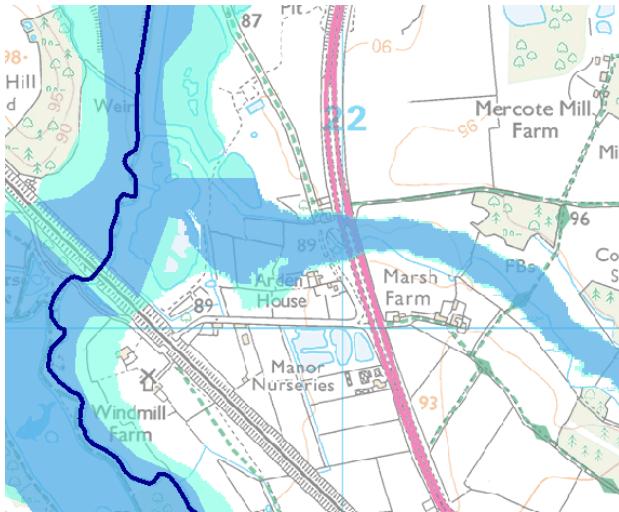
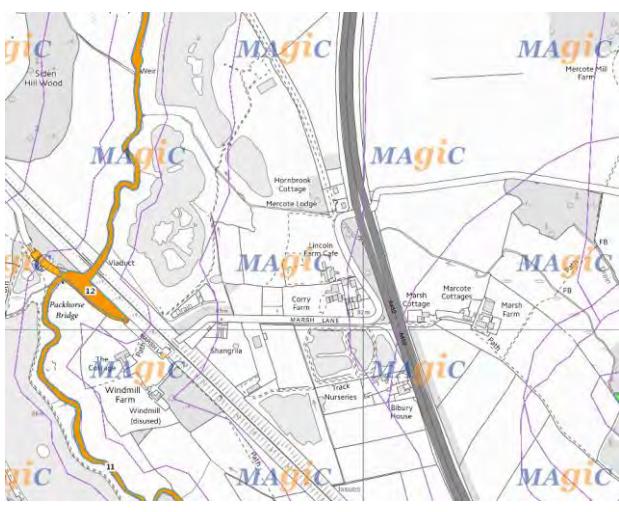
Location	South of A45 slip road / east of existing HWRC
Address	Land off A45 Coventry Road
Site Owner	Packington Estate
Current Use	Agricultural
Current Occupier	Tenant Farmer
Size	<p>3.4 ha</p> 
Owner Feedback	Owner has expressed preference for an alternative site.
Accessibility External Internal	Site has good access to wider highway network. However, the site is close to the Stonebridge Island (A45), which may present queuing issues.
Surrounding area Proximity to residential uses Other land uses	No sensitive uses are in close proximity to the site. The plan below shows HS2 route and the suggested access. Agricultural land surrounds the site with A45 to the north and HS2 to the west.

Source: HS2 Ltd	
Planning Planning Status Policy Assessment Planning Applications Planning Designation	Adopted Local Plan 2013 Natural Environment (Local Plan Policy P10) Site lies within the Green Belt (Local Plan Policy P17). Site is within a designated area of search for waste management facilities (Local Plan Policy P12) Site is within a mineral safeguarding area – area of search (Local Plan Policy P13) No relevant planning history except HS2 proposals
Environment (Flood Plain) Flood Zone 1 Source: EA flood maps	

Environment Designations	(Other Designations)
No other designations	
Source: Magic maps	
	
Landscape	Agricultural
Availability	The 3.4 ha site is available.
Site area	The site is broadly level.
Potential for land to be acquired	
Physical condition	
Proximity to waste arisings	The site is very close to the existing facility and is proximate to waste arisings.
Previously developed land	No.
Summary of positive points	The site is located within the policy area of search. It is available and will benefit from permission following Royal Assent of the HS2 Hybrid Bill. There are no nearby sensitive uses.
Summary of negative points	The site is not previously developed. It is not large enough to be able to accommodate the HWRC and relocated depot. The location of the site would likely result in a substantial amount of queuing traffic close to the Stonebridge roundabout. Whilst these impacts could be mitigated further assessment work would be required to understand impact and identify potential mitigation options.
Concluding remarks	<p>The site should be discounted based on size and likely highway impacts.</p> <p>3.4 ha is too small to accommodate both the HWRC and Depot, but this site provides a possible option for the HWRC if uses are disaggregated with limited opportunity for expansion.</p> <p>Highway constraints and potential mitigation should be considered.</p>

Site 5 - Lincoln Farm, off Marsh Lane

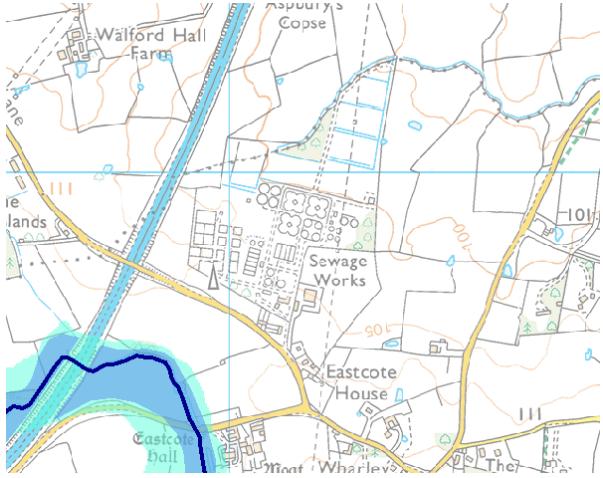
Location	West of Hampton in Arden
Address	Land at Lincoln Farm off Marsh Lane
Site Owner	To be confirmed (unregistered land)
Current Use	HGV parking facility
Current Occupier	Centurion Parking and Travel Services Ltd
Size	<p>2.8 ha</p> 
Owner Feedback	SMBC has not entered discussions with site owner at present.
Accessibility External Internal	Good access to wider highway network. However, junction with Kenilworth Road will require further consideration to establish if it has capacity to accommodate the level of traffic from the HWRC.
Surrounding area Proximity to residential uses Other land uses	Residential dwelling close to the south of the site on Marsh Lane. Kennels and Cattery south of the site. Surrounding land is predominantly in agricultural use with lakes and ponds west of the site bordering the River Blythe.
Planning Planning Status	<p>Adopted Local Plan 2013</p> <p>Site lies within the Green Belt (Local Plan Policy P17).</p>

Policy Assessment Planning Applications Planning Designation	<p>Site is within a designated area of search for waste management facilities (Local Plan Policy P12)</p> <p>Site is within a mineral safeguarding area – area of search (Local Plan Policy P13)</p> <p>Relevant Planning History</p> <p>2009/01455/CU – Part retrospective application for the deposit of materials to raise land level and change use of that former agricultural land to extend lorry parking area.</p> <p>2009/02315/CU – retrospective application for the change of use of the part of the land for stationing of caravans for use by the construction and mobile workers</p>
Environment (Flood Plain) Flood Zone 3 (refer to planning history) Source: EA flood maps	
Environment (Other Designations) River Blythe SSSI is relatively close to the site and the impact of the HWRC on the SSSI will need to be considered. Source: Magic Maps	
Landscape	Hardstanding within agricultural landscape/floodplain
Availability Site area Potential for land to be acquired	It is unknown whether the site is available.

Physical condition	The site lies within flood zone 3. Planning permission has been granted to raise the site levels which may improve the sites performance in flood risk terms.
Proximity to waste arisings	Located within Local Plan area of search. The site is further than the existing facility from the main conurbation.
Previously developed land	Yes
Summary of positive points	It is previously developed land. There are few nearby sensitive uses.
Summary of negative points	It is not known whether the site would be available. It is not large enough to be able to accommodate the HWRC and relocated depot. The location of the site would likely result in a substantial amount of queuing traffic at the junction with Kenilworth Road. The site lies within flood zone 3 (high risk). Whilst these impacts could be mitigated further assessment work would be required to understand impact and identify potential mitigation options.
Concluding remarks	<p>The site should be discounted based on size.</p> <p>2.8 ha is too small to accommodate both the HWRC and Depot, but this site provides a possible option for the HWRC if uses are disaggregated and no alternatives in the preferred area of search are identified.</p> <p>Highways and Flood Risk constraints and potential mitigation should be investigated alongside potential impact on sensitive neighbours.</p>

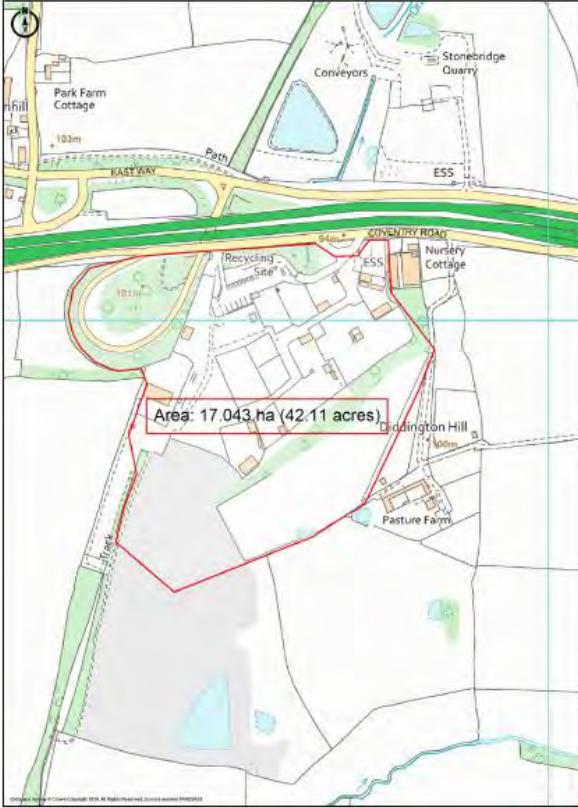
Site 6 - Land adjacent to Barston Sewage Works

Location	West of Barston Sewage Works
Address	Friday Lane, Eastcote
Site Owner	Severn Trent
Current Use	Agricultural Land / Sewage Works
Current Occupier	Severn Trent
Size	<p>3.6 ha</p> 
Owner Feedback	SMBC has not contacted owner
Accessibility	Relatively poor access to wider highway network.
External	
Internal	
Surrounding area Proximity to residential uses Other land uses	There are no sensitive uses in close proximity to the site. It is surrounding by agricultural land with the M42 forming the western boundary.
Planning Planning Status Policy Assessment	<p>Adopted Local Plan 2013</p> <p>Site lies within the Green Belt (Local Plan Policy P17).</p> <p>Relevant Planning History</p>

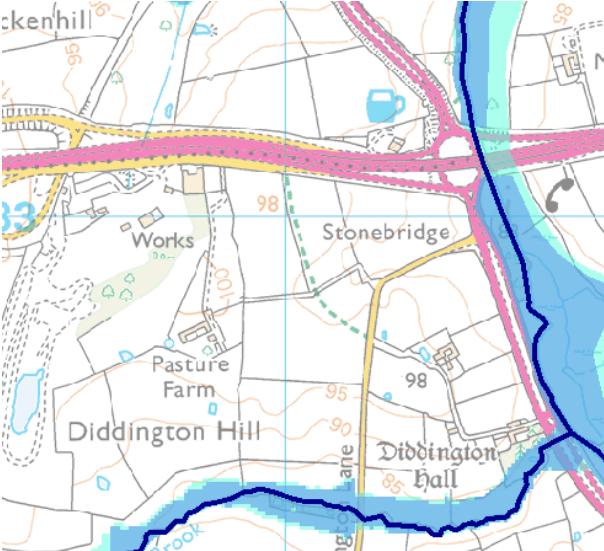
Planning Applications Planning Designation	2004/02558/FUL – erection of 3 electrical control cabinets as part of upgrading works The land north of the site has been subject to two applications for a new motorway service station on M42.
Environment (Flood Plain) Flood Zone 1 Source: EA flood maps	
Environment Designations) (Other No other designations Source: Magic Maps	
Landscape	Open countryside
Availability Site area Potential for land to be acquired Physical condition	It is not known if the site is available.
Proximity to waste arisings	Located outside of Local Plan area of search. The site is further than the existing facility from the main conurbation albeit it is located centrally within the Borough.
Previously developed land	In part

Summary of positive points	There are no nearby sensitive uses.
Summary of negative points	<p>It is not known whether the site would be available. It is located outside the area of search as defined in the adopted Local Plan. It is not large enough to be able to accommodate the HWRC and relocated depot. The location of the site would likely have a significant impact on the local highway network.</p>
Estimated potential to achieve deadlines	Dependent upon discussions with landowner and overcoming planning risks
Concluding remarks	<p>The site should be discounted based on size and the site is outside of the policy area of search.</p> <p>3.6 ha is too small to accommodate both the HWRC and Depot and is unlikely to provide enough expansion room to allow growth of the HWRC. The proposed use would likely have an unacceptable impact on the local highway network.</p>

Site 7 – Former Arden Brickworks (Northern Part)

Location	Former Arden Brickworks off A45 slip road
Address	Former Arden Brickworks
Site Owner	Eaglebeam Ltd
Current Use	Mixed industrial use
Current Occupier	Various occupiers
Size	<p>6.07 ha (15 acres) plus additional plots in later phases.</p> 

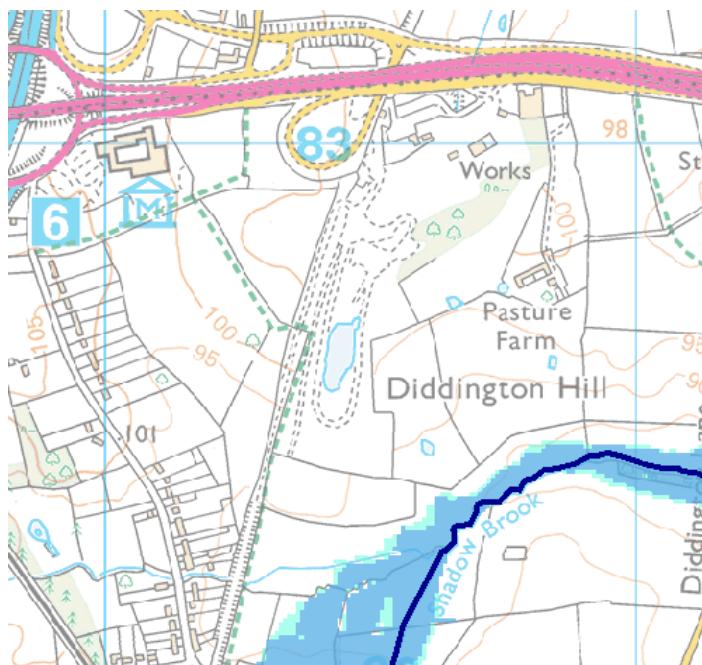
	
Owner Feedback	Owner historically was not supportive of a HWRC on the site, although it is now keen to engage with SMBC and has prepared site masterplan showing how the HWRC and depot could be accommodated on site.
Accessibility External Internal	Site has good access to wider highway network. An improvement to the existing HWRC access could realistically be achieved.
Surrounding area Proximity to residential uses Other land uses Source: HS2 Ltd	No sensitive uses are in close proximity to the site. The plan below shows HS2 route and the suggested access. Agricultural land surrounds the site with A45 to the north and HS2 to the west.

	
Planning	Adopted Local Plan 2013 (representations to Draft Local Plan TBC)
Planning Status	Natural Environment (Local Plan Policy P10)
Policy Assessment	Site lies within the Green Belt (Local Plan Policy P17).
Planning Applications	Site is within a designated area of search for waste management facilities (Local Plan Policy P12)
Planning Designation	Site is within a mineral safeguarding area – area of search (Local Plan Policy P13)
	Relevant planning history includes a series of planning applications for employment uses on the former brickworks site.
Environment (Flood Plain) Flood Zone 1 Source: EA flood maps	

Environment (Other Designations) No other designations Source: Magic maps	
Landscape	Brickworks surrounded by agricultural land
Availability Site area Potential for land to be acquired Physical condition	It is understood that the site is available.
Proximity to waste arisings	The site is very close to the existing facility and is proximate to waste arisings.
Previously developed land	Yes.
Summary of positive points	The site comprises previously developed land and is located within the policy area of search. It is potentially large enough to accommodate the HWRC. There are no nearby sensitive uses. The site is available.
Summary of negative points	The location of the site would likely result in a substantial amount of queuing traffic close to the Stonebridge roundabout. Whilst this impact could be mitigated further assessment work is recommended to understand impact and identify potential mitigation options.
Concluding remarks	<p>Warrants further detailed consideration. The site could provide a minimum 6 ha capable of accommodating both the HWRC and depot, is available and is located within the identified area of search.</p> <p>Highways should be further considered, and any improvement works necessary identified.</p>

Site 8 – Land at Arden Eco Park (Southern Part)

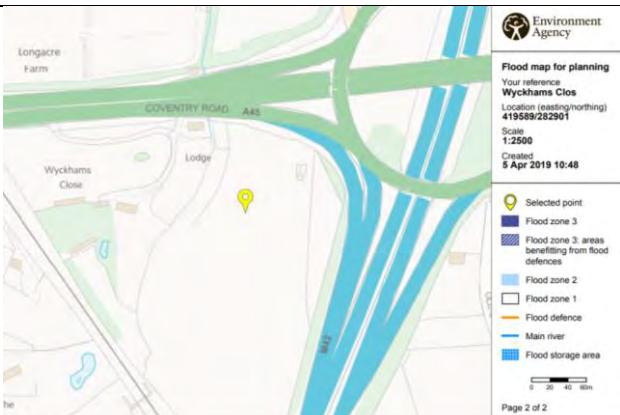
Location	Arden Brickworks site off A45 slip road
Address	Land south of Arden Brickworks
Site Owner	Eaglebeam Ltd
Current Use	The site is currently a combination of agricultural land, an area of clay deposits for extraction and an excavated area.
Current Occupier	Arden Brickworks
Size	 <p>A detailed site map showing land parcels and boundaries. Five specific areas are highlighted with red outlines and labeled with their respective sizes:</p> <ul style="list-style-type: none"> Area: 7.296 ha (18.03 acres) Area: 2.632 ha (6.5 acres) Area: 6.49 ha (16.04 acres) Area: 3.086 ha (7.65 acres) Area: 7.296 ha (18.03 acres) - This area is shown twice, likely a mistake in labeling. <p>The map also shows a green line representing the HS2 route, a blue line for the A45 slip road, and various farm buildings and roads. A scale bar indicates 100m.</p> <p>Initial site of 2.7 ha (6.7 acres) south of brickworks put forward by landowner plus substantial greenfield land east of the quarry.</p>
Owner Feedback	Owner is keen to agree a long leasehold with SMBC.
Accessibility	The wider brickworks site (considered in site 7) has good access to wider highway network although this will be affected by HS2. Internally, it may be necessary to direct customers through the wider Brickworks site.
External Internal	
Surrounding area Proximity to residential uses Other land uses	There are sensitive uses located in close proximity to the site (residential uses to south west). The plan below shows HS2 route and the suggested access. Agricultural and surrounds the site with A45 to the north and HS2 to the west.

Planning Planning Status Policy Assessment Planning Applications Planning Designation	Adopted Local Plan 2013 Natural Environment (Local Plan Policy P10) Site lies within the Green Belt (Local Plan Policy P17). Site is within a designated area of search for waste management facilities (Local Plan Policy P12) Site is within a mineral safeguarding area – area of search (Local Plan Policy P13) Relevant planning history includes a series of planning applications for employment uses on the former brickworks site. The southern part of the site has no planning history.
Environment (Flood Plain) Flood Zone 1 Source: EA flood maps	 <p>The map displays flood risk areas across a rural landscape. A large blue shaded area represents the EA 100-year flood level, with a smaller blue area nested within it. Various orange contour lines indicate higher flood levels. Key locations labeled include 'Diddington Hill', 'Pasture Farm', and 'Shadow Brook'. A road network is shown in grey, and buildings are represented by small icons. A blue box highlights a specific area near a road, and a blue number '6' is placed within this box.</p>
Environment (Other Designations) No other designations Source: Magic maps	 <p>This map shows the same area as the previous one but with different designations. It features purple lines and shapes representing the 'Green Belt' and 'Mineral Safeguarding Area'. Red triangles mark specific locations of interest. The same place names like 'Diddington Hill', 'Pasture Farm', and 'Shadow Brook' are visible, along with the road network and building icons.</p>

Landscape	Brickworks surrounded by agricultural land
Availability Site area Potential for land to be acquired Physical condition	The site is available and potentially large enough to accommodate the depot and HWRC. However, if the agricultural land is excluded as a developable area the site may not be able to accommodate both facilities.
Proximity to waste arisings	The site is very close to the existing facility and is proximate to waste arisings.
Previously developed land	Part PDL (north) and part greenfield (south).
Summary of positive points	The site comprises previously developed land in part (approximately 50%, i.e. 7.5 acres / 3 ha) and is located within the policy area of search. The site is available
Summary of negative points	The location of the site would likely result in a substantial amount of queuing traffic close to the Stonebridge roundabout. Whilst this impact could be mitigated further assessment work is recommended to understand impact and identify potential mitigation options. There are nearby sensitive uses to the south west, which are very likely to limit the development capacity of this part of the site. Specifically, the residential properties west of the site that will be susceptible to noise impacts. The site is greenfield and would have greater impact on the surrounding area than development on the adjoining Arden Brickworks site.
Concluding remarks	2.7 ha is too small to accommodate both the HWRC and Depot, but this site provides a possible option for the HWRC if uses are disaggregated. Highways constraints should be investigated, and potential mitigation confirmed. In addition, potential impact on sensitive neighbours should be given further consideration.

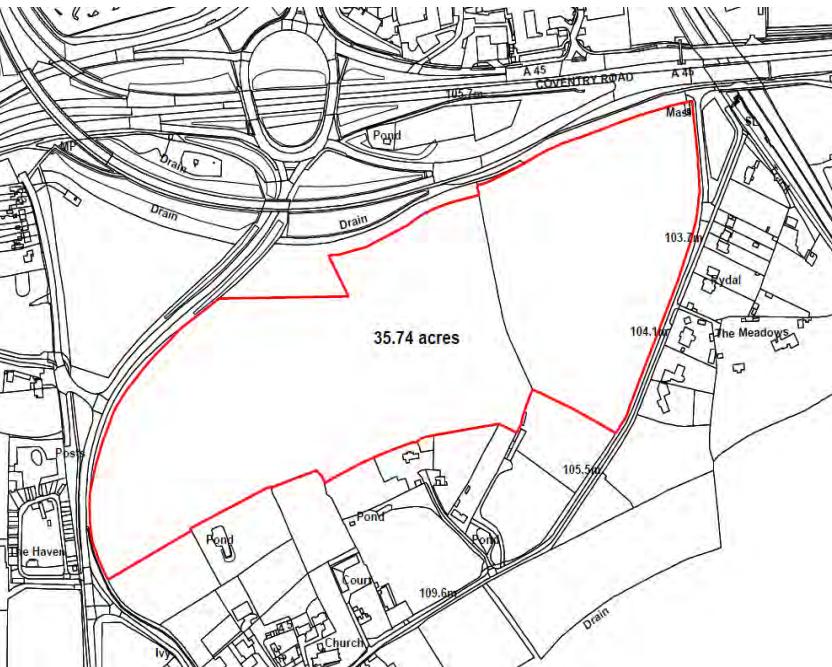
Site 9 – Wyckhams Close

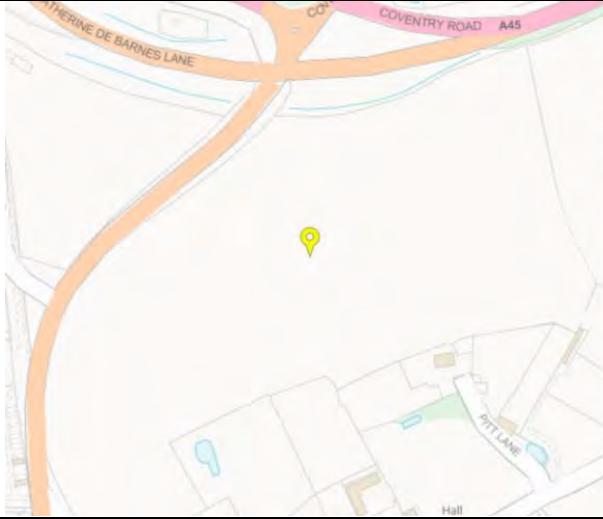
Location	Wyckhams Close
Address	Wyckhams Close, off Church Lane, Bickenhill
Site Owner	Investor Owner
Current Use	Derelict house and associated land
Current Occupier	N/A
Size	<p>8.66 ha (21.41 acres)</p> 
Owner Feedback	We have not approached the owner at this stage
Accessibility	Located near the main highway network and M42 Junction 6, however existing access to the site is via a circuitous route through Bickenhill village centre along the single-track Church Lane. Unlikely that the Highway Authority would grant approval for the formation of a new access directly off the A45.
Surrounding Area	There are a small number of residential dwellings to the west of the property but separated by the railway.

	<p>Neighbouring uses to the north are car parking associated with the NEC and all of its facilities on site.</p>
Planning	<p>Adopted Local Plan 2013 Natural Environment (Local Plan Policy P10) Site lies within the Green Belt (Local Plan Policy P17).</p>
Environment: Flood Plain	<p>The site is located within Flood Zone 1 (Low probability of flooding)</p> <p>Source: EA flood maps</p> 
Environment: Other Designations	N/A
Landscape	Mainly grassland with some trees. The trees form a border to the north east, eastern and south wester boundaries of the site.
Availability	Site area totals: 8.66 ha (21.41 acres)
Proximity to waste arisings	The site is within the immediate vicinity of the existing facility and is proximate to waste arisings.
Previously developed land	The site has formerly had some residential development, however is mainly a parcel of undeveloped land.
Summary of positive points	<p>The site is located within the immediate vicinity of the current HWRC and would provide excellent access to the M42 and A45 if a new means of access could be formed.</p> <p>The site provides an area that is more than ample to house both HWRD and Depot.</p>
Summary of negative points	<p>The site is located within the Green Belt and has not previously been developed.</p> <p>The location of the site within such close proximity of Junction 6 M42 means that the formation of a new access off the A45 is very unlikely to be acceptable in planning and highway safety terms.</p> <p>Air Quality risks at this location have been highlighted by DEFRA.</p>

Concluding remarks	<p>The site should be discounted due to highways constraints and the site being located outside of the area of search for HWRC.</p> <p>Highway access is a significant constraint, which is very likely to restrict the proposed use.</p> <p>The site is outside the area of search.</p>

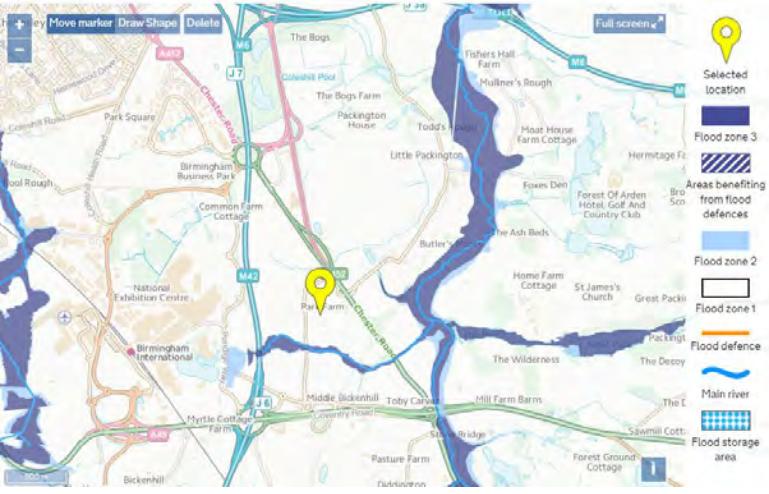
Site 10 – Land to South of A45 (Coventry Road)

Location	Land to South of A45 (Coventry Road)
Address	Land to South of A45 (Coventry Road)
Site Owner	Private individual
Current Use	Agricultural
Current Occupier	Farmer/Land Owner
Size	<p>14.5 ha (35.74 acres)</p> 
Owner Feedback	We have not approached the owner at this stage
Accessibility	The site has direct access off the B4438 (Catherine Barnes Lane) and Church Lane, Bickenhill, a single-track road. Significant alteration and realignment of the B4438 is proposed by Highways England as part of its M42 Junction 6 improvement programme, which will adversely impact upon access to the site.
Surrounding Area	There are a multitude of uses surrounding the site, ranging from residential dwellings though to business premises and a small caravan park.
Planning	<p>Adopted Local Plan 2013 Natural Environment (Local Plan Policy P10) Site lies within the Green Belt (Local Plan Policy P17).</p>

<p>Environment: Flood Plain</p> <p>The site is located within Flood Zone 1 (Low probability of flooding)</p> <p>Source: EA flood maps</p>		<p>Environment Agency</p> <p>Flood map for planning</p> <p>Your reference South A45</p> <p>Location (easting/northing) 418802/282701</p> <p>Scale 1:2500</p> <p>Created 5 Apr 2019 11:40</p> <p>Selected point</p> <ul style="list-style-type: none"> Flood zone 3 Flood zone 3: areas benefitting from flood defences Flood zone 2 Flood zone 1 Flood defence Main river Flood storage area <p>0 20 40 60m</p> <p>Page 2 of 2</p>
<p>Environment: Other Designations</p>	N/A	
<p>Landscape</p>	Agricultural	
<p>Availability</p>	The site area totals: 14.5 ha (35.74 acres)	
<p>Proximity to waste arisings</p>	The site is within the immediate vicinity of the existing facility and is proximate to waste arisings.	
<p>Previously developed land</p>	The site is formed of undeveloped agricultural land.	
<p>Summary of positive points</p>	The site provides 14.5 ha capable of accommodating both the HWRC and Depot.	
<p>Summary of negative points</p>	The site is located within the Green Belt and has not previously been developed. It is highly unlikely that a satisfactory access to the site can be achieved within a reasonable timeframe due to Highways England's M42 Junction 6 improvement programme which is not due to be completed until 2023/24. Noise and environmental constraints of the surrounding uses in particular the nearby residential dwellings south of the site.	
<p>Concluding remarks</p>	<p>The site should be discounted due to proposed highway alterations/constraints and being located outside the area of search for HWRC.</p> <p>Highway access is a significant constraint, which is very likely to restrict the proposed use.</p> <p>The site is outside the area of search.</p>	

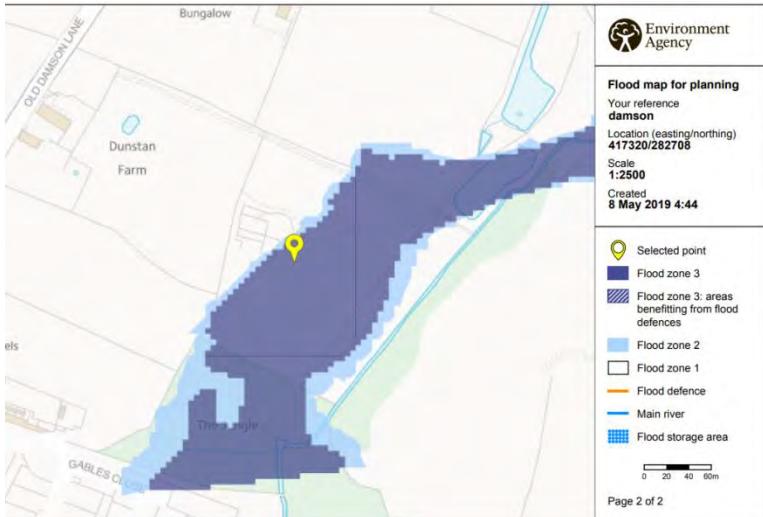
Site 11 – HS2 Interchange / Arden Cross

Location	HS2 Interchange / Arden Cross
Address	HS2 Interchange / Arden Cross
Site Owner	Multiple ownership – Arden Cross Consortium (includes SMBC)
Current Use	Mainly agricultural land
Current Occupier	N/A
Size Source: SMBC	140 ha 
Owner Feedback	We have not approached the owners at this stage
Accessibility	The site will be highly accessible to the surrounding highway network.
Surrounding Area	The site lies adjacent to the NEC and Birmingham Airport.
Planning	The site has a draft plan allocation for key infrastructure led mixed use development. Draft Local Plan Policy P1 states that the Council will support and encourage the development of the Arden Cross land as an exemplary international station, with new public realm that supports the creation of a sense of place supporting the potential for commercial and residential opportunities, that will be well integrated into the surrounding environment, seamlessly linking to Birmingham Airport and the NEC in a well co-ordinated way.

<p>Environment: Flood Plain</p> <p>The site is located within Flood Zone 1, 2 & 3 (High, Medium and Low probability of flooding and with no benefit of flood defences)</p> <p>Source: EA flood maps</p>	 <p>A detailed map of the Arden Cross area in Birmingham, showing flood zones and defense measures. The map includes the M6, M42, and A45 roads, and various locations like Birmingham Business Park, Common Farm Cottage, and Mill Farm Barns. A legend on the right side identifies the following features:</p> <ul style="list-style-type: none"> Selected location (Yellow dot) Flood zone 3 (Dark blue) Area benefiting from flood defences (Hatched blue) Flood zone 2 (Light blue) Flood zone 1 (White) Flood defence (Orange line) Main river (Blue wavy line) Flood storage area (Dotted blue)
<p>Environment: Other Designations</p>	N/A
<p>Landscape</p>	The site is currently undeveloped agricultural land. Part of the site is identified as a mineral safeguarding area.
<p>Availability</p>	140 ha (350 acres)
<p>Proximity to waste arisings</p>	The site is within the immediate vicinity of the existing facility and is proximate to waste arisings.
<p>Previously developed land</p>	The site is formed of undeveloped agricultural land, with some mineral extraction taking place.
<p>Summary of positive points</p>	The site 140 ha capable of providing both the HWRC and Depot.
<p>Summary of negative points</p>	The development of a HWRC and relocation of the depot to the Arden Cross site would be contrary to the strategic planning objectives for the site and the mix of uses and scale and style of development envisaged.
<p>Concluding remarks</p>	Redevelopment of this site would be contrary to emerging strategic planning policy to support development of an international station, new commercial and residential opportunities linked to HS2 and should be discounted.

Site 12 – Land at Damson Parkway

Location	Land at Damson Parkway
Address	Land at Damson Parkway
Site Owner	Multiple owners including SMBC
Current Use	Mainly agricultural use
Current Occupier	N/A
Size Source: SMBC	<p>93.81 ha (231.8 acres)</p>  <p>The map illustrates the location of Site 12, which is a large, irregularly shaped area highlighted in red. This red boundary encompasses several smaller parcels labeled with codes such as AECOM78, AECOM94, AECOM14, AECOM64, AECOM10, AECOM11, AECOM12, and AECOM1. The site is situated between the A45 road to the north and the Damson Parkway to the south. To the west, there's a cluster of buildings labeled 'The Coach House' and 'Nortonwood'. To the east, the B4080 road is visible. The surrounding land uses include residential areas (brown), green spaces (green), and industrial/commercial areas (light blue). A small area labeled 'Castle Hills (on site of)' is also shown.</p>
Owner Feedback	We have not approached the owner at this stage
Accessibility	The site has main road access from the A45 (Coventry Road) at Junction 6 for the airport and leads to Damson Parkway running through the centre of the site and thus providing multiple access points.
Surrounding Area	The surrounding area is mainly agricultural in nature, other than at the centre of the site there is a former farm which has been converted to provide a kennels and a cattery. To the southern border of the site there are a multitude of uses ranging from a dispatch area for Jaguar Land Rover and other industrial uses along with a large proportion of housing.
Planning	The site has a draft allocation for Employment use specific to the expansion of JLR, and part of the site already has planning consent for JLR's proposed Logistics Operations Centre, construction of which is expected to commence in

	<p>2019. Policy P1 explains that the Council will continue to support the further development and modernisation of the vehicles plant in order to enable its continued success in the competitive global vehicles market. The land allocated to be removed from the Green Belt includes land on the south eastern side of Damson Parkway/Old Damson Lane. Given its location it may be attractive to businesses and investments which support the automotive and motorsport industries.</p>
<p>Environment: Flood Plain</p> <p>The site is located within Flood Zone 1, 2 & 3 (High, Medium and Low probability of flooding and with no benefit of flood defences)</p> <p>Source: EA flood maps</p>	
Environment: Other Designations	N/A
Landscape	Mainly agricultural
Availability	The site area totals: 93.81 ha (231.8 acres)
Proximity to waste arisings	The site is within the immediate vicinity of the existing facility and is proximate to waste arisings.
Previously developed land	The site is formed of undeveloped agricultural land.
Summary of positive points	The site provides an area that is more than ample to house both HWRC and Depot. Surrounding uses such as JLR's dispatch area and industrial uses would not be affected by the operation.

	<p>The site provides excellent access and egress and therefore the should not be an issue in terms of highways.</p>
Summary of negative points	<p>The site is located within the Green Belt and as such is mainly undeveloped land. The site is proposed to be removed from the Green Belt due to very special circumstances that exist to facilitate the expansion of JLR and associated businesses. The location of the HWRC and depot on this site would be inconsistent with the very special circumstances justifying the release of land from the Green Belt and would undermine the policy objectives for the site.</p>
Concluding remarks	<p>Redevelopment of this site would be contrary to emerging strategic planning policy to support employment development and should be discounted.</p>

4 Recommendations

- 4.1. Relocation of the HWRC to eight potential sites was considered in 2016. This search is updated here to include relocation of the Moat Lane Depot and additional space to address operational issues. This report has reconsidered the eight sites identified in the 2016 report and includes an additional four.
- 4.2. The adopted Solihull Local Plan sets a sequential approach to the relocation, expansion or development of waste sites including HWRC. Established facilities within a designated area of search are the priority locations. Outside this area, sites carry a significant planning risk, which could affect delivery of the project in the required timeframe.
- 4.3. The emerging Local Plan provides a consistent policy basis for determining such proposals, and so there is no material change in planning policy context since the 2016 report.
- 4.4. We have recommended sites are discounted where one or more of the following apply:
 - The site is outside of the areas of search for a HWRC.
 - The site is too small to accommodate a HWRC and relocated depot together
 - A HWRC would conflict with the strategic planning policy for the site.
- 4.5. In total eight of the twelve sites are discounted. Only three warrant further consideration with a fourth potential site if strategic policy decisions are changed:
 - Site 7 – Former Brickworks Site (ranked 1)
 - Site 2 – Cornets End Lane (ranked 2)
 - Site 8 – Arden Eco Park South
 - Site 12 – Damson Parkway
- 4.6. These are summarised in the table following.

Site 7 – Former Brickworks Site (ranked 1)

- 4.7. The Former Brickworks site (north), land south of the existing HWRC and comprising previously developed land and agricultural land, was considered the best performing site in the 2016 assessment. At this time, engagement with the landowner was recommended.
- 4.8. We understand the land owner has confirmed land within the existing Arden Brickworks site could be available and has prepared a masterplan for ‘Arden Eco Park’ to demonstrate how this could be achieved.
- 4.9. This updated report again considers this site to perform better than others against a number of criteria, and as such it is again ranked first in this assessment.

Site 2 - Cornets End Lane (ranked 2)

- 4.10. In relation to Cornets End Lane, it is recommended discussions are held with the land owner to understand if the site is available and capable of accommodating SMBC’s requirements in the short to medium term. Availability of additional parcels should also be confirmed.
- 4.11. Potential highways constraints and necessary mitigation should be tested.

4.12. Accordingly, this site is not considered to perform as well as Site 7.

Site 8 – Arden Eco Park South (ranked 3)

4.13. The Arden Eco Park masterplan is broadly split into two areas, including site 7 (former Brickworks site) and site 8 (Arden Eco Park south). Site 8 includes an existing quarry and greenfield land located close to existing residential dwellings. Proximity to sensitive residential neighbours means this part more constrained than the northern parcel (site 7) and a planning application for a new HWRC on this site will face significant opposition and presents a higher planning risk.

4.14. By virtue of scale this site could be ranked third.

Site 12 – Damson Parkway (ranked 4)

4.15. Site 12 is being promoted for release from the Green Belt through the Local Plan, subject to special circumstances to facilitate the expansion of JLR and associated businesses. Development of a new HWRC and depot would be inconsistent with these very special circumstances and undermine the proposed employment land use allocation. A change to this strategic planning position could allow the relocation of the HWRC and depot, although it must not undermine the very special circumstances case which justifies the allocation.

Summary Table

4.16. The table following provides a summary of assessment and associated recommendation. Where constraints have been identified these are shaded red for reference.

Recommendations

- 4.17. This report confirms a limited number of sites within the necessary search area, that are of appropriate size and in accordance with strategic planning policy, suitable for redevelopment for a new HWRC and depot.
- 4.18. Maintaining accessibility for residents across the borough, and the potential impact of the proposed use on neighbours suggests it appropriate to investigate expansion and improvement to address identified capacity and operational issues close to the current site as a priority.
- 4.19. As such, we recommend progressing the Former Brickworks Site (site 7) as the first preference, followed by Cornets End Land (site 2) and Arden Eco Park south (site 8) as alternatives.
- 4.20. Land at Damson Parkway (site 12) would perform better if a more relaxed policy approach is taken for the delivery of new employment use on this site. Site 12 is ranked fourth and retained as a 'back up' option.
- 4.21. Disaggregating the HWRC and depot relocation to reduce the size of site required would increase the range of alternative sites available. Where sites included in this assessment could provide land suitable for a new HWRC only (2-3 ha, to be confirmed by SMBC operational teams), these are identified within the assessment proforma.

Rank	Site	Size	HWRC	Depot	Both	Within HWRC Area of Search	PDL	Significant highway concerns	Conflict with adjacent/nearby uses	Conflict with planning or strategic policy	Flood risk concerns	Recommendation
Preferred Options												
1	Site 7 – Former Brickworks site	6 ha	Yes	Yes	Yes	Yes	Yes	TBC – good access	No	Green Belt	No	Progress landowner discussions and technical work
2	Site 2 – Cornets End Lane	Multiple plots at least 1.4 ha (total sites 29 ha and 36 ha respectively)	Yes - TBC	Yes - TBC	Yes - TBC	Yes	Yes	Assessment needed to confirm mitigation	No	Green Belt	No	Confirm extent and timing of available land. Progress technical work
3	Site 8 – Arden Eco Park South	2.7 ha	Yes	No	No	Yes	Part	TBC – good access	Part	Green Belt	No	Link to Site 7. Progress landowner discussions and technical work
4	Site 12 – Damson Parkway	93.8 ha	Yes	Yes	Yes	Yes	No	TBC – good access	No	Yes – draft allocation for employment	Part	Review policy objectives and implication

Rank	Site	Size	HWRC	Depot	Both	Within HWRC Area of Search	PDL	Significant highway concerns	Conflict with adjacent/nearby uses	Conflict with planning or strategic policy	Flood risk concerns	Recommendation
Other sites												
	Site 1 - Lame Wood, Meriden	4.2 ha	Yes	Yes	No	Yes	No	TBC – likely to be pressure on local junction	No	Green Belt	No	Discount due to size
	Site 3 - Land opposite Woodlands Cemetery	3.1 ha	Yes	Yes	No	No - NWDC	No	TBC – proximity to A452 Chester Road	No	Green Belt	Part	Discount due to size and area of search
	Site 4 - HS2 proposal – land off slip road of A45	3.4 ha	Yes but limited capacity	No	No	Yes	No	TBC – proximity to Stonebridge Island	No	Green Belt	No	Discount due to size and highways
	Site 5 - Lincoln Farm, off Marsh Lane	2.8 ha	Yes	No	No	Yes	Yes	TBC – junction with Kenilworth Road	No	Green Belt	Yes	Discount due to size and highways

Rank	Site	Size	HWRC	Depot	Both	Within HWRC Area of Search	PDL	Significant highway concerns	Conflict with adjacent/nearby uses	Conflict with planning or strategic policy	Flood risk concerns	Recommendation
	Site 6 - Land adjacent to Barston Sewage Works	3.5 ha	Yes	No	No	No	No	TBC – poor access	No	Green Belt	No	Discount due to size and highways
	Site 9 - Land at Wyckhams Close	8.66 ha	Yes	Yes	Yes	No	No	Yes – Unlikely to be acceptable to form a new access off A45 due to proximity to M42.	No	Green Belt	No	Discount due to highways and area of search
	Site 10 - Land to the south of A45 Coventry Road (north of Bickenhill village)	14.5 ha	Yes	Yes	Yes	No	No	Yes – Impact of proposed Highways England M42 J6 improvement programme.	Yes	Green Belt	No	Discount due to size and area of search

Rank	Site	Size	HWRC	Depot	Both	Within HWRC Area of Search	PDL	Significant highway concerns	Conflict with adjacent/ nearby uses	Conflict with planning or strategic policy	Flood risk concerns	Recommendation
	Site 11 - HS2 Interchange / Arden Cross	140 ha	Yes	Yes	Yes	Yes	No	TBC – good access	No	Yes	No	Discount due to strategic planning policy objectives





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