

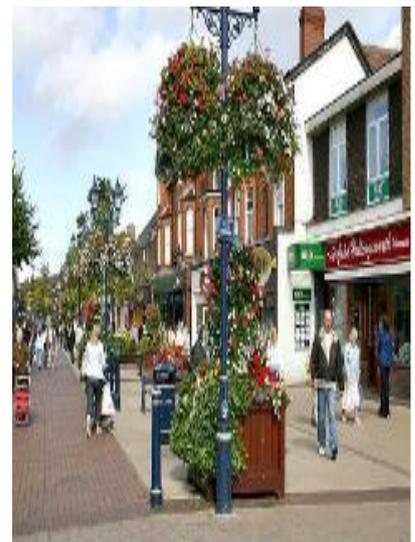


SA of the Solihull Gypsy and Traveller Site Allocations DPD

Final SA Report

March 2013

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IRELAND



Prepared for:



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TABLE OF CONTENTS	1	INTRODUCTION	1
	1.2	Sustainability Appraisal	1
	1.3	Outline of the contents and main objectives of the DPD	1
	1.4	Objectives of the DPD	1
	1.5	The SA Report	2
	1.6	Structure of this Interim SA Report	3
	2	SA PROCESS	5
	2.2	Stage A.....	5
	2.3	Stage B and C.....	7
	2.4	Stage D.....	7
	2.5	Stage E.....	7
	3	SUSTAINABILITY CONTEXT	8
	3.1	Introduction	8
	3.2	National Planning Policy Framework (NPPF) (2012)	8
	3.3	Planning Policy for Traveller Sites (2012)	8
	3.4	Solihull Draft Local Plan – Shaping a Sustainable Future: Submission Document (2012)	10
	3.5	A Draft Strategy for Gypsies and Travellers in Solihull (2010).....	11
	3.6	Key sustainability objectives identified by the context review.....	11
	4	EVIDENCE BASE.....	13
	4.1	Introduction	13
	4.2	Current Baseline - Solihull Gypsy and Traveller Accommodation Assessment (GTAA) – February 2012	13
	4.3	Key environmental characteristics of the four allocated sites	14
	4.4	Likely future of the baseline without implementation of the DPD	15
	5	THE STORY OF PLAN-MAKING / SA TO DATE.....	17
	5.1	Introduction	17
	5.2	Alternatives to deliver 38 permanent residential pitches to 2027	17
	5.3	Alternative approaches considered for allocating sites	

	18
5.4	Alternatives for providing temporary stopping places (transit sites)	19
5.5	Alternatives to a policy on detailed planning considerations	20
5.6	Alternatives to a policy on safeguarding Gypsy and Traveller sites.....	21
6	APPRAISAL METHODOLOGY	23
7	APPRAISAL FINDINGS	24
7.1	Introduction	24
7.2	Vision and objectives	24
7.3	Strategy.....	26
7.4	Transit Pitches and Travelling Showpeople Plots	30
7.5	Site Allocations	33
7.6	Policy GTS 6 (Detailed Planning Considerations)	43
7.7	Policy GTS 7 (Safeguarding)	47
7.8	Mitigation	48
8	CONCLUSIONS AND NEXT STEPS	49
8.1	Appraisal Findings.....	49
8.2	Monitoring	50
8.3	Next Steps	50
8.4	How to make comments.....	51
	APPENDIX A - EVOLUTION OF THE SA OBJECTIVES	52
	APPENDIX B: ASSESSMENT OF ALTERNATIVES FOR MEETING BOROUGH'S IDENTIFIED NEED FOR PERMANENT RESIDENTIAL PITCHES	55
	APPENDIX C: FINDINGS OF THE SUSTAINABILITY APPRAISAL OF THE PREFERRED / NON-PREFERRED SITES	60
	APPENDIX D: ASSESSMENT OF SITES CONSIDERED FOR POTENTIAL ALLOCATION	70

1 INTRODUCTION

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

1.1.2 The SA findings and recommendations set out within this report will be taken into account by the Council, alongside consultation responses, when preparing the „Submission’ version of the DPD, which will then be submitted to the Planning Inspectorate for the Examination in Public.

1.2 Sustainability Appraisal

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

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

1.3 Outline of the contents and main objectives of the DPD

1.3.1 The Solihull Gypsy and Traveller DPD is part of the Local Development Framework (LDF) for Solihull. The main document in the LDF is the Solihull Local Plan which sets out the long-term spatial vision for how the Borough will develop and change up to 2028. With regard to housing, the Council aims to ensure that everyone, including Gypsies and Travellers, has the opportunity to access a decent and safe home. The shortage of authorised Gypsy and Traveller sites to meet identified need is one of the key challenges for the Solihull Draft Local Plan to address.

1.3.2 The DPD „Submission Draft’ document presents:

- A vision and objectives for the plan;
- A strategy for permanent residential pitches, transit pitches and travelling showpeople plots;
- Details of the sites which are allocated to provide the level of Gypsy and Traveller accommodation required in Solihull; and
- Two policies for development management purposes.

1.4 Objectives of the DPD

1.4.1 The overarching objective to deliver the vision identified within the Solihull Gypsy and Traveller DPD is set out in the Solihull Draft Local Plan submission document as follows:

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

- 1.4.2 In order to achieve this overarching objective, the DPD identifies a series of further sub-objectives, which are to:
- Identify sites that are available, suitable and achievable;
 - Allocate and grant planning permission for sufficient land and pitches to meet identified needs within Solihull Borough in the most appropriate locations;
 - Increase access to local services and facilities including health, education, fresh food and employment by allocating sites and pitches in the most suitable locations to enable this;
 - Ensure sites are of high quality design, safe and pleasant places to live; and
 - Provide clear guidance for making decisions on planning applications regarding Gypsy and Traveller sites.

1.5 The SA Report

- 1.5.1 A key procedural requirement is that a report is published for consultation alongside the draft plan; that identifies, describes and evaluates the likely significant sustainability effects of implementing the plan, and reasonable alternatives. Subsequent to consultation, the report (which we call the „SA Report’) must then be taken into account (alongside consultation responses) by the plan-makers when finalising the plan.
- 1.5.2 The Directive prescribes the information that must be contained within the SA Report (see Table 1-1). This SA Report seeks to provide all required content.

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

Requirement	Where Covered
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	An outline of the contents and main objectives of the Submission Draft DPD are set out in Chapter 1 of this SA Report. An outline of the sustainability context of relevance to the DPD is presented in Chapter 3 of this report.
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	The current baseline associated with the Submission Draft DPD is set out in Chapter 4 of this SA Report.
The environmental characteristics of areas likely to be significantly affected	The environmental characteristics of the four allocated sites are identified in chapter 4 of this SA Report.
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Existing problems, which are of relevance to the Submission Draft DPD are set out in Chapter 4 of this SA Report.
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental	The environmental objectives of relevance to the Submission Draft DPD are set out in Chapter 4 of this SA Report.

Requirement	Where Covered
considerations have been taken into account during its preparation	
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors	Appraisal findings, as they relate to the Submission Draft DPD are presented in Chapter 7 of this Interim SA Report.
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Recommendations are presented in Chapter 7 of this SA Report
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with are presented within Chapter 5 of this SA Report.
A description of the measures envisaged concerning monitoring in accordance with Article 10	Monitoring recommendations are presented in Chapter 8 of this SA Report.
A non-technical summary of the information provided under the above headings	A non-technical summary is presented alongside this SA Report.

1.6 Structure of this Interim SA Report

1.6.1 The remainder of this report is structured as follows:

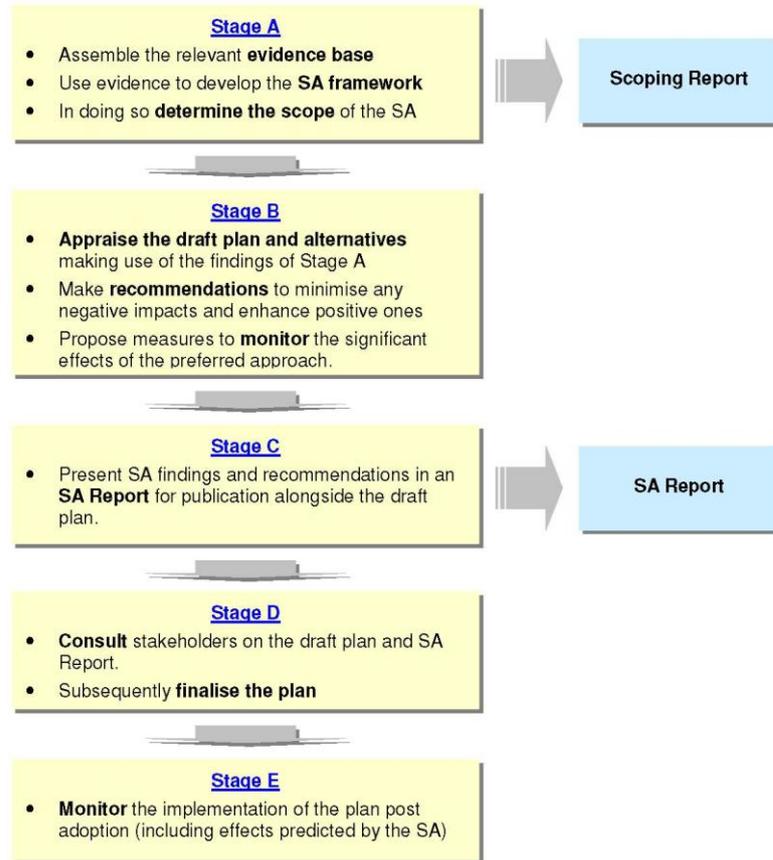
- Chapter 2 – Introduces the SA process;
- Chapter 3 – Summarises key aspects of the sustainability context;
- Chapter 4 – Summarises key aspects of the evidence base that has informed the appraisal;
- Chapter 5 – Sets out what the plan-making/SA has included up to this points (including how alternatives have been considered);
- Chapter 6 - Sets out the appraisal methodology;
- Chapter 7 – Presents the appraisal findings and also makes recommendations for addressing 'likely effects' highlighted through the appraisal;
- Chapter 8 – Presents the Conclusions and next steps;
- Appendix A – Presents how the SA Objectives have evolved;
- Appendix B – Presents the assessment of the alternative approaches for meeting the Borough's identified need for permanent residential pitches to 2027;

- Appendix C – Presents the findings of the SA of the preferred/non-preferred sites; and
- Appendix D – Presents the assessment of the sites considered for potential allocation.

2 SA PROCESS

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

Figure 2-1: The five stage approach to SA



2.2 Stage A

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

- Firstly, in light of evidence published since 2008, it was determined that the SA objectives should be revised for the purposes of the appraisal presented within this report. The revised SA Objectives are presented in Box 2-1. The ‘evolution’ of the SA objectives since 2008 is discussed further in Appendix A; and
- Secondly, a process of evidence gathering focused on identifying issues specific to Gypsy and Travellers in Solihull has been undertaken.

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

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

2.3 Stage B and C

- 2.3.1 The Interim SA Report (prepared in July 2012 alongside the Gypsy and Traveller Site Allocations DPD „Preferred Options’ consultation document) focused on Stage B of the SA process. Preferred policy approaches, preferred sites and non-preferred sites presented within the Gypsy and Travellers Preferred Options paper were appraised against the SA Objectives, and recommendations were made to enhance beneficial effects and minimise adverse ones. SA findings and recommendations were made available to the Council, and have been taken on-board during the preparation of the Submission Draft version of the DPD.
- 2.3.2 This Final SA Report sets out the appraisal of the site allocations and policies provided in the Gypsy and Traveller Site Allocations DPD –Submission Draft (i.e. Stage B). The appraisal findings and recommendations are presented within this report (hence meeting the requirement of Stage C). Suggestions are also made for monitoring likely significant effects.

2.4 Stage D

- 2.4.1 This SA Report will be published for consultation alongside the Submission Draft DPD. Findings from the consultation process will subsequently be taken on-board when finalising the plan for Submission.

2.5 Stage E

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

3 SUSTAINABILITY CONTEXT

3.1 Introduction

3.1.1 An important step when seeking to establish the appropriate „scope’ of an SA is establishing the „sustainability context’ (e.g. issues, objectives or aspirations) set out within relevant published plans, policies, strategies and initiatives (PPSIs). Sustainability context aids identification of the ‚key sustainability issues’ that should be a focus of the SA. Key messages from this review are summarised below.

3.2 National Planning Policy Framework (NPPF) (2012)¹

3.2.1 In March 2012 the National Planning Policy Framework (NPPF) was published. The NPPF, read as a whole, constitutes the Government’s view of what sustainable development in England means in practice for the planning system. The NPPF supersedes most PPSs and PPGs. Paragraph 4 of the NPPF states that the „...*framework should be read in conjunction with the Government’s planning policy for traveller sites*’ (see paragraphs 4.3.1 – 4.3.10 below). The NPPF requires local planning authorities preparing plans for and taking decisions on travellers sites should also have regard to the relevant policies set out in the framework.

3.3 Planning Policy for Traveller Sites (2012)²

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

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

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

¹ CLG (2012) National Planning Policy Framework [online] available at:

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf> (accessed 08/2012)

² „Planning Policy for Traveller Sites’ published by Communities and Local Government (2012). Document available from: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2113371.pdf>

- For local planning authorities to have due regard to the protection of local amenity and the local environment.
- 3.3.3 A series of policies are set out within the policy document. Policy A (Using evidence to plan positively and manage development) identifies the need for local planning authorities (LPAs) to assemble the evidence base necessary to support their planning approach.
- 3.3.4 Policy B (Planning for Traveller Sites) identifies the need for LPAs to set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring authorities. The policy highlights that LPAs should ensure that traveller sites are sustainable economically, socially and environmentally through ensuring that their policies:
 - Promote peaceful and integrated co-existence between the site and the local community;
 - Promote, in collaboration with commissioners of health services, access to appropriate health services;
 - Ensure that children can attend school on a regular basis;
 - Provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
 - Provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development;
 - Avoid placing undue pressure on local infrastructure and services;
 - Do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans; and
 - Reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.
- 3.3.5 Policy C (Sites in rural areas and the countryside) states that „When assessing the suitability of sites in rural or semi-rural settings, LPAs should ensure that the scale of such sites does not dominate the nearest settled community’.
- 3.3.6 Policy D (Rural Exception Sites) highlights that if there is a lack of affordable land to meet local traveller needs, LPAs in rural areas should consider the need to allocate and release sites solely for affordable traveller sites, including using a rural exception site policy for travellers sites that should also be used to manage applications.
- 3.3.7 Policy E (Traveller sites in Green Belt) emphasises that inappropriate development (which includes traveller sites (temporary or permanent)) in the Green Belt should not be approved, except in very special circumstances. If an LPA wishes to make an exceptional limited alteration to the defined Green Belt boundary to meet a specific identified need for a traveller site, it should do so only through the plan-making process. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.
- 3.3.8 Policy F (Mixed planning use traveller sites) states that „LPAs should consider, wherever possible, including traveller sites suitable for mixed and business uses’.
- 3.3.9 Policy G (Major development projects) highlights that LPAs should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.

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

3.4 Solihull Draft Local Plan – Shaping a Sustainable Future: Submission Document (2012)³

3.4.1 The Solihull Draft Local Plan (in particular Policy P6: Provision of Sites for Gypsies and Travellers) provides the context and policy framework for the Gypsy and Traveller DPD. The Plan strategy promotes economic and job growth in the Borough and provides for new housing to meet the Borough’s needs, as well as land for other activities including retail, sport and leisure. The strategy aims to conserve and improve the character and quality of the environment, an important component of the Borough’s attractiveness to investment and success.

3.4.2 With regards to Gypsies and Travellers, a key objective for the Solihull Draft Local Plan is:

“To increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.”

3.4.3 Policy P6 of the Solihull Draft Local Plan establishes the provision of pitches required to meet identified need will be met through the Gypsy and Traveller Site Allocations DPD. The criteria to be used in the allocation of future sites are set out in the Policy and these criteria will also be used in determining planning applications where there is an identified unmet need. The criteria covers a range of factors relating to impacts that may arise as a result of future site allocations, including:

- The size and scale of the site and the number of caravans stationed on a site;
- Adverse visual impacts;
- Flood risk;
- Adverse impacts on the landscape or local nature conservation designations, ecology, biodiversity or the historic environment;
- Adverse impacts on privacy and residential amenity;
- Access to the highway network; and
- Accessibility of local services (including schools, health facilities, fresh food and employment).

3.4.4 Policy P10 (Natural Environment) highlights that the Council recognises the importance of a healthy natural environment in its own right. In terms of the natural environment, the policy highlights that the Council will:

- Seek to protect, enhance and restore the diverse landscape features of the Borough;
- Seek to conserve, enhance and restore biodiversity and geodiversity, to create new native woodlands and other habitats and to protect, restore and enhance ancient woodland and green infrastructure assets across the Borough;
- Protect areas of national and local importance for biodiversity and geodiversity, where it is reasonable, proportionate and feasible to do so;
- Require developers that are proposing new development that would an adverse effect on a site of local value to incorporate measures to enhance the site.

³ Solihull Metropolitan Borough Council (2012) Solihull Draft Local Plan [online] available at: http://www.solihull.gov.uk/Attachments/Solihull_Draft_Local_Plan_Sept_2012.pdf (accessed 03/2013)

3.4.5 In terms of flood risk, policy 10 (Water Management) highlights that new development will not normally be permitted within areas at risk of flooding. However, the policy states that “*Where it is clearly demonstrated that there are no other viable sites at lower risk of flooding, consideration will be given to development in such locations, providing that it is designed to be safe from the effects of flooding and will minimise flood risk on the site and reduce risks elsewhere.*”

3.5 A Draft Strategy for Gypsies and Travellers in Solihull (2010)

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

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

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

3.5.3 The draft Strategy highlights that:

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

3.6 Key sustainability objectives identified by the context review

3.6.1 The key objectives and messages highlighted in the context review and relevant to this assessment are:

- Challenges and objectives set out within the Draft Local Plan, in particular:
 - To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure;
 - To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities, and other needs;
 - To increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the

services and facilities to meet their needs, whilst respecting the interests of the settled community;

- To conserve and enhance biodiversity;
- Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features; and
- To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.
- The Planning Policy for Traveller Sites document identifies the need to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

4 EVIDENCE BASE

4.1 Introduction

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

4.2 Current Baseline - Solihull Gypsy and Traveller Accommodation Assessment (GTAA) – February 2012

4.2.1 In November 2011 Solihull Metropolitan Borough Council commissioned the Salford Housing & Urban Studies Unit (SHUSU) at the University of Salford to produce a Gypsy and Traveller Accommodation Assessment (GTAA)⁴ for the borough. The primary purpose of the report was to provide an evidence base to inform the future development of planning policies through the LDF. This report updates the previous joint Birmingham, Coventry and Solihull GTAA published in 2008 and identifies Solihull's future pitch requirements for the following periods:

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

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

Local accommodation provision

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

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

Characteristics of local Gypsies and Travellers

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

- Household size is larger than in the settled / non-Traveller population at 3 persons across the whole sample;

⁴ „Solihull Gypsy and Traveller Accommodation Assessment (2012) prepared by Solihull Council. Document available from: http://www.solihull.gov.uk/Attachments/FINAL_Report_-_Solihull_GTAA_Feb_2012.pdf?bcsi_scan_AB11CAA0E2721250=1

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

Accommodation need and supply

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

Table 4-1: Summary of Gypsy, Traveller and Travelling Showpeople accommodation and pitch need (1st January 2012 - 31st December 2026)

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

4.2.6 Since the GTAA was finalised, 7 pitches have been granted planning permission on the Old Damson Lane site (see paragraph 4.3.1 below). Therefore, the number of pitches required has been reduced to 31.

4.3 Key environmental characteristics of the four allocated sites

4.3.1 Four sites are allocated within the DPD for Gypsy and Traveller use. The key environmental characteristics associated with these sites are outlined below. All sites proposed for allocation are located in the Green Belt:

- GTS 2 Old Damson Lane:
 - A small part of the north eastern corner of the site is located in a flood zone;
 - The site is adjacent to the Castle Hill Farm Meadow Local Wildlife Site (LWS);
 - There is judged to be satisfactory access from the junction of Old Damson Lane and Damson Parkway;
 - A GP surgery, school and shops selling fresh food are available within 2km of the site;
 - Planning permission has been granted for 7 private pitches on the site.
- GTS 3 The Warren:
 - The site is in an area that is susceptible to groundwater flooding issues;

- The site is adjacent to a Local Wildlife Site;
- The site extension is included within a Tree Preservation Order Area;
- Access to the site is from a wide, residential cul-de-sac off a good standard, inter-urban road;
- A GP surgery, school and shops selling fresh food are available within 2km of the site.
- GTS 4 The Uplands:
 - A planning application has been submitted on the site (dated 28/01/2013 (Ref: 2013/137). The scope of the proposal is: *“Change of use of land to a mixed use as a single dwelling house, stabling of horses, and as a residential caravan site for 4 gypsy families with a total of 8 caravans, including the erection of two amenity buildings.”*
 - There are Tree Preservation Orders on some trees within and adjacent to the site;
 - The site is accessed from Dickens Heath Road via a shared access with the existing residential property;
 - The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within a realistic walking distance;
 - There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site.
- GTS 5 The Haven:
 - There are no statutory environmental designations on the site. However, the Castle Hill Farm Meadows LWS is approximately 250m from the site. The site is also approximately 400m from Bickenhill Meadows Site of Special Scientific Interest (SSSI);
 - The site would be accessed from an existing vehicular access shared with the existing Gypsy and Traveller site;
 - There is no GP surgery, school or shops selling fresh food available within 2km of the site.

4.4 Likely future of the baseline without implementation of the DPD

4.4.1 An outline of the likely evolution of the sites without implementation of the DPD is set out below.

- GTS 2 – The land is currently Council owned land and is let to a tenant farmer. The farmer is aware of the future proposals for the site. Should the site not be allocated, it is likely that the land would continue to be used for farming purposes (i.e. the growing of crops).
- GTS 3 – The land is owned by the family currently residing on the existing authorised site. There is no physical boundary between the existing site and the area proposed for extension. The area of extension is not currently used for anything specific; it is just amenity land for the existing family. Should the site not be allocated, the land would continue to be used by the family as it currently is – albeit without the stationing of caravans on it as proposed. The pressure for further development is unlikely as the site is land-locked and owned by the family currently living there.
- GTS 4 – This site is currently used as an unauthorised Gypsy and Traveller site to the rear of an existing residential property. It is a family owned and occupied site. Should the site not be allocated, it is likely that the unauthorised use will continue until enforced against. Pressure for further development may come from that associated with the family business run by the owner of the site.
- GTS 5 – The site is vacant land, although it provides some informal storage associated with the existing caravan site. Should the site not be allocated, it is not considered that there would be pressure for other development and it is likely that the site would continue to be used as it is at present.

- 4.4.2 Overall, the Green Belt locations of these sites means that pressure for future development would be limited unless very special circumstances could be demonstrated or future proposals are an exception to inappropriate development.
- 4.4.3 Failing to deliver adequate sites for Gypsies and Travellers could have the following consequences:
- Increase in the number of unauthorised sites (or certainly a continuation of the current problem of unauthorised developments and encampments) and resulting tensions with the settled community;
 - Pressure to grant temporary planning permission due to the lack of a 5 year supply of sites;
 - Pressure to grant planning permission for applications in more unsuitable locations – with the Council's failure to identify sites to meet assessed need being given significant weight at any subsequent planning appeal;
 - More planning appeals for Gypsy and Traveller sites being refused planning permission (cost implications for the local authority);
 - More planning enforcement against unauthorised Gypsy and Traveller sites (cost implications for the local authority);
 - Social sustainability implications of reinforcing the cycle of nomadism for those Gypsies and Travellers who may prefer a more settled existence. Similarly, lack of authorised sites could have implications for the health and education of Gypsy and Traveller families as they are continually moved on;
 - Failure of the Council's duty to meets its obligations;
 - Uncertainty for the Gypsy and Traveller community and the settled community.

5 THE STORY OF PLAN-MAKING / SA TO DATE

5.1 Introduction

5.1.1 The „story‘ of plan-making / SA up to this point is provided within this Part of the SA Report. Specifically, this Part of the SA Report describes the following:

- As an interim plan-making / SA step there was an appraisal of alternative approaches to meeting the Borough’s identified need for 38 permanent residential pitches to 2027 and how the Council then took account of these interim SA findings when preparing the Submission Draft version of the DPD;
- As an interim plan-making / SA step there was an appraisal of alternative approaches to allocating sites and how the Council then took account of these interim SA findings when preparing the Submission Draft version of the DPD; and
- An appraisal of the alternative approaches to a series of other issues is also set out. These include alternative approaches to:
 - Providing temporary stopping places in Solihull (transit sites);
 - Incorporating a policy on detailed policy considerations; and
 - Incorporating a policy on safeguarding Gypsy and Traveller sites.

5.2 Alternatives to deliver 38 permanent residential pitches to 2027

5.2.1 This section presents a consideration of the alternative approaches for the overall strategy for meeting the Borough’s identified need for 38 permanent residential pitches to 2027. Three alternative approaches were suggested within the DPD Options Paper (2011). These were:

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

Summary of Appraisal Findings

5.2.2 Each of the alternative approaches was appraised within the SA report prepared alongside the DPD Options Paper. The appraisal findings are summarised below.

5.2.3 The majority of effects were predicted to be „neutral‘. Indeed, only in relation to the objective of „meeting housing needs‘, was it possible to predict a significant effect. In terms of this objective, it was suggested that all three approaches would definitely have direct positive effects that occur at the very local (site) level over a long duration of time (>10 years).

5.2.4 In terms of the other 20 SA objectives, it was not possible to identify significant effects. This reflects the fact that the three options related to strategic „directions of travel‘, rather than detailed policy approaches that will directly influence action „on the ground‘. As a result, it was not possible to be sure how the options would impact upon the baseline (which, in any case, is itself understood only with considerable uncertainty).

5.2.5 **Appendix B** presents the appraisal findings in full. Table B in the appendix provides instances where the potential for impacts on the baseline was judged to occur, depending on how an option was implemented. The table highlights instances where, depending on implementation, there may be the potential for impacts to the environment‘ and members of the settled community, as well as instances where there may be the potential for impacts to the Gypsy and Traveller community

The Council's preferred approach

- 5.2.6 The results of the consultation indicated that these approaches were generally considered appropriate. No single approach was overwhelmingly favoured and the merits of adopting a combined approach were highlighted. However, an additional approach suggested through the Options consultation was to examine sites without the benefit of full planning permission with a view to regularisation.
- 5.2.7 The favoured strategy for allocating sites and meeting the identified need for pitches therefore was to adopt a combination approach, including consideration of whether existing, established unauthorised sites without the benefit of full planning permission could contribute to meeting Solihull's future Gypsy and Traveller accommodation need.
- 5.2.8 It is considered that without adopting a combination approach, the variety and choice of site options for Gypsies and Travellers would be limited. If the strategy was to take forward just one or two approaches to meeting future pitch requirements, it would immediately discount some sites that may well perform better against the site assessment criteria.
- 5.2.9 This adopted approach reflects the SA findings, which highlighted that the best approach would be one that ensures need is met through a combination of expansion, increasing capacity and allocation of new sites.

5.3 Alternative approaches considered for allocating sites

- 5.3.1 As part of the process of identifying site allocations, a 'call for sites' exercise was undertaken during the consultation period for the DPD Options Paper (July 2011). A total of ten sites were suggested as being suitable for use as Gypsy and Traveller sites, which were:
- Land at School Road, Hockley Heath;
 - Land between Waste Lane and Old Waste Lane, Balsall Common;
 - Land at Eaves Green Lane, Meriden;
 - Land at Old Damson Lane;
 - Land adjacent 'The Pleck', Shadowbrook Lane;
 - Land off Salter Street, Earlswood;
 - Canal View, Salter Street, Earlswood;
 - The Warren, Bickenhill Lane;
 - The Haven, Catherine-de-Barnes Lane; and
 - Old Civil Service Sports Club, Old Damson Lane.
- 5.3.2 A further two existing sites in the Borough without the benefit of full planning permission were also considered to see if these would be suitable for meeting the identified need. These were:
- The Uplands, Dickens Heath Road; and
 - The Pleck, Shadowbrook Lane.

Summary of Appraisal Findings

- 5.3.3 The Preferred Options DPD provided an assessment of each site against the site selection criteria in Policy P6 of the Draft Local Plan. Four sites were taken forward as allocations as they were considered to perform the best when considered against the appraisal criteria as a whole. These were:
- The Uplands, Dickens Heath Road;
 - The Warren, Bickenhill Lane;

- The Haven, Catherine-de-Barnes Lane; and
- Land at Old Damson Lane.

5.3.4 An appraisal of each of these sites was undertaken within the interim SA report prepared alongside the Preferred Options DPD (July 2012). **Appendix C** presents the appraisal findings in full. In summary, the four sites that were considered to perform best against the assessment criteria from Policy P6 from the Draft Local Plan were judged to perform best in terms of the baseline associated with the 21 SA objectives.

The Council's preferred approach

5.3.5 The Council's preferred approach was to allocate each of the four sites in the DPD. The number of sites the Council had the opportunity to assess was very small and as such, all sites were considered on an individual basis which enabled a comparison of the merits and shortcomings of each site to be made. The issues on every site were different and the criteria were not weighted but the performance against the criteria as a whole was considered. The reasoning behind the rejected sites and the preferred sites was outlined in the DPD preferred options document, which was subject to consultation and sustainability appraisal (as outlined above). This is summarised in the **Appendix D**.

5.3.6 This preferred approach reflects the SA findings.

5.4 Alternatives for providing temporary stopping places (transit sites)

5.4.1 Three alternative approaches have been considered by the Council for providing Gypsy and Travellers temporary stopping places in Solihull. These were:

- Include a specific policy in the DPD that will be used to judge applications for the development of a site to accommodate Gypsy and Travellers on a temporary basis for a period of up to 28 days;
- Provide transit pitches at Old Damson Lane; and
- Provide no temporary transit provision within Solihull.

Appraisal Findings

5.4.2 An appraisal of alternative 1 is set out within this SA Report (see section 7.4 for an assessment of policy GTS 1 – Temporary Stopping Places). The appraisal shows that the implementation of this policy has a minor positive effect on three of the SA objectives. When applied together, with the Government's 'Designing Gypsy and Traveller Sites – Good Practice Guide' (which is cross referenced within the policy wording), the policy provides an appropriate framework for addressing the sustainability issues identified by the SA framework.

5.4.3 In terms of alternative 2, an appraisal of the site at Old Damson Lane for use by Gypsies and Travellers is set out within both the SA report of the Preferred Options DPD (summarised in Appendix C) and in this SA report (see table 7-4). The provision of transit pitches on this site is likely to have largely the same impact as previously identified. The main issue would relate to the potential tensions and conflicts which may arise as a result of the provision of transit pitches in this location. There could be an adverse effect on social cohesion and community relations at the site (SA objective 15), particularly as this site has faced objections for proposing too many pitches. There could also potentially be a marginal increase in traffic (depending on the number of transit pitches provided), which could have an adverse effect on public safety (SA objective 20).

- 5.4.4 The implementation of alternative 3 would not provide any clarity in relation to the provision of transit pitches throughout Solihull. It would result in Gypsies and Travellers having no alternative but to stop on unsuitable land or inappropriate land, which could potentially have an adverse effect on the baseline associated with a number of the SA objectives through adversely affecting:
- the local amenity of existing local businesses and neighbourhoods within Solihull (SA objectives 1, 6, 15 and 21); and
 - the local natural/built environmental assets located in and around Solihull (SA objectives 7, 9, 10, 11 and 13).

5.4.5 In summary, alternative 1 is judged to be the most appropriate approach as it sets out an appropriate framework for assessing any forthcoming applications for the development of a site to accommodate Gypsy and Travellers on a temporary basis. Furthermore, the policy addresses a number of the sustainability issues identified by the SA framework.

The Council's preferred approach

5.4.6 Following responses to the Preferred Options DPD consultation, which highlighted the potential tensions and conflicts which may arise as a result of the provision of transit pitches on Old Damson Lane (alternative 2); the Council reconsidered whether the provision of transit pitches would be detrimental to social cohesion and community relations at the site. This site also faced objections for proposing too many pitches. As a result, the Council decided to pursue a different approach.

5.4.7 In accordance with the evidence in the GTAA, the Council would seek to identify pieces of land as temporary stopping places to which Gypsies and Travellers passing through the area could be encouraged to move on a temporary basis. As such a temporary stopping place policy (GTS 1) has been introduced within the Submission Draft DPD.

5.4.8 This preferred approach reflects the SA findings.

5.5 Alternatives to a policy on detailed planning considerations

- 5.5.1 Two alternative approaches have been considered by the Council in relation to incorporating a policy on detailed planning considerations. These were:
- Include a specific policy in the DPD that sets out a series of detailed planning considerations; and
 - Provide no policy and rely on the criteria in Policy P6 of the draft Local Plan.

Appraisal Findings

5.5.2 An appraisal of alternative 1 is set out within this SA Report (see section 7.6 for an assessment of policy GTS 6 – Detailed Planning Considerations). The appraisal shows that the implementation of this policy would have a minor positive effect on eight of the SA objectives. When applied together, Policy P6 of the Local Plan, policy GTS 6 and the governments good practice guidance 'Designing Gypsy and Traveller Sites – Good Practice Guide' provide an appropriate framework for addressing the sustainability issues identified by the SA framework.

5.5.3 The implementation of alternative 2 would have a similar effect to alternative 1 in relation to considering planning applications for Gypsy and Traveller sites. However, there would be no certainty in relation to local design requirements for Gypsy and Traveller sites and a reliance on The Government's good practice guide 'Designing Gypsy and Traveller Sites'. This could potentially lead to poor quality design on Gypsy and Traveller sites that does not relate well to the local context. In turn, this would have an adverse effect on the baseline associated with SA objective 13.

5.5.4 In summary, alternative 1 is judged to be the most appropriate approach as it sets out an appropriate framework for assessing any forthcoming applications for the development of a site to accommodate Gypsy and Travellers. Furthermore, the policy addresses a number of the sustainability issues identified by the SA framework.

The Council's preferred approach

5.5.5 The inclusion of a 'detailed policy considerations' policy (alternative 1) is identified as the Council's preferred approach. It provides certainty and clarity to those proposing new sites and submitting planning applications, as well as the settled community about what is expected from development. It seeks to ensure that good quality sites are provided, rather than just meeting a numerical requirement for pitches.

5.5.6 In terms of alternative 2, the lack of a more detailed policy would risk a lack of attention to detail in the submission of planning applications. This would result in uncertainty for both applicants for development and the local settled community as there would be no identification about what is specifically required from developments to ensure that well designed, sustainable, good quality sites are provided that respect the local environment and meet the needs of the Gypsy and Traveller community.

5.5.7 This preferred approach reflects the SA findings.

5.6 Alternatives to a policy on safeguarding Gypsy and Traveller sites

5.6.1 Two alternative approaches have been considered by the Council in relation to incorporating a policy on safeguarding Gypsy and Traveller sites. These were:

- Include a specific in the DPD on safeguarding Gypsy and Traveller sites; and
- Provide no policy to safeguard Gypsy and Traveller allocations.

Appraisal Findings

5.6.2 An appraisal of alternative 1 is set out within this SA Report (see section 7.7 for an assessment of policy GTS 7 – Safeguarding). The appraisal shows that the implementation of this policy is unlikely to have a significant effect on 20 of the SA objectives. The only objective where a significant effect was found was SA objective 16 (Housing) where there was considered to be a minor positive effect. The safeguarding of allocated and authorised Gypsy and Traveller sites, and of any new sites which gain planning permission, will help to provide for the identified accommodation needs for Gypsies and Travellers in Solihull. The implementation of this policy would ensure that existing and future Gypsy and Traveller sites remain as such and are not lost to alternative development.

5.6.3 The implementation of alternative 2 could potentially lead to the loss of Gypsy and Traveller sites for alternative uses, where there is still an identified need. This would have an adverse effect on the baseline associated with SA objective 16 as the needs of Gypsies and Travellers would not be met within Solihull

The Council's preferred approach

- 5.6.4 Inclusion of a safeguarding policy (alternative 1) seeks to ensure that Gypsy and Traveller sites are not lost to alternative development when there may still be an identified need for pitches and sites. This also provides certainty and security to the Gypsy and Traveller, and the settled communities about the future of sites in the Borough.
- 5.6.5 In terms of alternative 2, the risk would be that sites may not stay in use as Gypsy and Traveller sites, while there is still an identified need.
- 5.6.6 This preferred approach reflects the SA findings.

6 APPRAISAL METHODOLOGY

6.1.1 This chapter sets out the appraisal methodology.

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

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

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

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

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

7 APPRAISAL FINDINGS

7.1 Introduction

7.1.1 This chapter presents the appraisal of the following:

- The proposed plan's Vision and Objectives;
- The strategy for meeting the Borough's identified need for 31 permanent residential pitches to 2027 (given that 7 pitches have recently been granted planning permission);
- The site allocations;
- The site allocations acting together in combination, taking into account the suggested capacities and the suggested approach to phasing; and
- The policies for development management purposes.

7.2 Vision and objectives

7.2.1 The vision up to 2027 set out within the Gypsy and Traveller Site Allocations DPD addresses eight of the SA objectives for Solihull. In particular, it aims to ensure that:

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

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

“To increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.”

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

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

7.2.4 Table 7-1 presents an appraisal of the proposed objectives, which include the overarching objective and the five sub objectives (see paragraphs 7.2.2 and 7.2.3). The purpose of the table is to test the compatibility of the DPDs sub objectives with the SA objectives. The cells in the table marked with an ‚X’ show where a DPD sub objective is compatible with an SA objective.

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

Table 7-1: Appraisal of the proposed plan objectives

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

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

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

7.3 Strategy

7.3.1 Table 7-2 presents an appraisal of the strategy for allocating sites, identifying significant effects against the baseline where possible. A combination approach has been adopted to meet the Borough's identified need for 31 permanent residential pitches to 2027. This approach considers:

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

7.3.2 The SA objectives described in Chapter 2 have been used to set out a methodological framework for structuring the appraisal of the strategy.

Table 7-2: Appraisal of the strategy for allocating sites

SA Objective	Discussion of significant effects
1. Prosperity	<p>There is no evidence to suggest that existing sites tend to conflict with neighbouring uses in a way that would impact upon 'regeneration and economic development initiatives'. However, from the national picture it is understood that there is the potential for such conflicts to arise. If it is the case that problems do currently exist, then it may be the case that expansion and increasing capacity and regularising established sites has the effect of worsening the existing situation, although this will depend on the specifics of the individual sites.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects on the prosperity objective.</p>
2. Access to jobs	<p>There is no evidence to suggest that existing sites tend to negatively affect the ability of Gypsies and Travellers to access jobs etc. However, it is known that, nationally, this can be the case (although many Gypsy and Travellers choose to establish business operations on-site). If it is the case that the location of existing sites acts to restrict access to jobs, then it may be that expansion and increasing capacity at existing sites and regularising established sites would perpetuate problems.</p> <p>It could be the case that well located new sites could improve access to jobs etc. for the Gypsy and Traveller community in the Borough. An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects on the access to jobs objective.</p>
3. Reducing travel	<p>There is no evidence to suggest that the location of existing sites in Solihull encourages car dependency. However, it is known that, nationally, car dependency amongst Gypsies and Travellers is high, and so it may be that expansion and increasing capacity at existing sites and regularising established sites could perpetuate any potential travel related problems that currently exist.</p> <p>It could be that new sites would be located so that Gypsies and Travellers are encouraged to walk, cycle and make use of public transport, rather than rely on the car. An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the reducing travel objective.</p>
4. Resource efficiency	<p>Given that Gypsy and Traveller sites may to some degree sterilise adjacent land, increasing capacity at existing sites and regularisation of established sites may avoid any worsening of the existing situation (for the simple reason that the area of adjacent land is not increased). Allocating new sites could potentially lead to significant new areas of land becoming sterilised. An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the resource efficiency objective.</p>
5. Greenhouse gases	<p>Through new sites, the expansion of sites and the regularisation of established sites, it may be possible to put in place the infrastructure that allows Gypsies and Travellers to power and heat their homes more efficiently than is currently the case (e.g. mains electricity rather than on-site generators). However, this effect is highly uncertain and, in any case, the magnitude of the effect would be minimal.</p>
6. Business adaptation	<p>It is not expected that the strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.</p>
7. Losses from flooding	<p>Caravans can be vulnerable to flooding. However, there is little evidence to suggest that Gypsy and Traveller sites in Solihull are located in areas of flood risk.</p> <p>An assessment of the new allocated sites is presented in table 7.3 with any significant effects in terms of the losses from the flooding objective. The impact of regularising established sites would be assessed through the planning process to establish whether they are vulnerable to flooding.</p>

SA Objective	Discussion of significant effects
8. Urban adaptation	It is not expected that the strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.
9. Biodiversity	<p>There is no evidence to suggest that existing sites in Solihull tend to be located where there is the potential to impact negatively on local biodiversity. However, it is known that, nationally, this can be the case and so it may be that expansion and increasing capacity at existing sites could perpetuate any problems that do exist.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the biodiversity objective.</p> <p>The impact of regularising established sites would be assessed through the planning process to establish whether this would have any significant effects on biodiversity.</p>
10. Landscape	<p>All of the existing and proposed sites are located in the Green Belt. Therefore expansion and increasing capacity at existing sites and regularising established sites could perpetuate loss of openness of the Green Belt</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the landscape objective.</p>
11. Green infrastructure	It is not expected that the strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.
12. Historic environment	<p>It is not thought that expansion and increased capacity at existing sites or regularising established sites would give rise to conflicts.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the historic environment objective.</p>
13. Built environment	<p>Gypsy and Traveller sites can distract from and negatively impact on local character and distinctiveness. The degree to which this is the case currently in Solihull is unknown, but there might be the potential for expansion and increasing capacity at existing sites or regularising established sites to perpetuate any problems that do exist.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the built environment objective. It is likely that landscaping measures could be put in place to ensure any effects are mitigated.</p>
14. Pollution	<p>Gypsy and Travellers can suffer from air, noise and light pollution. In Solihull, it is known that the location of sites in close proximity to the airport has led to problems of noise pollution. Equally, Gypsy and Traveller sites can be a source of light and noise pollution that affects neighbouring uses. There is no evidence to suggest that this is a particular problem within Solihull; however expansion and increasing capacity at existing sites or regularising established sites could perpetuate any problems that do exist.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the pollution objective.</p>
15. Deprivation	<p>Causes of deprivation amongst the Gypsy and Traveller population of Solihull are multifaceted, but the location of sites and living environments on sites are likely to be an important causal factor. The location of unauthorised sites is not ideal, nor is the living environment on these sites. However, from the evidence, it appears that an overriding determinant of deprivation is the degree to which Gypsy and Travellers are able to live as part of an extended (largely family-based) support network, which in turn is a factor of the ability of family groups to be able to live on site together (or, failing this, to live in close proximity to one another).</p> <p>Given this understanding of „the issues’, if it is the case that expansion and increasing capacity at existing sites prevents the situation whereby individuals have to leave a site because of a lack of pitch space, then there is the potential for significant positive</p>

SA Objective	Discussion of significant effects
	<p>effects. The expansion of sites with a view to encouraging more families to live on the same site, then the potential for positive effects is more uncertain, and it may be that there is the potential for negative effects given that on-site conflicts are identified as an important determinant of well-being for Gypsies and Travellers.</p> <p>Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being. Regularising of established sites should help to ensure that family groups currently occupying an unauthorised site will be able to remain together.</p> <p>It should be noted that a recent survey did not find that increased integration between the Gypsy and Traveller community and the settled community is a priority for the local Gypsy and Traveller community.</p> <p>Recommendation</p> <p>As part of implementing the strategy, the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that will increase the need for family groups to have to share sites.</p>
16. Housing	<p>The strategy has the potential to be an effective means of meeting Gypsy and Traveller housing needs.</p>
17. Commercial Assets	<p>Where existing sites currently conflict with neighbouring uses, there may be some potential for expansion and increasing capacity at existing sites or regularising established sites to worsen conflicts, and perhaps hinder the ability to attract and retain investment. However, there is no evidence to suggest that this will be the case in Solihull.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects of the new sites in terms of the commercial assets objective.</p>
18. Health inequalities	<p>Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population.</p> <p>Perhaps the most important consideration is that expansion and increasing capacity at existing sites can allow families to live together on existing sites, and prevent a situation whereby individuals have to leave a site because of a lack of pitch space. If this is the case then there is the potential for significant positive effects. However, if sites are expanded with a view to encouraging more families to live on the same site, then there may be significant negative effects in terms of community and individual well-being.</p> <p>Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being. Regularising of established sites should help to ensure that family groups currently occupying an unauthorised site will be able to remain together.</p> <p>Recommendation</p> <p>See discussion under 'deprivation', above.</p>
19. Crime	<p>Where conflicts exist with the neighbouring settled population, Gypsy and Travellers can fear criminal abuse. However, it is not thought that this is a significant problem in Solihull (this issue was not raised as a problem during a recent survey). Equally, Gypsy and Traveller sites can be a cause of fear of crime amongst the settled population. However, there is no evidence to suggest that this is a particular problem within Solihull. Having said this, it might be that expansion and increasing capacity at existing sites</p>

SA Objective	Discussion of significant effects
	<p>or regularising established sites has the potential to perpetuate any problems that might exist.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the crime objective.</p>
20. Public safety	<p>The location of Gypsy and Traveller sites can sometimes mean that there are issues of road safety for Gypsies and Travellers, and perhaps also the neighbouring settled population. There is no evidence to suggest that this is the case in Solihull; but expansion and increasing capacity at existing sites or regularising established sites has the potential to perpetuate any existing problems.</p> <p>An assessment of the new allocated sites is presented in table 7.3 which identifies any significant effects in terms of the public safety objective.</p>
21. Mixed development	<p>Where Gypsies and Travellers are able to live on authorised, well managed sites and can access services, they are likely to enjoy improved outcomes in terms of health, education, and other quality of life measures. This is also likely to benefit the relationship between Gypsies and Travellers and the rest of the community.</p> <p>The advice from CCHT is that the take up of services by Gypsies and Travellers in Solihull is generally good. This is partly due to the settled nature of the majority of Solihull's Gypsy and Traveller community. This assessment may not apply to those who are less settled or who are passing through the Borough. CCHT have advised that in Solihull, most if not all Gypsies and Travellers have a GP and 'all those who want a dentist have one'. Therefore the evidence suggests that in the main, the Gypsy and Traveller community in Solihull enjoy equitable access to basic services and amenities.</p>

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

7.3.4 As part of implementing the strategy, it is recommended that the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that consideration be given to approaches that would increase the ability of family groups to share sites.

7.4 Transit Pitches and Travelling Showpeople Plots

7.4.1 Table 7-3 presents an appraisal of policy GTS 1 (Temporary Stopping Places), identifying significant effects on the baseline where possible. The SA objectives described in Chapter 2 have been used in a methodological framework for structuring the appraisal. Frequent reference is made to Government's good practice guide on 'Designing Gypsy and Traveller Sites' within table 7-3 below. This guide is cross-referenced in the policy wording for policy GTS 1.

Table 7-3: Appraisal of the policy GTS 1 (Temporary Stopping Places)

SA objective	Discussion of significant effects
1. Prosperity	<p><i>Impact – Neutral</i></p> <p>No effect. No direct link to this SA objective.</p>

2. Access to jobs	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
3. Reducing travel	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
4. Resource efficiency	<i>Impact – Neutral</i> The Governments good practice guide 'Designing Gypsy and Traveller Sites', which is cross referenced within the policy, identifies the need to deliver sufficient waste disposal and recycling collection points as part of designing Gypsy and Traveller Sites. This should help ensure that sufficient waste disposal and recycling facilities are delivered on sites proposed to be used for temporary stopping places.
5. Greenhouse gases	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
6. Business adaptation	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
7. Losses from flooding	<i>Impact – Neutral</i> The policy sets out the importance of avoiding the delivery of sites with temporary stopping places in areas prone to flooding. This should help ensure that temporary stopping places are not delivered in areas at risk of flooding.
8. Urban adaptation	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
9. Biodiversity	<i>Impact – Neutral</i> The policy highlights the need for proposals for sites that would provide temporary stopping places to ensure that any unacceptable adverse impact on nature conservation designations, ecology and biodiversity can be mitigated. This should help ensure that designated and non-designated nature conservation sites and local habitats and species are protected.
10. Landscape	<i>Impact – Neutral</i> The policy sets out the need for proposals for sites that would provide temporary Gypsy and Traveller stopping places to ensure that 'Any unacceptable adverse visual impact or impact on landscape can be mitigated.' The implementation of this policy would help to ensure that potential adverse impacts on the local landscape relating to the delivery of temporary stopping places are mitigated.
11. Green infrastructure	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
12. Historic environment	<i>Impact - Neutral</i> The policy highlights the need for proposals for a site to accommodate Gypsies and Travellers on a temporary basis to ensure that any unacceptable adverse impact on the historic environment can be mitigated. This should help ensure that the historic environment is protected.
13. Built environment	<i>Impact – Neutral</i> The policy states that the development of a site to accommodate Gypsies and Travellers on a temporary basis will be permitted provided that the site can be adequately screened and secured and is located so as to cause minimum disruption to surrounding land uses. This should help ensure that the local

	townscape in Solihull is protected in terms of delivering sites for temporary purposes.
14. Pollution	<i>Impact – Neutral</i> No effect. No direct link to this SA objective.
15. Deprivation	<i>Impact – Minor Positive</i> The policy highlights that proposals for sites to accommodate Gypsies and Travellers on a temporary basis will be permitted provided that the site is located so as to cause minimum disruption to surrounding communities. This ought to contribute towards ensuring that proposals to develop a site do not adversely affect existing communities. Furthermore, the Government's good practice guide on 'Designing Gypsy and Traveller Sites' (which is cross referenced in the policy) sets out the need to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion and be regarded as a key issue within them.
16. Housing	<i>Impact – Neutral</i> The implementation of this policy should help to ensure that sites can be delivered to accommodate Gypsies and Travellers on a temporary basis.
17. Commercial Assets	<i>Impact – Neutral</i> No effect. There is no direct link between the policy direction and this SA objective.
18. Health inequalities	<i>Impact – Minor Positive</i> Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population. It is likely that mental health issues will in some ways, be related to social exclusion and the absence of strong social 'support networks'. Good site design (in particular through reference to the Government's good practice guide on 'Designing Gypsy and Traveller Sites'), as promoted through this policy, can help to ensure good social relations and the development of strong support networks on sites.
19. Crime	<i>Impact – Neutral</i> There is no direct reference to reducing crime set out in the policy. However, the Government's good practice guide on 'Designing Gypsy and Traveller Sites' (which is cross referenced in the policy) sets out the need to 'design out' crime and social exclusion and 'design in' community safety and social inclusion through openness of design, allowing ease in passing through, whether walking or driving.
20. Public safety	<i>Impact – Minor Positive</i> The policy highlights that proposals for sites to accommodate Gypsies and Travellers on a temporary basis will be permitted provided that there is safe and convenient access to the highway network. This should contribute towards enhancing public safety in terms of providing access to proposed sites. The policy also requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related development should have regard to guidance outlined in 'Designing Gypsy and Traveller Sites – Good Practice Guide'. This guide includes a strong focus on ensuring on-site health and safety.

21. Mixed development	<p><i>Impact – Neutral</i></p> <p>The policy will be used to judge detailed planning applications for sites to accommodate Gypsies and Travellers on a temporary basis, not the location of proposed sites. The balance between jobs, accommodation and services, and equitable access to all of these, is addressed by Policy P6 of the draft Local Plan.</p>
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7.4.2 In summary, the assessment in Table 7-3 above shows that the implementation of this policy has a minor positive effect on three of the SA objectives. When applied together, with the governments good practice guidance „Designing Gypsy and Traveller Sites – Good Practice Guide’, the policy provides an appropriate framework for addressing the sustainability issues identified by the SA framework.

7.5 Site Allocations

7.5.1 Table 7-4 presents an appraisal of the four site allocations identified within the Submission Draft DPD. Furthermore, the table below presents an appraisal of the allocated sites coming forward in combination, taking into account the capacity that has been suggested for each site and the proposed approach to phasing. Significant effects on the baseline have been identified where possible. The SA objectives described in Chapter 2 have been used as methodological framework for structuring the appraisal. Sites have been graded according to the following scale:

Major positive effect	Minor positive effect	Effect not known/Neutral	Minor negative effect	Major negative effect
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Table 7-4: Appraisal of the preferred sites coming forward in combination

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
1. Prosperity	It is not possible to determine effect. The level of commercial activity on sites will be governed by policy GTS 6.				It is not possible to discuss any significant in-combination effects at this stage. The level of commercial activity which is accommodated on sites would be governed by application of policy GTS 6.
2. Access to jobs	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A452, M6 and the M42.	Site has reasonable access to the strategic road network, including the A34 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	Three of the four sites have good access to the strategic road network. The Uplands site is less well placed but is still reasonably accessible. There should be a positive in-combination effect from the allocation of sites by reducing those with access difficulties to employment, education and training opportunities.
3. Reducing travel	The character of the route to essential facilities is conducive to	The character of the route to essential facilities is conducive to	The road in the immediate vicinity has a designated footway and	There are no bus services which pass the site and there is no GP surgery, school or	Three of the four sites have good access to essential services, including a GP surgery, school and fresh food within 2 km of the site, which can be accessed by bus,

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
	<p>pedestrians and cyclists and public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>walking and cycling and there is a very good level of public transport available within very close proximity of the site. All roads in the area are lit, have designated footways and a 30mph speed limit in force.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>cycleway, separated from the carriageway by a grass verge.</p> <p>There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site.</p> <p>The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within a realistic walking distance.</p>	<p>fresh food shop within a reasonable walking distance of the site. The road that runs immediately past the site does have a designated footway.</p>	<p>walking or cycling and taken together, would make a significant positive contribution towards achieving this SA objective (making efficient use of existing infrastructure and reducing the need to travel). The exception to this is the Haven site, which is not accessible by bus or within a reasonable walking distance of such services.</p>
4. Resource efficiency	Part of the site is an existing gypsy and traveller site. Site is not previously developed land	Part of the site is an existing gypsy and traveller site. Extension is greenfield site.	Existing unauthorised gypsy and traveller site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Three of the four sites are extensions to existing gypsy and traveller sites. The site off Old Damson Lane is a Greenfield site (as would be an extension to the Haven site and the Warren). Therefore there would be a mixed effect on the SA objective in terms of use of brownfield sites. It is not possible to forecast the effect on the sub-objectives relating to quantity of water or reduction in waste arisings at the site allocation stage. These issues would be addressed by policy GTS 6 alongside other policies in the Local Plan.
5. Greenhouse gases	It is not possible to determine. Reduction in energy use, renewable energy generation and energy efficiency measures is dealt with in policy GTS 6.				It is not possible to determine the in-combination effect of allocating the sites on this SA objective. Reduction in energy use, renewable energy generation and energy efficiency measures is addressed through policy GTS 6.
6. Business adaptation	No direct link with this SA objective.				There is no direct link or in-combination effect arising from the

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
					allocation of these sites to this SA objective.
7. Losses from flooding	A small part of the north eastern corner of the site is located in a flood zone. However, the policy sets out the need to include a flood risk assessment in support of a planning application for residential pitches. This would help to ensure that flood risk issues are considered as part of delivering new pitches on the site. Surface water flooding issues exist for the site.	The site is not located in a flood zone. The site is in an area that is susceptible to groundwater flooding issues. There may be surface water flooding issues towards the eastern end of the proposed site extension site. However, policy sets out the need for proposals for new development on the site to demonstrate that the potential flooding issues can be adequately mitigated.	The area is not located in an area prone to flooding.	The site is not located in a flood zone. There are no surface water flooding issues on the site.	Two of the sites are subject to surface water flooding issues and one of the sites (Land off Old Damson Lane) has a small part of the site which is located in a flood zone. Policies GTS 2 and 3 include measures that emphasises the need to consider/mitigate flood risk issues associated with these two sites as part of delivering new pitches. However the other two sites have no flooding issues. The in-combination effects from the allocation of these specific sites are thus mixed in relation to this SA objective.
8. Urban adaptation	This SA objective is not relevant to this assessment. All the sites are located in rural areas where there is unlikely to be urban heating and high winds. Design issues are dealt with by policy GTS 6.				There is no direct link or in-combination effect arising from the allocation of these sites to this SA objective. All the sites are located in rural areas where there is unlikely to be urban heating and high winds. Design issues are dealt with by policy GTS 6. The policy also addresses issues relating to adaptation to climate change.
9. Biodiversity	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow LWS. The policy highlights how proposals for the site would need to demonstrate	There are no statutory national designations affecting the site. The site lies adjacent to a LWS. The policy highlights how proposals for the site would need to demonstrate that there would be no potential	There are no statutory designations or other local designations affecting the site. There are TPOs on some trees within and adjacent to the site. The potential effect on	There are no statutory designations affecting the site. However, the site is approx 250m from Castle Hill Meadows LWS and approx 400m from Bickenhill Meadows SSSI. The policy highlights how proposals for the	None of the sites are directly affected by national or local nature conservation designations, although three of the sites lie adjacent or in close proximity to LWSs, which could have an adverse in-combination effect on the SA objective (enhancing LBAP priority habitats and species). TPOs are located on two of the four sites. The potential effect on protected/priority species in relation to all four of the sites is unknown at this stage

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
	<p>that there would be no potential effect on the LWS.</p> <p>Protected/ priority species issues are unknown and further investigations would be needed.</p>	<p>effect on the LWS.</p> <p>The potential site extension is included within a TPO area. Further assessment will need to be undertaken as some trees have been highlighted as being dead or dying.</p> <p>The potential effect on protected/priority species is unknown at this stage and further assessment is required.</p>	<p>protected/priority species is unknown at this stage and further assessment is required.</p>	<p>site would need to demonstrate that there would be no potential effect on the LWS.</p> <p>The potential effect on protected/ priority species is unknown at this stage and further assessment is required.</p>	<p>and further assessment is required.</p> <p>The need to address potential effects in relation to the presence of LWSs located in close proximity to three of the sites is set out within the site-specific policies (GTS 2, 3 and 4).</p>
<p>10. Landscape</p>	<p>Development of the site will impact on the openness of the Green Belt.</p> <p>There are limited views of the site from the public highway and from the south, although views into the site from Old Damson Lane are more prominent.</p> <p>Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point.</p> <p>The Solihull Countryside Strategy identifies this location as being strongly</p>	<p>Development of the site will impact on the openness of the Green Belt.</p> <p>The site is not visible from the public highway, public footpath or other public areas.</p> <p>The Solihull Countryside Strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the airport and NEC.</p> <p>The site is therefore likely to be less sensitive</p>	<p>Development of the site will impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years.</p> <p>The site is small in scale in terms of the size and number of pitches currently present and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away. The site has low visual impact as it is well screened.</p>	<p>Development of the site will impact on the openness of the Green Belt.</p> <p>The existing site and proposed extension is well screened from public viewpoints, public footpaths and the public highway</p> <p>Solihull Countryside strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>There is expected to be limited</p>	<p>All four of the sites are located in the Green Belt, which would impact on the openness of this strategic designation (and would have an in-combination adverse effect, particularly in relation to the three sites which are clustered around the airport). However three sites are located in an area which is already strongly dominated by commercial and urban influences and is also likely to be subject to significant change as a result of the further expansion at the Airport and NEC. It is considered that this area is likely to be less sensitive from a landscape perspective and thus the potential adverse in-combination effect is likely to be reduced.</p> <p>All of the sites have been considered to be acceptable in the landscape context.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
	<p>dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>from a landscape perspective.</p>		<p>impact on landscape character.</p>	
<p>11. Green infrastructure</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p> <p>The site lies adjacent to the Castle Hill Farm Meadow LWS which could be adversely impacted by development. However, the policy highlights how proposals for the site would need to demonstrate that there would be no potential effect on the LWS.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p> <p>The site lies adjacent to a LWS which could be adversely impacted by development. However, the policy highlights how proposals for the site would need to demonstrate that there would be no potential effect on the LWS.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p> <p>The site is approximately 250m from Castle Hill Farm Meadows LWS. However, the policy highlights how proposals for the site would need to demonstrate that there would be no potential effect on the LWS.</p> <p>The site is also approximately 400m from Bickenhill Meadows SSSI which could be adversely impacted by development.</p>	<p>No specific information has been provided to assess the in-combination or individual impact of the allocation of the four sites on the green infrastructure network. None of the sites are located on existing or prospective nature reserves/wildlife sites but three of the four sites lie adjacent or nearby to LWSs which are likely to be important elements of the green infrastructure network and may be adversely impacted by adjacent development. In order to mitigate any potential effect on nearby LWSs, policies 1, 2 and 4 incorporate measures that require new proposals to demonstrate that there would be no adverse effects.</p> <p>All four sites are located in the Green Belt.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
12. Historic environment	No information has been provided to assess the impact of the allocation of this site on the setting of historic assets				No information has been provided to assess the in-combination or individual impact of the allocation of these preferred sites on the setting of historic assets. The implementation of policy P6 from the draft Local Plan sets out the need for proposals for the development of gypsy and traveller sites to avoid unacceptable adverse effect on the historic environment.
13. Built environment	<p>Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.</p> <p>Visual impact is likely to be limited and the site size and number of pitches is of an acceptable scale in the context of the local settled community.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt although the site lies within an established residential and commercial area and the existing site has been well established for many years. An extension to this site would not be out of scale in the context of the local settled community. Visual impact is low as the site is not visible from public areas and screening limits views from adjacent residential properties. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years.</p> <p>The site is small in scale and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away.</p> <p>The site is well screened and there are few neighbours and no private views of the site.</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. There are very few residential properties in the immediate vicinity and as the existing adjacent site is already well established, an extension would not represent a dominant feature in the area and would not be considered to be out of scale with the settled community. The existing site and proposed extension is well screened from public viewpoints and there are few neighbours and no private views of the site.</p> <p>This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.</p>	<p>Three of the four sites are located in an area which is already strongly dominated by commercial and urban influences and which is also likely to be subject to significant change as a result of the further expansion at the Airport and NEC. Therefore it can be argued that allocation of these sites would not have an adverse effect on local distinctiveness/ townscapes (all four preferred sites are located in the Green Belt). All four sites are considered to be of an acceptable scale in the context of the local settled community and would have low visual impacts – which should have a positive in-combination effect on this SA objective.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
14. Pollution	<p>Surface water run-off could potentially have an adverse impact on surface water quality in the nearby watercourse. No significant adverse impact on residential amenity for either existing site occupants or neighbouring uses is expected.</p>	<p>The site is in an area that is susceptible to groundwater flooding and there may be surface water flooding issues towards the eastern end of the proposed site extension. This could have an adverse impact on water quality.</p> <p>The increase in vehicle movements may slightly reduce residential amenity for occupiers of properties adjacent to the site.</p> <p>The extended site would be further away from existing residential properties therefore limiting any adverse impact on residential amenity.</p> <p>No information was provided on soil quality.</p>	<p>There is expected to be negligible impact on residential amenity as there are very few neighbouring uses.</p>	<p>There is expected to be negligible impact on residential amenity as there are very few neighbouring uses. There are significant noise issues on this site resulting from proximity to Birmingham Airport.</p> <p>No information was provided on soil quality.</p>	<p>Two of the preferred sites are susceptible to surface or groundwater flooding and drainage will need to be managed to ensure there is no adverse effect on surface water quality. This is addressed within policies GTS 2 and 3. Furthermore, policy GTS 6 sets out the need for proposals for gypsy and traveller pitches to include details of foul surface water drainage.</p> <p>There is expected to be no significant adverse impacts on the amenity of neighbouring uses from the allocation of these preferred sites (noise and light pollution). These issues are addressed through policy P6 of the Draft Local Plan.</p> <p>No information has been provided to assess the in-combination or individual impact of the allocation of these sites on loss of high quality soils.</p>
15. Social deprivation/ Community Cohesion	<p>A RSL has received funding to develop a site in this location and the site would contribute 16 socially rented pitches.</p>	<p>No issues recorded.</p>	<p>No issues recorded.</p>	<p>No issues recorded.</p>	<p>Allocation of these four sites would assist to reduce social isolation of the Gypsy and Traveller Community, by providing suitable, safeguarded provision for the identified accommodation needs and would have a positive in-combination effect on this SA objective. In particular, the land off Old Damson Lane site would assist to meet the needs of those who cannot afford to purchase or rent a pitch at market value.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
16. Housing	A RSL has received funding for 16 social rented pitches on this site. 7 private pitches can also be provided. The site can make a significant contribution to meeting the identified accommodation need (31 pitches).	This existing site can provide for 5 pitches. This will make a reasonable contribution to the identified accommodation need (31 pitches)	The site provides and has provided a settled base for the families that live there for a number of years. An allocated site would provide 3 pitches as a contribution towards the identified need (31 pitches).	The site can provide 12 pitches which is a significant contribution to the identified accommodation need (31 pitches).	In total the four sites have identified capacity to provide 31 pitches, which would contribute towards providing the identified accommodation need of 31 pitches to the end of the plan period (2027). In combination, the allocation of these sites would have a significant positive effect on this SA objective (improve the supply and affordability of housing in those areas of greatest need). The land off Old Damson Lane site in particular, would provide much needed social rented accommodation – enabling a mix of tenures to be provided. The Haven is scheduled to be developed post 2017 and would assist to meet the long term needs for Gypsy and Traveller accommodation.
17. Commercial Assets	No direct link with this SA objective.				There is no direct link / in-combination effect arising from the allocation of these sites.
18. Health inequalities	<p>Character of the route to essential facilities is conducive to pedestrians and cyclists.</p> <p>Public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>A very good level of public transport is available within very close proximity of the site.</p> <p>Character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge.</p> <p>There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site.</p> <p>Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance</p>	<p>The road has a 40 mph speed limit past the site and a designated footway.</p> <p>There are no bus services which pass the site.</p> <p>There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.</p>	<p>Three out of the four sites would help to reduce health inequalities and promote healthy lifestyles by providing basic services (GP surgery, fresh food) within a readily accessible distance by walking or cycling (or public transport) and would have a significant positive in-combination effect on this SA objective. The Haven site is not readily accessible by public transport and there are no basic services within a reasonable walking distance. However this site is identified for development in Phase 2 (i.e. beyond 2017) and by this time this situation may have improved.</p> <p>Three of the four sites are likely to be adversely impacted by aircraft noise associated with Birmingham Airport – which is likely to have a negative in-combination effect on the health of the local Gypsy and Traveller community, although it is acknowledged that these would be extensions to existing sites.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
19. Crime	This information is not available at the site allocation stage. Design issues will be dealt with through policy GTS 6.				This information is not available at the site allocation stage. Design issues will be dealt with through policy GTS 6.
20. Public safety	<p>Satisfactory access from the junction of Old Damson Lane and Damson Parkway.</p> <p>Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway.</p> <p>Potential for pedestrian / vehicle conflict is very limited.</p> <p>The existing site appears to be operating satisfactory from a highway safety perspective.</p>	<p>Site accessed from a wide, residential cul-de-sac off a good standard, inter-urban road.</p> <p>Direct access to the site is relatively narrow but wide verges would provide for occasional overrunning allowing 2 vehicles to pass.</p> <p>All roads in the area are lit, have designated footways and a 30mph speed limit in force. Propensity for vehicle and pedestrian conflict significantly reduced.</p>	<p>Site is accessed from Dickens Heath Road via a shared access with the existing residential property.</p> <p>The road in the immediate vicinity is semi-rural in character, it has a 30 mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge thereby reducing potential conflict between vehicles and pedestrians.</p>	<p>Site would be accessed from an existing vehicular access shared with the existing Gypsy and Traveller site.</p> <p>The road in the immediate vicinity is semi-rural in character, it has a 40 mph speed limit past the site and a designated footway thereby reducing potential conflict between vehicles and pedestrians.</p>	<p>All four sites can be safely accessed from the public highway and provide designated footways which help to reduce potential conflict between pedestrians and vehicles. The allocation of these sites would have a significant positive in-combination effect on this SA objective.</p>
21. Mixed development	<p>Character of the route to essential facilities is conducive to pedestrians and cyclists.</p> <p>Public transport is readily available with a stop immediately outside the site.</p> <p>GP surgery, school and fresh food are available within 2km of the site.</p>	<p>Very good level of public transport is available within very close proximity of the site.</p> <p>Character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge.</p> <p>There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site.</p>	<p>The road has a 40 mph speed limit past the site and a designated footway.</p> <p>There are no bus services which pass the site.</p> <p>There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.</p>	<p>Three out of the four preferred sites promote a better balance between jobs, housing and services, by providing basic services within a readily accessible distance by walking, cycling or public transport and would have a significant positive in-combination effect on this SA objective. The Haven site is not readily accessible by public transport and there are no basic services within a reasonable walking distance. However this site is identified for development in Phase 2 (i.e. beyond 2017) and by this time this situation may have improved.</p>

SA objective	Policy GTS 2: Land off Old Damson Lane, Solihull	Policy GTS 3: The Warren, Bickenhill Lane, Marston Green	Policy GTS 4: The Uplands, Dickens Heath Road, Dickens Heath	Policy GTS 5: The Haven, Catherine-de-Barnes Lane, Bickenhill	Discussion of Significant effects
			Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance		

Summary of effects

7.5.2

A summary of the effects relating to policies GTS 2 – 5 is provided below.

- Policy GTS 2** – The allocation of the site on Old Damson Lane was judged to have a major positive effect on 9 SA objectives and a minor positive effect on 2 SA objectives. In particular, the site aims to provide much needed social rented accommodation – enabling a mix of tenures to be provided, which should have a positive effect in relation to the baseline associated with SA objective 16. The policy sets out the need for proposals to address issues relating to flood risk and proximity to the Castle Hill Farm LWS. The inclusion of these measures should help to address issues relating to SA objectives 7 and 9.

Recommendation - There could potentially be an issue relating to bringing the site forward for development if adequate mitigation is not in place to address flood risk issues associated with the site. In the event that any site should fail to deliver the number of pitches, Policy P6 of the draft Local Plan makes provision for any unmet need to be met through the planning application process. It is recommended that this approach is made clear within the DPD to ensure that an alternative approach can be pursued if this situation arises.

- Policy GTS 3** – The allocation of „The Warren’ site was judged to have a major positive effect on 9 SA objectives and a minor positive effect on 1 SA objective. The site is located in close proximity to a very good level of public transport and key services (including a GP surgery, primary school and fresh food shop) are available within 2km of the site. The policy sets out the need for proposals to address issues relating to flood risk and proximity to the Bickenhill Plantation LWS. The inclusion of these measures should help to address issues relating to SA objectives 7 and 9.

Recommendation - There could potentially be an issue relating to bringing the site forward for development if adequate mitigation is not in place to address flood risk issues associated with the site. In the event that any site should fail to deliver the number of pitches, Policy P6 of the draft Local Plan makes provision for any unmet need to be met through the planning application process. It is recommended that this approach is made clear within the DPD to ensure that an alternative approach can be pursued if this situation arises.

- Policy GTS 4** – The allocation of „The Uplands’ site was judged to have a major positive effect on 9 SA objectives and a minor positive effect on 4 SA objectives. In particular: the site is located in close proximity to a bus stop; the road in the immediate vicinity of the site has a designated footway and cycleway; and the site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within a

realistic walking distance. This contributes towards a major positive effect on the baseline associated with SA objectives 2, 20 and 21.

- Policy GTS 5** – The allocation of „The Haven’ site was judged to have a major positive effect on 7 SA objectives and a minor positive effect on 2 SA objectives. In particular, the allocation of the site would provide 12 pitches, which is a significant contribution to the identified accommodation need (31 pitches) for Solihull. The allocation of the site was judged to have a major negative effect on two SA objectives (18 and 21). This is due to there being no key services (GP surgery, school or shops selling fresh food) located within a reasonable walking distance of the site. However this site is identified for development in Phase 2 (i.e. beyond 2017) and by this time this situation may have improved.

Summary of in-combination effects

7.5.3 In summary, the in-combination effects of the allocation of the four preferred sites is considered to be either positive, or to have no significant effect on the sustainability issues identified in the SA framework. It is noted that three of the four sites (land off Old Damson Lane; The Warren; The Haven) are located in the vicinity of Birmingham Airport and this may have a negative in-combination effect on the health and wellbeing of the local Gypsy and Traveller community. However these are all extensions to existing, established sites, so travellers living on these sites will already be subject to these effects. Additional noise generated by development and occupation of sites that could affect neighbouring dwellings would need to be considered for mitigated.

7.5.4 Two of the sites (Land off Old Damson Lane; The Warren) are susceptible to surface or groundwater flooding and drainage would need to be managed to ensure there is no adverse effect on surface water quality. Site specific policies (GTS 2 and 3) highlight the need to address/mitigate against flood risk issues as part of delivering new residential pitches.

7.5.5 The potential effect on protected/priority species in relation to all four of the sites is unknown at this stage and further assessment is required. The need to address issues relating to potential impacts on nearby LWSs as part of proposals is set out within policies GTS 2, 3 and 5.

7.6 Policy GTS 6 (Detailed Planning Considerations)

7.6.1 Table 7-5 presents an appraisal of policy GTS 6 (Detailed Planning Considerations), identifying significant effects on the baseline where possible. The SA objectives described in Chapter 2 have been used in a methodological framework for structuring the appraisal. Frequent reference is made to measures set out in Policy 6 of the draft Local plan and the Government’s good practice guide on „Designing Gypsy and Traveller Sites’ in table 7-5. Both of these are cross referenced in the policy wording for policy GTS 6.

Table 7-5: Appraisal of the policy GTS 6 (Detailed Planning Considerations)

SA objective	Discussion of significant effects
1. Prosperity	<p><i>Impact – Minor Positive</i></p> <p>The policy requires that „schemes should make clear what commercial activity, if any, would be carried out on site and where.’ This would help to ensure that early consideration is given to designing sites in such a way that enables the most to be made of opportunities for on-site commercial activity – providing for the economic development needs of Gypsy and Traveller communities.</p> <p>The cross reference in the policy to the Government’s good practice guide on „Designing Gypsy and Traveller Sites’ would also help to ensure that separate space for commercial or work use/animal keeping is delivered in the context of a specific site size and layout.</p>

2. Access to jobs	<p><i>Impact – Neutral</i></p> <p>The policy would be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of access to jobs) would already have been determined.</p> <p>In addition, Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria to guide land supply allocations and to determine planning applications which may contribute to meeting any identified unmet need. Part of the criteria set out in Policy P6 is to ensure local employment is accessible by walking, cycling and public transport. The implementation of the Local Plan policy will ensure that access to jobs is considered as part of the planning application process for all gypsy and traveller sites, including those that are not allocated.</p>
3. Reducing travel	<p><i>Impact – Neutral</i></p> <p>The policy will be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of the need to travel) will already have been determined.</p> <p>In addition, Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria to guide land supply allocations and to determine planning applications which may contribute to meeting any identified unmet need. Part of the criteria set out in Policy P6 is to ensure local services and facilities are accessible by walking, cycling and public transport. The implementation of the Local Plan policy would ensure that the need to reduce travel is considered as part of the planning application process for all gypsy and traveller sites, including those that are not allocated.</p>
4. Resource efficiency	<p><i>Impact – Neutral</i></p> <p>The policy would be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of efficient land use) would have been determined. The Government's good practice guide 'Designing Gypsy and Traveller Sites', which is cross referenced within the policy, identifies the need to deliver sufficient waste disposal and recycling collection points as part of designing Gypsy and Traveller Sites.</p>
5. Greenhouse gases	<p><i>Impact – Neutral</i></p> <p>The policy requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related developments should have regard to guidance outlined in 'Designing Gypsy and Traveller Sites – Good Practice Guidance'. This guide includes a section on requirements for energy supply. However, the guide focuses primarily on 'security of supply and health and safety considerations' and does not promote any low carbon approaches.</p> <p>Furthermore, the policy sets out the importance of reducing exposure to severe weather and climatic risks as part of designing new sites. It also states that 'considerations should...be given to the use of renewable energy systems.' Inclusion of these two measures would help to ensure that adaptation to climate change is delivered and the emission of greenhouse gases are minimised within the scope of new gypsy and traveller sites.</p>
6. Business adaptation	<p><i>Impact – Neutral</i></p> <p>No effect. No direct link to this SA objective.</p>

7. Losses from flooding	<p><i>Impact – Neutral</i></p> <p>The policy requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related developments should have regard to guidance outlined in „Designing Gypsy and Traveller Sites – Good Practice Guidance’. This guide includes a section that refers to the need to avoid development in areas with a high probability of flood risk. Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria to guide land supply allocations and to determine planning applications which may contribute to meeting any identified unmet need. The criteria include an assessment of whether the site is in an area which is prone to flooding.</p> <p>The government guidance „Designing Gypsy and Traveller Sites – Good Practice Guidance’ sets out the need to provide appropriate drainage provision on site, which is subject to current legislation, regulations and British Standards.</p>
8. Urban adaptation	<p><i>Impact – Neutral</i></p> <p>The policy sets out the importance of reducing exposure to severe weather and climatic risks as part of designing new sites. It also states that „considerations should...be given to the use of renewable energy systems.’ The inclusion of these two measures would help to ensure that the layout of sites provides for adaptation to climate change.</p>
9. Biodiversity	<p><i>Impact - Neutral</i></p> <p>The policy identifies landscaping priorities, but does not reference the need to give weight to biodiversity considerations (LBAP priority habitats and species). It also noted that the „Designing Gypsy and Traveller Sites – Good Practice Guide’ does not reference biodiversity issues.</p> <p>Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria to guide land supply allocations and to determine planning applications which may contribute to meeting any identified unmet need. Part of the criteria set out in the policy is to ensure the proposals do not have any adverse impact on local nature conservation designations, ecology and biodiversity that cannot be mitigated.</p> <p>The implementation of Policy P6 of the draft Local Plan would assist to protect biodiversity assets in Solihull through the planning application process. Furthermore, policies GTS 2, 3 and 5 incorporate site specific measures that set out the need to ensure biodiversity assets are protected on new gypsy and traveller sites</p>
10. Landscape	<p><i>Impact – Minor Positive</i></p> <p>The policy sets out the need for proposals for Gypsy and Traveller sites to „Include appropriate landscaping proposals and demonstrate that key elements of landscape character have been identified, retained and incorporated into the design.’ The implementation of this policy would help to ensure that potential adverse impacts on the local landscape of delivering new Gypsy and Traveller development are mitigated.</p>
11. Green infrastructure	<p><i>Impact – Minor Positive</i></p> <p>The policy sets out the need for proposals for Gypsy and Traveller sites to „Include appropriate landscaping proposals and demonstrate that key elements of landscape character have been identified, retained and incorporated into the design.’ The implementation of this policy would contribute towards the retention of green infrastructure as part of delivering new Gypsy and Traveller development.</p>

12. Historic environment	<p><i>Impact – Neutral</i></p> <p>The policy would be used to judge detailed planning applications. By this point, the location of the site (i.e. the key determinant of effects to the historic environment) would already have been determined.</p> <p>Impacts on the historic environment are also addressed through policy P6 in the draft Local Plan</p>
13. Built environment	<p><i>Impact – Minor Positive</i></p> <p>In addition to setting out landscaping priorities the policy seeks to ensure that new development is well designed and laid out and that proposed amenity buildings or day rooms are sensitively sited and use sympathetic materials. Policy P6 of the draft Local Plan refers to the need for the size and scale of the site to be appropriate in the context of the local settled community.</p> <p>Together the implementation of these policies would contribute towards protecting the quality of the built environment in Solihull.</p>
14. Pollution	<p><i>Impact – Minor Positive</i></p> <p>No direct reference to minimising pollution is set out within the policy. However, the Government’s good practice guide on „Designing Gypsy and Traveller Sites’ (which is cross referenced in the policy) sets out the need to ensure that lighting arrangements are planned to ensure light pollution problems are avoided. This guidance also sets out the need to provide appropriate drainage provision on site, which is subject to current legislation, regulations and British Standards.</p> <p>Visual impacts and adverse effects on privacy and residential amenity are addressed in Policy P6 of the Local Plan.</p>
15. Deprivation	<p><i>Impact – Minor Positive</i></p> <p>No direct reference to promoting community cohesion is set out within the policy. However, the Government’s good practice guide on „Designing Gypsy and Traveller Sites’ (which is cross referenced in the policy) sets out the need to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion and be regarded as a key issue within them.</p> <p>Policy P6 of the draft Local Plan refers to the need to ensure local services and facilities are accessible by walking, cycling and public transport, which would assist to address social isolation.</p>
16. Housing	<p><i>Impact – Neutral</i></p> <p>No effect. The allocation of sites through this DPD would address this objective.</p>
17. Commercial Assets	<p><i>Impact – Neutral</i></p> <p>No effect. There is no direct link between the policy direction and this SA objective.</p>
18. Health inequalities	<p><i>Impact – Minor Positive</i></p> <p>Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population. It is likely that mental health issues will in some ways, be related to social exclusion and the absence of strong social „support networks’. Good site design, as promoted through this policy, can help to ensure good social relations and the development of strong support networks on sites.</p>

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

7.6.2 In summary, the assessment in Table 7-5 above shows that the implementation of this policy has a minor positive effect on eight of the SA objectives. When applied together, Policy P6 of the Local Plan, together with policy GTS 6 and the governments good practice guidance ‘Designing Gypsy and Traveller Sites – Good Practice Guide’ provide an appropriate framework for addressing the sustainability issues identified by the SA framework.

7.7 Policy GTS 7 (Safeguarding)

7.7.1 An appraisal of the policy GTS 7 (Safeguarding) is presented below. The significant effects on the baseline are identified where possible. The SA objectives described in Chapter 2 have been used in a methodological framework for structuring the appraisal.

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

7.7.3 The implementation of the policy will have no effect on the following SA objectives:

- | | | |
|------------------------|--------------------------|-------------------------|
| 1. Prosperity | 8. Urban adaption | 15. Deprivation |
| 2. Access to jobs | 9. Biodiversity | 17. Commercial assets |
| 3. Reducing Travel | 10. Landscape | 18. Health inequalities |
| 4. Resource efficiency | 11. Green infrastructure | 19. Crime |

- | | | |
|-------------------------|--------------------------|-----------------------|
| 5. Greenhouse gases | 12. Historic environment | 20. Public safety |
| 6. Business adaption | 13. Built environment | 21. Mixed development |
| 7. Losses from flooding | 14. Pollution | |

7.8 Mitigation

7.8.1 The following recommendations are put forward for consideration:

- As part of implementing the strategy, the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that consideration is given to any approach that would increase the need for family groups to have to share sites; and
- In terms of policies GTS 2 and 3, there could potentially be an issue relating to bringing the site forward for development if adequate mitigation cannot be put forward to address flood risk issues associated with the site. In the event that any site should fail to deliver the number of pitches, Policy P6 of the draft Local Plan makes provision for any unmet need to be met through the planning application process. It is recommended that this approach is made clear within the DPD to ensure that an alternative approach can be pursued if this situation arises.

7.8.2 All recommendations included within the interim SA report prepared in July 2012, which accompanied the Preferred Options DPD have been accepted by the Council and implemented within the Submission Draft of the DPD.

8 CONCLUSIONS AND NEXT STEPS

8.1 Appraisal Findings

8.1.1 The following provides a summary of the appraisal findings:

- *Appraisal of the plan objectives* - The overarching objective and sub-objectives provide more depth and identify measurable targets for the vision. The overarching objective and each sub objective is consistent with at least one of the SA objectives. Four of the SA objectives are not covered by the overarching objective or any of the sub objectives. These SA objectives include 1 (Prosperity), 6 (Business adaptation), 8 (Urban adaptation), 17 (Commercial assets), and 21 (Mixed development). However, this can be attributed to the specific nature of the DPD as it focuses narrowly on the allocation of sites for gypsies and travellers.
- *Appraisal of the strategy for allocating sites* - The majority of effects are forecast to be 'neutral'. In relation to the objective of 'meeting housing needs', a significant positive effect is anticipated. It is anticipated that the strategy has the potential to be an effective means of meeting Gypsy and Traveller housing needs.
- *While implementing the strategy, it is recommended* that the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that would increase the need for family groups to have to share sites.
- *Policy GTS 1 (Temporary Stopping Places)* – In summary, the assessment in Table 7-3 above shows that the implementation of this policy has a minor positive effect on four of the SA objectives. When applied together, with the Government's 'Designing Gypsy and Traveller Sites – Good Practice Guide', the policy provides an appropriate framework for addressing the sustainability issues identified by the SA framework.
- *Summary of site allocation policies (GTS 2 – 5)* – In summary, three of the four sites (Land off Old Damson Lane; The Warren; The Uplands) are well placed to reduce the need to travel, address health inequalities through equitable access to a GP and fresh food, including through active travel (walking and cycling) and meet the requirements of a sustainable location, in terms of being well related to jobs and basic services. The exception is the Haven site, which is poorly located in relation to accessing basic services, especially by walking or cycling. However this site is phased to come forward post 2017 and the situation in this respect may have improved by the time the site is brought forward for development. The Uplands site is not as well located in relation to the strategic road network as the other three sites, or the other rejected site options, but still has reasonable access nevertheless.
- Two of the four sites suffer from flood risk issues (Land off Old Damson Lane; The Warren), which are addressed through individual site allocation policies for these sites. Caravans are likely to be particularly vulnerable to flood risk. However, policies GTS 2 and 2 incorporate measures that set out the need to ensure flood risk associated with the delivery of gypsy and traveller pitches are dealt with.
- All four of the sites score highly in terms of being located in areas of lower landscape sensitivity, where the potential effects on residential amenity through light and noise pollution and visual impact are likely to be negligible and where they would relate well in terms of size and scale in relation to the settled community. However three of the four sites (Land off Old Damson Lane; The Warren; The Haven) are located in close proximity to LWSs which may cause indirect adverse effects on biodiversity and green infrastructure. Policies GTS 2, 3 and 5 highlight the need for proposals on these sites to demonstrate that there would be no potential effect on the LWSs.

- All four sites score highly in terms of their contribution to meeting the identified accommodation needs of the Gypsy and Traveller community. In particular, the land off Old Damson Lane site will meet the need for both private and social rented pitches.
- All four sites score highly in relation to the SA objective on public safety, which in the case of Gypsy and Traveller sites, is principally related to the ability to provide safe and convenient access to the road network.
- *The in-combination effects* of the allocation of the four sites is considered to be either positive, or to have no significant effect on the sustainability issues identified in the SA framework. It is noted that three of the four sites (Land off Old Damson Lane; The Haven; The Warren) are located in the vicinity of Birmingham Airport and this may have a negative in-combination effect on the health and wellbeing of the local Gypsy and Traveller community. However these are all extensions to existing, established sites, so travellers living on these sites will already be subject to these impacts. - any additional noise generated by development and occupation of this site that would affect neighbouring dwellings would need to be mitigated.
- *Policy GTS 6* – Implementation of this policy would have a minor positive effect on the majority of the SA objectives. When applied together, Policy P6 of the Draft Local Plan along with this policy and the governments good practice guidance ‘Designing Gypsy and Traveller Sites – Good Practice Guide’ provide an appropriate framework for addressing the sustainability issues identified by the SA framework.
- *Policy GTS 7* – Implementation of this policy would have a neutral effect on all of the SA objectives with the exception of SA objective 16 - housing provision. The policy was judged to have a significant positive effect on SA objective 16 - Housing. The safeguarding of all allocated authorised Gypsy and Traveller sites and any new sites which gain planning permission would help to provide for the identified accommodation needs for Gypsies and Travellers in Solihull. Implementation of this policy would ensure that existing and future Gypsy and Traveller sites remain as such and are not lost to alternative development.

8.2 Monitoring

8.2.1 Monitoring will be delivered through the indicators identified for Policy P6 of the Solihull draft Local Plan. These are:

- Whether the identified need for permanent residential pitches has been met for the period 2012 – 2017, 2017 – 2022 and 2022 – 2027;
- The number of authorised pitches provided per annum; and
- The number of unauthorised developments and encampments per annum.

8.2.2 In addition, the following monitoring indicators proposed in the SA report (January 2012) prepared alongside the Draft Local Plan are also relevant to the monitoring of the DPD:

- Number of healthy trees removed that were subject to tree preservation orders;
- Percentage of people who say they are satisfied with their local area as a place to live;
- Number of gypsy and traveller pitches available; and
- Proportion of residents feeling safe after dark.

8.3 Next Steps

8.3.1 This SA Report will be published alongside the Gypsy and Traveller Site Allocations Submission Draft DPD to seek feedback.

8.3.2 Any significant changes to the DPD which are made in the Submission version would be subject to further SA /SEA, and a revised SA report would be prepared to accompany the Submission version of the DPD.

8.3.3 The Council would like as many people as possible to have their say about this document. Please send your response to the Council by Friday 17th May 2013.

8.4 How to make comments

8.4.1 You can respond in two ways:

- Using the Gypsy and Traveller Site Allocations DPD Submission Draft response form and returning it to the address given on the form.
- Emailing your comments to: psp@solihull.gov.uk

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

APPENDIX A - EVOLUTION OF THE SA OBJECTIVES

Table A: Evolution of the SA Objectives

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

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

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

APPENDIX B: ASSESSMENT OF ALTERNATIVES FOR MEETING BOROUGH'S IDENTIFIED NEED FOR PERMANENT RESIDENTIAL PITCHES

The table below is taken from the SA report prepared alongside the Gypsy and Traveller Site Allocations DPD Options Paper. It presents a discussion of the potential effects of the options presented for 'the approach to meeting need', which were:

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

The aim of the appraisal was to establish the sustainability performance of each of the options, and identify any potential improvements to strengthen the sustainability credentials of options.

Table B: Discussion of potential effects (i.e. effects that cannot be predicted with any certainty at this stage)

SA Objective	Commentary
Prosperity	<p>There is no evidence to suggest that existing sites tend to conflict with neighbouring uses in a way that impact upon 'prosperity'. However, from the national picture it is understood that there is the potential for such conflicts to arise. If it is the case that baseline problems do exist, then it may be the case that expansion or increasing capacity has the effect of worsening the existing situation.</p> <p>It is assumed that new sites will be located to avoid any negative effects. If existing problems do exist, then it may be that allocating new, well located sites can help to address these. However, this effect is highly uncertain, given that the location of new sites is unknown.</p>
Access to jobs	<p>There is no evidence to suggest that the location of existing sites in Solihull tends to negatively affect the ability of Gypsies and Travellers to access jobs etc. However, it is known that, nationally, this can be the case (although many Gypsy and Travellers choose to establish business operations on-site). If it is the case that the location of existing sites acts to restrict access to jobs, then it may be that expansion or increasing capacity at existing sites would perpetuate problems.</p> <p>It could be the case that well located new sites could improve access to jobs etc. for the Gypsy and Traveller community in the Borough. However, this effect is uncertain.</p>
Reducing travel	<p>There is no evidence to suggest that the location of existing sites in Solihull encourages car dependency. However, it is known that, nationally, car dependency amongst Gypsies and Travellers is high, and so it may be that expansion or increasing capacity at existing sites could perpetuate any problems that do exist.</p> <p>It could be that new sites would be located so that Gypsies and Travellers are encouraged to walk, cycle and make use of public transport, rather than rely on the car. However, this effect is uncertain.</p>

Resource efficiency	Given that Gypsy and Traveller sites may to some degree sterilise adjacent land, increasing capacity at existing sites may avoid any worsening of the baseline situation (for the simple reason that the area of adjacent land is not increased), whilst allocating new sites could potentially lead to significant new areas of land becoming sterilised. However, this effect is highly uncertain given that the evidence is not available to suggest whether or not baseline problems exist, and it is not known where new sites would be located.
Greenhouse gases	As part of the development of new sites , or perhaps also the expansion of sites , it may be possible to put in place the infrastructure that allows Gypsies and Travellers to power and heat their homes more efficiently than is currently the case (e.g. mains electricity rather than on-site generators). However, this effect is highly uncertain and, in any case, the magnitude of the effect would be minimal.
Business adaptation	It is not expected that any of the alternative approaches (regardless of how they might be implemented on the ground) would lead to effects in terms of this objective.
Losses from flooding	Caravans can be vulnerable to flooding. However, there is no evidence to suggest that Gypsy and Traveller sites in Solihull tend to be located in areas of flood risk. It is expected that new sites would be located outside of flood zones.
Urban adaptation	It is not expected that any of the alternative approaches (regardless of how they might be implemented on the ground) would lead to effects in terms of this objective.
Biodiversity	There is no evidence to suggest that existing sites in Solihull tend to be located where there is the potential to impact negatively on local biodiversity. However, it is known that, nationally, this can be the case and so it may be that expansion or increasing capacity at existing sites could perpetuate any problems that do exist. It is assumed that new sites will be located to avoid any negative effects. If existing problems do exist, then it may be that allocating new, well located sites can help to address these. However, this effect is highly uncertain, given that the location of new sites is unknown.
Landscape	There is no evidence to suggest that existing sites in Solihull tend to be located where there is the potential to impact negatively on landscape. However, it is known that, nationally, this can be the case and so it may be that expansion or increasing capacity at existing sites could perpetuate any problems that do exist. It is assumed that new sites will be located to avoid any negative effects. If existing problems do exist, then it may be that allocating new, well located sites can help to address these. However, this effect is highly uncertain, given that the location of new sites is unknown.
Green infrastructure	It is not expected that any of the alternative approaches (regardless of how they might be implemented on the ground) would lead to effects in terms of this objective.
Historic environment	It is not thought that the location of existing sites leads to conflicts with historic environment related objectives; it is not thought that expansion or increased capacity at existing sites would give rise to conflicts. It is also assumed that new sites can avoid impacts.

Built environment	<p>Gypsy and Traveller sites can distract from and negatively impact on local character and distinctiveness. The degree to which this is the case currently in Solihull is unknown, but there might be the potential for expansion or increasing capacity at existing sites to perpetuate any problems that do exist.</p> <p>It is likely that new sites would be located, and that landscaping measure could be put in place, to ensure any effects are mitigated. However, there may be some unavoidable negative effects.</p>
Pollution	<p>Gypsy and Travellers can tend to suffer from air, noise and light pollution. In Solihull, it is known that the location of a site in close proximity to the airport has led to problems of noise pollution. Equally, Gypsy and Traveller sites can be a source of pollution that affects neighbouring uses. There is no evidence to suggest that this is a particular problem within Solihull; however expansion or increasing capacity at existing sites could perpetuate any problems that do exist. It is assumed that new sites will be located to avoid any negative effects. If existing problems do exist, then it may be that allocating new, well located sites can help to address these. However, this effect is highly uncertain, given that the location of new sites is unknown.</p>
Deprivation	<p>Causes of deprivation amongst the Gypsy and Traveller population of Solihull are multifaceted, but the location of sites and living environments on sites are likely to be an important causal factor. The location of unauthorised sites is not ideal, nor is the living environment on these sites. However, from the evidence, it appears that an overriding determinant of deprivation is the degree to which Gypsy and Travellers are able to live as part of an extended (largely family-based) support network, which in turn is a factor of the ability of family groups to be able to live on site together (or, failing this, to live in close proximity to one another).</p> <p>Given this understanding of „the issues‘, if it is the case that expansion or increasing capacity at existing sites prevents the situation whereby individuals have to leave a site because of a lack of pitch space, then there is the potential for significant positive effects.</p> <p>Should sites be expanded with a view to encouraging more families to live on the same site, then the potential for positive effects is more uncertain, and it may be that there is the potential for negative effects given that on-site conflicts are identified as an important determinant of well-being for Gypsies and Travellers.</p> <p>Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being.</p> <p>Recommendation</p> <p>Whichever option is implemented, the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that will increase the need for family groups to have to share sites.</p>
Housing	<p>Any of the three approaches has the potential to be an effective means of meeting Gypsy and Traveller housing needs.</p>

Commercial Assets	<p>Where existing sites currently conflict with neighbouring uses, there may be some potential for expansion or increasing capacity at existing sites to worsen conflicts, and perhaps hinder the ability to attract and retain investment. However, there is no evidence to suggest that this will be the case in Solihull.</p> <p>It is likely that new sites can be located so as to ensure no conflicts with the Borough's key commercial assets.</p>
Health inequalities	<p>Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population.</p> <p>Perhaps the most important consideration is that expansion or increasing capacity at existing sites can allow families to live together on existing sites, and prevent a situation whereby individuals have to leave a site because of a lack of pitch space. If this is the case then there is the potential for significant positive effects. However, if sites are expanded with a view to encouraging more families to live on the same site, then there may be significant negative effects in terms of community and individual well-being.</p> <p>Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being.</p> <p>Recommendation See discussion under 'deprivation', above.</p>
Crime	<p>Where conflicts exist with the neighbouring settled population, Gypsies and Travellers can fear criminal abuse. However, it is not thought that this is a significant problem in Solihull (this issue was not raised as a problem during a recent survey).</p> <p>Equally, Gypsy and Traveller sites can be a cause of fear of crime amongst the settled population. However, there is no evidence to suggest that this is a particular problem within Solihull. Having said this, it might be that expansion or increasing capacity at existing sites has the potential to perpetuate any problems that do exist.</p> <p>It is assumed that new sites will be well located and so avoid any negative effects. If existing problems do exist, then it may be that allocating new, well located sites can help to address these. However, this effect is highly uncertain, given that the location of new sites is unknown.</p>
Public safety	<p>The location of Gypsy and Traveller sites can sometimes mean that there are issues of road safety for Gypsies and Travellers, and perhaps also the neighbouring settled population. There is no evidence to suggest that this is the case in Solihull; but expansion or increasing capacity at existing sites has the potential to perpetuate any existing problems.</p> <p>It is assumed that new sites will be located to avoid any negative effects. If existing problems do exist, then it may be that allocating new sites can help to address such issues. However, this effect is highly uncertain, given that the location of new sites is unknown.</p>

Mixed development	<p>New sites may come forward as part of mixed developments. However, this is highly uncertain. It is difficult to say, at this current stage, whether such an approach would be advisable from a perspective of wishing to support better understanding and integration between Gypsy and Traveller and settled communities. A recent survey did not find that increased integration is a priority for the local Gypsy and Traveller community.</p>
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APPENDIX C: FINDINGS OF THE SUSTAINABILITY APPRAISAL OF THE PREFERRED / NON-PREFERRED SITES

Table C below is taken from the SA report prepared alongside the Preferred Options DPD and presents an appraisal of the each of the preferred / non-preferred sites, identifying significant effects against the baseline where possible. The SA objectives described in Chapter 2 of this SA report were used to develop a methodological framework for structuring the appraisal. Sites were graded according to the following scale:

Major positive effect	Minor positive effect	Effect not known/Neutral	Minor negative effect	Major negative effect
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The preferred sites are highlighted in bold. The recommendations identified within the SA Report prepared alongside the Preferred Options DPD are adopted within the Submission Draft version of the DPD.

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

SA objective	Land off Old Damson Lane, Solihull	The Warren, Bickenhill Lane, Marston Green	The Haven, Catherine-de-Barnes Lane, Bickenhill	The Uplands, Dickens Heath Road, Dickens Heath	Land at School Road, Hockley Heath	Land at Eaves Green Lane, Meriden	Wider parcel of land off Old Damson Lane	Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden	Land off Salter Street, Earlswood	Canal View, off Salter Street, Earlswood	Old Civil Service Sports Club, off Old Damson Lane	The Pleck, Shadowbrook Lane
1. Prosperity	It is not possible to determine effect at the site allocation stage. The level of commercial activity on sites will be governed by the policy on detailed planning considerations											
2. Access to jobs	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A452, M6 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	Site has reasonable access to the strategic road network, including the A34 and the M42.	Site has good access to the strategic road network, including the M42, M40 and A34.	Site has good access to the strategic road network, including the M42 and A45 and M6 to a lesser extent.	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	The site has relatively poor access to the strategic road network.	The site has relatively poor access to the strategic road network.	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.
3. Reducing travel	The character of the route to essential facilities is conducive to pedestrians and cyclists and public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km of the site.	The character of the route to essential facilities is conducive to walking and cycling and there is a very good level of public transport available within very close proximity of the site. All roads in the area are lit, have designated footways and a 30mph speed limit in force. A GP surgery, primary school and fresh food shop are available within 2km of the site.	There are no bus services which pass the site and there is no GP surgery, school or fresh food shop within a reasonable walking distance of the site. The road that runs immediately past the site does have a designated footway.	The road in the immediate vicinity has a designated footway and cycleway, separated from the carriageway by a grass verge. There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site. The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within a realistic walking distance.	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists – no formal footpath provision and the road is unlit. A school and fresh food facilities are available within 2km of the site in Hockley Heath but there is no GP surgery within the village.	The character of the route to essential facilities is not conducive to pedestrians or cyclists and public transport is not readily available. A GP surgery, primary school and fresh food is available approximately 2km away in Meriden.	The character of the route to essential facilities is conducive to pedestrians and cyclists and public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km of the site.	The character of the route to essential facilities is not conducive to pedestrians or cyclists and public transport is not readily available. There is no formal footway provision. A GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit or outside of what is considered to be a realistic walking distance.	The character of the route to essential facilities is conducive to walking and cycling. Salter Street has a designated footway. Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green. A GP surgery, primary school and fresh food facilities are available within 2km of the site.	The character of the route to essential facilities is conducive to walking and cycling. Salter Street has a designated footway. Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green. A GP surgery, primary school and fresh food facilities are available within 2km of the site.	Although within a theoretical realistic walking and cycling distance to local bus services, a primary school, GP surgery and fresh food facility, the nature and attractiveness of the route along Old Damson Lane is such that it is not likely to be conducive to pedestrians or cyclists. The site is not considered to be in a sustainable location nor a location which would be safe for vulnerable road users to use. Old Damson Lane is a narrow country lane, which does not benefit from a dedicated footway or lighting.	The character of the route to essential facilities is not conducive to pedestrians or cyclists and Shadowbrook Lane has no formal footway provision. Public transport is not readily available. The GP surgery, school and fresh food available in Hampton-in-Arden is at the upper limit or outside of what is considered to be a realistic walking distance.
4. Resource efficiency	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Existing unauthorised gypsy and traveller site	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Existing temporary gypsy and traveller site

5. Greenhouse gases	It is not possible to determine effect at the site allocation stage. Reduction in energy use, renewable energy generation and energy efficiency measures should be dealt with in the detailed planning considerations policy or through reference to other policies in the Local Plan.											
6. Business adaptation	No direct link with this SA objective.											
7. Losses from flooding	A small part of the north eastern corner of the site is located in a flood zone. There are surface water flooding issues on the site.	The site is not located in a flood zone. The site is in an area that is susceptible to groundwater flooding issues. There may be surface water flooding issues towards the eastern end of the proposed site extension site.	The site is not located in a flood zone. There are no surface water flooding issues on the site.	The area is not located in an area prone to flooding.	The site is not located in a flood zone. There are surface water flooding issues on the site.	The site is not located in a flood zone. It is likely that all other flooding issues can be overcome. The roads around the site are liable to flooding.	A small part of the wider site is located in a flood zone area. Surface water flooding issues are present, with the eastern end of the site being more susceptible to surface water flooding.	The site is not located in a flood zone. There are no other flooding issues on the site.	The site is not located in a flood zone. There is evidence of surface water flooding issues on the site.	The site is not located in a flood zone. There is evidence of surface water flooding issues on the site.	The site is not located in a flood zone. There are no surface water flooding issues on the site.	The site is not located in a flood zone. There are no other flooding issues on the site.
8. Urban adaptation	This SA objective is not relevant to this assessment. All the sites are located in rural areas where there is unlikely to be urban heating and associated high winds. Design issues are dealt with by the detailed planning considerations policy.											
9. Biodiversity	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow LWS and impact on this will need to be considered. Protected/ priority species issues are unknown and further investigations would be needed.	There are no statutory national designations affecting the site. The site lies adjacent to a LWS. The potential site extension is included within a TPO area. Further assessment will need to be undertaken as some trees have been highlighted as being dead or dying. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	There are no statutory designations affecting the site. However, the site is approx 250m from Castle Hill Meadows LWS and approx 400m from Bickenhill Meadows SSSI. The potential impact on protected/ priority species is unknown at this stage and further assessment is required.	There are no statutory designations or other local designations affecting the site. There are TPOs on some trees within and adjacent to the site. The potential impact on protected/ priority species is unknown at this stage and further assessment is required.	There are no statutory designations or local environmental designations affecting the site. The Solihull Countryside Strategy identifies the location as an area which retains many unique features of natural habitats. Protected/ priority species issues are unknown and further investigations would be needed.	There are no statutory designations or local environmental designations affecting the site. The northern hedgerow boundary is a designated LWS. Roadside trees and hedges are an important feature of the lanes and the area and their loss would be harmful. Protected/ priority species issues are unknown and further investigations would be needed.	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow LWS and impact on this will need to be considered. Protected/ priority species issues are unknown and further investigations would be needed.	There are no statutory national designations affecting the site. There is a designated SSSI site immediately adjacent to the site to the north and west. There is potential for an adverse impact on sensitive designated habitats. The site itself is identified as a potential LWS/ Site of Interest for Nature Conservation and lies within close proximity to a designated LWS.	There are no statutory designations or local designations affecting the site. The adjoining canal and some nearby, but not adjoining land, is a proposed LWS/Site of Interest for Nature Conservation. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	No Statutory designations or local designations affecting the site. The site is covered by a proposed LWS/Site of Interest for Nature Conservation. However, the existing authorised site is also covered by the same designation. It is unlikely that any features such as trees or hedges would be removed. The potential impact on protected/ priority species is unknown at this stage and further assessment is required.	There are no statutory designations affecting the site. As there is currently no access to the site, some mature trees and hedgerows would require removal. The site is adjacent to a LWS. The potential impact on protected/ priority species is unknown at this stage and further assessment is required.	There are no statutory national designations affecting the site. There is a designated SSSI located to the north and west of the site, although it is unlikely that there will be any adverse impact given the limited scale of this site. However the site is identified as a potential LWS/Site of Interest for Nature Conservation and the site is also within close proximity of a designated LWS.
10. Landscape	Development of the site will impact on the openness of the Green Belt. There are limited views of the site from the public highway and from the south, although	Development of the site will impact on the openness of the Green Belt. The site is not visible from the public highway, public footpath or	Development of the site will impact on the openness of the Green Belt. The existing site and proposed extension is well screened from public viewpoints,	Development of the site will impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a	Development of the site will impact on the openness of the Green Belt. Development of the site will cause a significant intrusion into the landscape when	Development of the site will impact on the openness of the Green Belt and have an adverse impact on the safeguarding of the countryside. The site is located	Development of the site will impact on the openness of the Green Belt. There are limited views of the site from the public highway and from	Development of the site will impact on the openness of the Green Belt. The site is very visually prominent from the public highway.	Development of the site will impact on the openness of the Green Belt. Development on the site would be visually unobtrusive from the public highway,	Development of the site will impact on the openness of the Green Belt. Development of the site would be visually unobtrusive from the public highway,	Development of the site will impact on the openness of the Green Belt. The size of the site is considered to be out of scale when compared to the neighbouring	Development of the site will impact on the openness of the Green Belt. The site boundary with Shadowbrook Lane is defined by trees and hedgerows

	<p>views into the site from Old Damson Lane are more prominent.</p> <p>Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point.</p> <p>The Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>other public areas.</p> <p>The Solihull Countryside Strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>public footpaths and the public highway</p> <p>Solihull Countryside strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>There is expected to be limited impact on landscape character.</p>	<p>number of years.</p> <p>The site is small in scale in terms of the size and number of pitches currently present and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Health which is less than 1km away. The site has low visual impact as it is well screened.</p>	<p>viewed from the residential properties in the immediate vicinity of the site.</p> <p>The site is located in an attractive rural environment and despite being close to settlements the area has a remote feel. Development of the site would adversely impact on the current landscape character and appearance of the area.</p> <p>The Solihull Countryside Strategy identifies the location as an area which retains many unique features and is an enclosed landscape containing a variety of natural habitats.</p> <p>The existing trees and hedgerows along School Road contribute to its rural character.</p>	<p>in an attractive rural environment and despite being close to settlements the area has a remote feel.</p> <p>The site is highly visible from a range of public and private viewpoints and development would have an urbanising impact.</p> <p>The roadside trees and hedges are an important feature of the lanes and area and their loss would be harmful.</p>	<p>the south, although views from Old Damson Lane into the site are more prominent. Utilising the full capacity of the wider site would have an unacceptable adverse visual impact.</p> <p>Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point.</p> <p>The Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant change as a result of further expansion at the Airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p> <p>A large scale site with a large number of trailers and caravans would have an adverse impact on the landscape character and would create an urbanising effect on the more rural landscape in this part of Solihull. However, a smaller scale site, with a limited number of caravans would significantly lessen this impact.</p>	<p>The site is visible from the one public footpath in the vicinity of the site.</p> <p>Other public views of the site are limited.</p> <p>The Solihull Countryside Strategy identifies the location as being in the motorway corridor, recognising the dominance of the motorway in this part of the Borough. The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>public footpaths, the adjacent canal or towpaths.</p> <p>There would be more prominent views from the east across the valley, although the visual impact would be limited to a small number of residential properties.</p> <p>Any large physical expansion of the site would be out of scale with the existing site and out scale with the local settled community which live in a scattering of houses along country lanes in the vicinity but not significantly out of scale when considered in the context of Cheswick Green village as a whole.</p> <p>It is unlikely that any existing features such as trees or hedges would be removed, although a large scale extension would impact on the local landscape character which is a small scale and enclosed.</p> <p>The contour of the land is such that longer distance views of the site are available from a small number of residential properties. A significantly extended site would bring the development closer to these properties and this would have an</p>	<p>public footpaths, the adjacent canal or towpaths.</p> <p>There would be more prominent views from the east across the valley, although visual impact would be limited to a small number of residential properties.</p> <p>It is unlikely that any features such as trees or hedges would be removed, although a large scale extension would impact on the local landscape character which is a small scale and enclosed.</p> <p>Any large physical expansion of the site would be out of scale with the existing site and out scale with the local settled community which live in a scattering of houses along country lanes in the vicinity but not significantly out of scale when considered in the context of Cheswick Green village as a whole. The contour of the land is such that longer distance views of the site are available from a small number of residential properties. A significantly extended site would bring the development closer to these properties and this would have an adverse urbanising impact, including a potential</p>	<p>bungalow but not significantly out of scale for its wider local environment or the local settled community, although this will ultimately depend on the number of pitches accommodated.</p> <p>The site is very visually prominent from a range of public viewpoints including the public footpath to the south of the site as well as from the driveway to the sports club.</p> <p>The site is very visually prominent from the sports pitches to the east of the site due to the lack of a physical boundary.</p> <p>Views into the site from the public highway are slightly more limited due to the presence of mature trees and hedgerows.</p> <p>As there is currently no access to the site, some mature trees and hedgerows would require removal. This would have a detrimental impact on the existing character of Old Damson Lane.</p> <p>There is a concern that development would have an urbanising effect on the more rural, open landscape in this part of Solihull (although the site is close to Birmingham Airport).</p>	<p>although there are gaps which allow views into the site from the highway, particularly from the site access.</p> <p>The site is visible from the one public footpath in the vicinity of the site but other public views of the site are limited.</p> <p>The Solihull Countryside Strategy identifies the location as being in the motorway corridor, recognising the dominance of the motorway in this part of the Borough. The site is therefore likely to be less sensitive from a landscape perspective.</p>
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									adverse urbanising impact, including a potential cumulative impact with existing and other proposed sites.	cumulative impact with existing and other proposed sites.		
11. Green infrastructure	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to the Castle Hill Farm Meadow LWS which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to a LWS which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is approximately 250m from Castle Hill Farm Meadows LWS. The site is also approximately 400m from Bickenhill Meadows SSSI which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The northern hedgerow boundary is a designated LWS.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to the Castle Hill Farm Meadow LWS which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. There is a designated SSSI immediately adjacent to the north and west and development of the site would have a potential adverse impact on its sensitive designated habitats. Further assessment is required. The site is also identified as a potential LWS / site of interest for nature conservation and within close proximity of a designated LWS.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The adjoining canal and some nearby, but not adjoining land, is a proposed LWS (LWS) / Site of Interest for nature Conservation (SINC) which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is covered by a proposed LWS / Site of Interest for nature Conservation. However, the existing authorised site is also covered by the same designation.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is adjacent to a LWS which could be adversely impacted by development.	The allocation of this site would adversely impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. There is a designated SSSI located to the north and west of the site, although there is unlikely to be any adverse impact due to the small scale of this site. However the site is identified as a potential LWS / site of interest for nature conservation and is also within close proximity of a designated LWS.
12. Historic environment	No information has been provided to assess the impact of the allocation of this site on the setting of historic assets											
13. Built environment	Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the	The allocation of this site would adversely impact on the openness of the Green Belt although the site lies within an established residential and commercial area and the existing site has been well established for many years. An extension to this	The allocation of this site would adversely impact on the openness of the Green Belt. There are very few residential properties in the immediate vicinity and as the existing adjacent site is already well established, an extension would not	The allocation of this site would adversely impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years. The site is small in scale and is acceptable in the	This allocation would be a large scale site inappropriate in size and scale when considered in the context of the immediate local environment and rural character. It would adversely impact on the openness of the Green Belt.	The allocation of this site would adversely impact on the openness of the Green Belt and safeguarding the countryside, and would have a negative, urbanising impact.	Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the	The allocation of this site would adversely impact on the openness of the Green Belt. This is a small scale site that would be acceptable in relation to the local context. The location lies within the motorway corridor and thus is already impacted	The allocation of this site would adversely impact on the openness of the Green Belt. There would be an adverse urbanising impact and potential negative cumulative impact with the existing and other proposed sites if the site was allocated. Any	The allocation of this site would adversely impact on the openness of the Green Belt. There would be an adverse urbanising impact and potential negative cumulative impact with the existing and other proposed sites if the site was allocated. Any	The allocation of this site would adversely impact on the openness of the Green Belt. The site has no immediate neighbours other than a residential bungalow immediately north, although Old Damson Lane provides access to	The allocation of this site would adversely impact on the openness of the Green Belt. The site is small in scale and acceptable in relation to the local context and size and density of Hampton-in-Arden. The location lies

	Airport and NEC. Visual impact is likely to be limited and the site size and number of pitches is of an acceptable scale in the context of the local settled community.	site would not be out of scale in the context of the local settled community. Visual impact is low as the site is not visible from public areas and screening limits views from adjacent residential properties. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.	represent a dominant feature in the area and would not be considered to be out of scale with the settled community. The existing site and proposed extension is well screened from public viewpoints and there are few neighbours and no private views of the site. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.	context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away. The site is well screened and there are few neighbours and no private views of the site.			Airport and NEC. A large scale site would have an adverse impact on landscape character and would create an adverse urbanising effect on the more rural landscape in this part of Solihull. A smaller scale site would significantly lessen this impact.	by an urbanising influence.	large physical expansion of the site would be out of scale with the local settled community but not significantly out of scale when considered in the context of Cheswick Green as a whole.	large physical expansion of the site would be out of scale with the local settled community but not significantly out of scale when considered in the context of Cheswick Green as a whole.	a small number of other isolated residential properties, farms and guest houses. A number of businesses are also located within 500m of the site along the A45. The size of the site is considered to be out of scale when compared to the neighbouring bungalow, however, it is not significantly out of scale for its wider local environment or the local settled community, although this will ultimately depend on the number of pitches accommodated. There is concern that development would have an urbanising effect on the more rural, open landscape in this part of Solihull.	within the motorway corridor, which provides a dominant influence.
14. Pollution	Surface water run-off could potentially have an adverse impact on surface water quality in the nearby watercourse. No significant adverse impact on residential amenity for either existing site occupants or neighbouring uses is expected.	The site is in an area that is susceptible to groundwater flooding and there may be surface water flooding issues towards the eastern end of the proposed site extension site. This could have an adverse impact on water quality. The increase in vehicle movements may slightly reduce residential amenity for occupiers of properties adjacent to the site. The extended site would be further away from existing residential properties therefore limiting	There is expected to be negligible impact on residential amenity as there are very few neighbouring uses. No information was provided on soil quality.	There is expected to be negligible impact on residential amenity as there are very few neighbouring uses.	Surface water flooding issues could have an adverse impact on surface water quality in the adjacent Stratford upon Avon Canal. There is localised congestion and parking issues further along the road due to the presence of the School and development of this site would contribute to this congestion which would contribute adversely to particulate and nitrogen dioxide levels. No information was provided on soil quality.	Surface water run-off could potentially have an adverse impact on surface water quality in the adjacent Stratford upon Avon Canal. There is limited evidence of activities which would harm the amenity of local residents. No information was provided on soil quality.	Surface water run-off could potentially have an adverse impact on surface water quality in the nearby water-course. No significant adverse impact on residential amenity for either existing site occupants or neighbouring uses is expected. The residential amenity of the Travellers on the authorised part of the site would be adversely affected should a very large number of pitches be accommodated on the wider site. No Information was provided on soil quality	There is expected to be negligible impact on residential amenity for the site occupants or neighbours. No information was provided on soil quality.	There are surface water flooding issues on the site which could have an adverse impact on surface water quality in the adjacent Stratford upon Avon Canal. There is expected to be limited impact on residential amenity for site occupants due to lack of neighbours. A significantly extended site would bring development closer to a number of residential properties and would have a greater adverse impact on	There are surface water flooding issues on the site which could have an adverse impact on surface water quality in the adjacent Stratford upon Avon Canal. There is expected to be limited impact on residential amenity for site occupants due to lack of neighbours. A significantly extended site would bring development closer to a number of residential properties and would have a greater adverse	There would be limited impact on residential amenity for potential site occupants due to the lack of immediate neighbours. However, the impact residential amenity for residents of the bungalow to the north would be more severe, particularly as a result of the increase in activity and vehicle movements from a Gypsy and traveller site in this location. No information was provided on soil quality.	There is expected to be negligible impact on residential amenity for site occupants or neighbours as there are very few neighbouring uses.

		any adverse impact on residential amenity. No information was provided on soil quality.							residential amenity in terms of lighting and increase in general activity. No information was provided on soil quality.	impact on residential amenity in terms of lighting and increase in general activity. No information was provided on soil quality.		
15. Social deprivation/Community Cohesion	A RSL has received funding to develop a site in this location and the site would contribute 16 socially rented pitches.	No issues recorded.		If the site is not allocated this will require moving the residents from the site who have been living there for a number of years, and finding them alternative accommodation	There are community cohesion issues in association with this site. There is significant local opposition to the potential for a Gypsy and Traveller site in this location. Despite being close to settlements the area has a remote feel and development would be isolated.	There is continuing tension between the site occupants and settled residents at this site.	No issues recorded.					If the site is not allocated this will require moving the residents from the site that have been living there for a number of years, and finding them alternative accommodation.
16. Housing	A RSL has received funding for 16 social rented pitches on this site. Seven private pitches can also be provided. The site can make a significant contribution to meeting the identified need (38 pitches).	This existing site can provide for 5 pitches. This will make a reasonable contribution to the identified accommodation need (38 pitches)	The site can provide 12 pitches which is a significant contribution to the identified accommodation need (38 pitches).	The site provides and has provided a settled base for the families that live there for a number of years. An allocated site would provide 3 pitches as a contribution towards the identified need (38 pitches).	No information has been provided on the number of pitches that could be provided on this site. It is a medium sized site.	Site provides additional flexibility to meet identified accommodation need and would provide sufficient space to accommodate extended families.	Up to 10 pitches could be provided on this site. It is a small site.	No information has been provided on the number of pitches that could be provided on this site. It is a medium sized site.				Site is small scale and provides accommodation for just one pitch. Although an existing pitch it does not make a significant contribution to the identified accommodation need (38 pitches).
17. Commercial assets	No direct link with this SA objective.											
18. Health inequalities	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km of the	Very good level of public transport is available within very close proximity of the site. Character of the route to essential facilities is conducive to walking and cycling. A GP surgery, primary school and fresh food shop	The road has a 40 mph speed limit past the site and a designated footway. There are no bus services which pass the site. There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.	The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge. There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath.	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. School and fresh food facilities are available within 2km of the site in Hockley Heath.	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. A GP surgery, primary school and fresh food is available approximately 2km away in Meriden.	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km.	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. A GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit or outside of what is considered to be a	The character of the route to essential facilities is conducive to walking and cycling. Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green	The character of the route to essential facilities is conducive to walking and cycling. Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.	The site is not considered to be in suitable location nor a location which would be safe for vulnerable road users to use. Although within a theoretical realistic walking and cycling distance to local bus services, a primary school, GP surgery and fresh food facility, the nature and	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. There is no formal footway provision. A GP surgery, school and fresh food is available in Hampton-in-Arden

	site.	are available within 2km of the site.		Bus stops are within 200m of the site. Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance.	There is no GP surgery within the village.			realistic walking distance.	A GP surgery, primary school and fresh food facilities are available within 2km of the site.	A GP surgery, primary school and fresh food facilities are available within 2km of the site.	attractiveness of the route along Old Damson Lane is such that it is not likely to be conducive to pedestrians or cyclists.	at the upper limit or outside of what is considered to be a realistic walking distance.
19. Crime	This information is not available at the site allocation stage. Design issues will be dealt with through the detailed planning considerations policy.											
20. Public safety	Satisfactory access from the junction of Old Damson Lane and Damson Parkway. Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway. There is potential for pedestrian / vehicle conflict is very limited. The existing authorised site appears to be operating satisfactory from a highway safety perspective.	Site accessed from a wide, residential cul-de-sac off a good standard, inter-urban road. Direct access to the site is relatively narrow but wide verges would provide for occasional overrunning allowing 2 vehicles to pass. All roads in the area are lit, have designated footways and a 30mph speed limit in force. Propensity for vehicle and pedestrian conflict significantly reduced.	Site would be accessed from an existing vehicular access shared with the existing Gypsy and Traveller site. The road in the immediate vicinity is semi-rural in character, it has a 40 mph speed limit past the site and a designated footway thereby reducing potential conflict between vehicles and pedestrians.	Site is accessed from Dickens Heath Road via a shared access with the existing residential property. The road in the immediate vicinity is semi-rural in character, it has a 30 mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge thereby reducing potential conflict between vehicles and pedestrians.	School Road is a relatively rural character past the site from direction of Hockley Heath. Speed limit is 60mph. Although the road is wide enough for 2 cars to pass, there is localised congestion and parking issues further along the road due to the presence of the School. The road has no formal footway provision and is unlit. Thereby increasing the potential for conflict between vehicles and pedestrians.	Narrow country lanes with limited carriageway width and potentially dangerous bends. Likely conflicts between vehicles and pedestrians. There is limited visibility at some points and the roads are liable to flooding. Increased traffic would have a significant effect on the minor roads in the vicinity.	Satisfactory access from the junction of Old Damson Lane and Damson Parkway. Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway. There is potential for pedestrian / vehicle conflict is very limited. The existing authorised site appears to be operating satisfactory from a highway safety perspective. Additional pitches on the wider part of the site would be unlikely to have an adverse impact on highway safety.	Although Shadowbrook Lane has a rural character, speeds are limited to 40mph, and the carriageway is of an acceptable width. There is no formal footway provision, although the character of the road and the speed limit in force marginally reduces the potential for pedestrian and vehicle conflict.	Access to the site via a small track from Salter Street. Although access is shared with the exit of the car park to the adjacent school, there have been no accidents at this junction over the last five years. No other land use (apart from a further Gypsy and traveller site) is accessed from this track. Salter Street has a semi-rural character, a 40mph speed limit and a designated footway thereby significantly reducing potential conflict between vehicles and pedestrians.	Access to the site via a small track from Salter Street. Although access is shared with the exit of the car park to the adjacent school, there have been no accidents at this junction over the last five years. No other land use (apart from a further Gypsy and traveller site) is accessed from this track. Salter Street has a semi-rural character, a 40mph speed limit and a designated footway thereby significantly reducing potential conflict between vehicles and pedestrians.	Old Damson Lane has a rural character; it is a narrow country lane which does not benefit from a dedicated footway or lighting thereby increasing the potential for pedestrian and vehicle conflict.	Although Shadowbrook Lane has a rural character, speeds are limited to 40mph, and the carriageway is of an acceptable width. No formal footway provision. Although the character of the road and the speed limit in force marginally reduces the potential for pedestrian and vehicle conflict.
21. Mixed development	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available	A very good level of public transport is available within very close proximity of the site. The character of the route to essential facilities is conducive to walking and cycling. A GP surgery, primary school and	The road has a 40 mph speed limit past the site and a designated footway. There are no bus services which pass the site. There is no GP surgery, school or fresh food shop within reasonable walking distance of	The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge. There is a bus route along Dickens Heath Road which provides a service	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. A school and fresh food facilities are available within 2km of the site in Hockley Heath.	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. A GP surgery, primary school and fresh food is available approximately 2km	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available with a stop immediately outside the site. A GP surgery, school and fresh food are available	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. A GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit or	Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green. The character of the route to essential facilities is conducive to walking and cycling.	Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green. The character of the route to essential facilities is conducive to walking and cycling.	The site is not considered to be in suitable location nor a location which would be safe for vulnerable road users to use. Although within a theoretical realistic walking and cycling distance to local bus services, a primary school, GP surgery and	Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists. There is no formal footway provision. A GP surgery, school and fresh

	within 2km of the site.	fresh food shop are available within 2km of the site.	the site.	to Solihull and Dickens Heath. Bus stops are within 200m of the site. The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance	There is no GP surgery within the village.	away in Meriden.	within 2km of the site.	outside of what is considered to be a realistic walking distance.	A GP surgery, primary school and fresh food facilities are available within 2km of the site.	A GP surgery, primary school and fresh food facilities are available within 2km of the site.	fresh food facility, the nature and attractiveness of the route along Old Damson Lane is such that it is not likely to be conducive to pedestrians or cyclists.	food is available in Hampton-in-Arden at the upper limit or outside of what is considered to be a realistic walking distance.
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In summary, three of the four preferred sites (Land off Old Damson Lane; The Warren; The Uplands) were judged to be well placed to reduce the need to travel, address health inequalities through equitable access to a GP and fresh food, including through active travel (walking and cycling) and meet the requirements of a sustainable location, in terms of being well related to jobs and basic services. The exception was the Haven site, which was judged to be poorly located in relation to accessing basic services, especially by walking or cycling. However this site is phased to come forward post 2017 and the situation in this respect may have improved by the time the site is brought forward for development. The Uplands site was judged to not be as well located in relation to the strategic road network as the other three preferred sites, or the other rejected site options, but still has reasonable access nevertheless.

Two of the four preferred sites (Land off Old Damson Lane; The Warren) suffer from flood risk issues. A small part of the north eastern corner of the „Land off Old Damson Road’ site is located in a flood zone. There is an area on „The Warren’ site that is susceptible to groundwater flooding. It was recommended that these issues relating to flood risk should be addressed through individual site allocation policies for these sites, given that three of non-preferred sites that do not suffer from the any flooding issues.

All four of the preferred sites scored highly in terms of being located in areas of lower landscape sensitivity, where the potential impacts on residential amenity through light and noise pollution and visual impact are likely to be negligible and where they would relate well in terms of size and scale in relation to the settled community. They scored much better in these respects than many of the rejected site options. However three of the four sites (Land off Old Damson Lane; The Warren; The Haven) are located in close proximity to LWSs which may cause indirect adverse impacts on biodiversity and green infrastructure. It was recommended that these issues would need to be investigated in more detail and this should inform the development of dedicated individual allocation policies for these sites.

All four preferred sites scored highly in terms of their contribution to meeting the identified accommodation needs of the Gypsy and Traveller community. In particular, the Land off Old Damson Lane site would meet the need for both private and social rented pitches.

All four preferred sites scored highly in relation to the SA objective on public safety, which in the case of Gypsy and Traveller sites, is principally related to the ability to provide safe and convenient access to the road network.

It was recommended that individual allocation policies should be prepared for each of the preferred sites, which address their specific sustainability issues.

APPENDIX D: ASSESSMENT OF SITES CONSIDERED FOR POTENTIAL ALLOCATION

A total of 12 sites were considered and assessed for potential allocation. Of these, four sites have been taken forward as allocations as they were considered to perform the best when considered against the assessment criteria as a whole. The number of sites the Council had the opportunity to assess was very small and as such, all sites were considered on an individual basis which enabled a comparison of the merits and shortcomings of each site to be made. The issues on every site were different and the criteria were not weighted but the performance against the criteria as a whole was considered. The reasoning behind the rejected sites and the preferred sites was outlined in the DPD preferred options document, which was subject to consultation and sustainability appraisal. This is summarised in the table D below.

Table B: Assessment of sites considered for potential allocation

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
Land at Old Damson Lane	New site	Suggested through the „call for sites’ exercise. Council owned land that already accommodates a Gypsy and Traveller family on one part of a much larger parcel of land	9 Major positive effects 2 Minor positive effects 7 Effects not known / neutral 2 Minor negative effects 1 Major negative effect	Site performs well against the criteria in Policy P6 of the Solihull draft local plan. The site has good accessibility, no significant highway issues and there are considered to be no adverse visual impact or detrimental effect of landscape or nature conservation interests. Essential services are available within a realistic walking distance of the site. Development of the site is unlikely to have any significant adverse effect upon the special interest and setting of heritage assets. The site is available and deliverable and a Registered Social Landlord has funding for the provision of socially rented pitches at this location. Site selected
Land at School Road, Hockey Heath	New site	Suggested through the call for sites exercise by the land owner.	1 Major positive effect 2 Minor positive effects 8 Effects not known / neutral 4 Minor negative effects 6 Major negative effects	The site would result in significant visual intrusion into the landscape when viewed from the properties in the immediate vicinity of the site. The introduction of a Gypsy and Traveller site in this location would also significantly affect the privacy and residential amenity of neighbouring properties in terms of noise, increase in vehicle movements, impact from

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				<p>artificial light sources and general disturbance. The site does not perform particularly well in terms of highway and accessibility issues and the character of the road is such that there is potential for pedestrian / vehicle conflict. Hockley Heath as no GP surgery and public transport in the village is not readily available and is of limited frequency. Development of the site unlikely to adversely affect the special interest and setting of heritage assets</p> <p>Delivery of the site has not been fully determined and the presence of a fuel pipeline under the site may act as a further constraint.</p> <p>Site rejected</p>
Land between Waste Lane and Old Waste Lane, Balsall Common	New site	Suggested through the call for sites exercise by the landowner	N/A	<p>Site not deliverable as the land owner withdrew the site.</p> <p>Site rejected</p>
Land at Eaves Green Lane Meriden	New site (site of the existing unauthorised development)	Suggested through the „call for sites’ exercise by the planning agent for the current occupiers.	<p>1 Major positive effect</p> <p>0 Minor positive effects</p> <p>8 Effects not known / neutral</p> <p>8 Minor negative effects</p> <p>4 Major negative effects</p>	<p>The site performs poorly in terms of visual impact, highway safety and the fact that there is unlikely to be peaceful co-existence between communities, which is one element of sustainability. A heritage asset of low local significance is located to the north of the site and development is likely to slightly affect the special</p>

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				interest and setting of this heritage asset. A Planning Inspector also dismissed an appeal against a refusal of planning permission for a Gypsy and Traveller site on this land in October 2011. Site rejected
Land adjacent to the Pleck, Shadowbrook Lane	New site	Suggested through the „call for sites’ exercise by the current owner.	3 Major positive effects 4 Minor positive effects 8 Effects not known / neutral 1 Minor negative effect 5 Major negative effects	Although relatively small in scale, any development at this site would be very visually prominent from the public highway and from a public footpath immediately opposite. The site has a number of constraints in that it bounded to the north by a Local Wildlife Site and Site of Special Scientific Interest and has itself been identified as a potential Local Wildlife site. In terms of highway safety and accessibility issues, there is some potential for pedestrian / vehicle conflict as Shadowbrook Lane itself has no footway provision and it is questionable whether walking and cycling to access services and facilities in Hampton-in-Arden is a realistic alternative to the car. The site is also subject to impact from aircraft noise. There are no heritage assets other than some trees and hedges.

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
Land off Salter Street, Earlswood	Site extension of an existing authorised site	Suggested through the „call for sites’ exercise by the current owners/occupiers	1 Major positive effects 5 Minor positive effects 9 Effects not known / neutral 5 Minor negative effects 1 Major negative effects	<p>Site rejected</p> <p>The area identified for expansion is very large in scale and would be well over three times the size of the approved site. A neighbouring Gypsy and Traveller site has expressed interest in expanding their site and the presence of two large sites in this locality would be significantly out of scale with the local settled community when considered both cumulatively and individually. In addition, although occupying a relatively isolated position with limited public views of the site, there are more prominent views from the east across the valley from a small number of residential properties. Should the site be extended to the extremes suggested by the owners this would bring the site closer to these residential properties and increase visual prominence and the degree of impact. The adjacent canal and nearby late 19th century Church of St Patrick (grade 2 listed) are heritage assets Development of the site unlikely to significantly affect the special interest and setting of the above heritage assets.</p> <p>Site rejected</p>

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
Canal View, Earlswood	Site extension of an existing authorised site / or increase in capacity on existing site area.	Suggested through the „call for sites’ exercise by the current owner / occupier	1 Major positive effect 5 Minor positive effects 9 Effects not known / neutral 4 Minor negative effects 2 Major negative effects	<p>The area identified for expansion is very large in scale and would be more than double the size of the approved site. A neighbouring Gypsy and Traveller site has expressed interest in expanding their site and the presence of two large sites in this locality would be significantly out of scale with the local settled community when considered both cumulatively and individually. In addition, although occupying a relatively isolated position with limited public views of the site, there are more prominent views from the east across the valley from a small number of residential properties. Should the site be extended to the extremes suggested by the owner this would bring the site closer to these residential properties and increase visual prominence and the degree of impact. The adjacent canal and nearby late 19th century Church of St Patrick (grade 2 listed) are heritage assets Development of the site unlikely to significantly affect the special interest and setting of the above heritage assets.</p> <p>Increasing the number of pitches in this location would, on balance, impact on the character and appearance of the area and reduce</p>

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				<p>openness of the Green Belt as a result of domestic paraphernalia, particularly when considered cumulatively with the neighbouring Gypsy and Traveller site.</p> <p>Site rejected</p>
The Warren, Bickenhill Lane, Marston Green	Site extension of an existing authorised site	Suggested through the call for sites exercise by the current owner / occupier.	8 Major positive effects 2 Minor positive effects 8 Effects not known / neutral 2 Minor negative effects 1 Major negative effects	<p>The suggested site extension performs well against the criteria listed. There are no significant highway issues, all essential services are realistically accessible by walking and cycling and there is a good range and frequency of public transport available within close proximity of the site. Visual impact is not considered to be an issue as the site is naturally well screened, and although the site includes a Tree Preservation Order, allocation for a site extension may result in opportunities for the area to be more appropriately managed.</p> <p>Development of the site would only slightly affect the special interest and setting of the heritage assets.</p> <p>The site is available and achievable and already integrates well with the existing settled community.</p> <p>Site selected</p>
The Haven, Catherine-de-	Site extension of an existing	Suggested through the call for sites exercise by the current owner.	6 Major positive effects 2 Minor positive effects	<p>The main concern is around accessibility to local services and</p>

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
Barnes Lane, Bickenhill	authorised site		8 Effects not known / neutral 2 Minor negative effects 3 Major negative effects	noise impact due to proximity to Birmingham Airport. However, the site has been suggested as an extension to an existing, well established and long term authorised use which is considered to be of an appropriate scale, thereby contributing to its social sustainability. The site has limited impact on landscape character and nature conservation interests. Development of the site would not significantly affect the special interest and setting of the heritage assets especially where trees or hedges retained on site. Site selected
Old Civil Service Sports Club, off Old Damson Lane	New Site	Suggested through the call for sites exercise by the landowner.	2 Major positive effects 1 Minor positive effect 9 Effects not known / neutral 5 Minor negative effects 4 Major negative effects	The site is very visually prominent and clear views into the site are available from the public footpath running along the southern boundary, as well as from the driveway to the Sports Club and residential bungalow to the north, and the sports pitches to the east. Old Damson Lane has a rural character and is a narrow country lane which does not benefit from a dedicated footway or lighting. A 19th century Dunstan Farm and perhaps some farm buildings to the south are heritage assets.

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				<p>Development of the site is likely to moderately affect the setting of the above heritage assets especially where trees or hedges removed on site.</p> <p>Although schools, GP surgeries and fresh food shops are all available in the main urban area of Solihull which is located within 2km of the site, the character of Old Damson Lane is not conducive to walking and cycling for such trips and the potential for pedestrian – vehicle conflict is relevant. The site is not considered to be in a particularly sustainable location nor a location which would be safe for vulnerable road users to use. There is also an issue regarding the potential loss of sports pitch provision. The site has also been identified as an area of compensation to off-set Birmingham Airport's runway extension and therefore delivery of the site is also questionable.</p> <p>Site rejected</p>
The Uplands, Dickens Heath Road	Existing well established site without the benefit of full planning permission	Examining sites without the benefit of full planning permission with a view to regularisation was an approach suggested through the Options consultation. It was also something	9 Major positive effects 4 Minor positive effects 7 Effects not known / neutral 1 Minor negative effect	The site is a well-established unauthorised site. It is a small scale, family owned and occupied site located approximately 1km from Dickens Heath village centre. The site

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
		<p>the Council were already looking to do through the Submission version of Policy P6 of the Draft Local Plan.</p>	<p>0 Major negative effects</p>	<p>is not visually obtrusive. It is located to the rear of a residential property and is well screened along the side and rear boundaries. There are no specific landscape designations affecting the site. Although some of the trees on site are covered by a Tree Preservation Order, it is unlikely any trees will need to be removed as they are along the boundary or not within the area where the trailers are stationed. The site has good access to the highway network and Dickens Heath Road has a designated footway and a cycleway, is well lit and has a 30mph speed limit. All essential services are realistically accessible by walking and cycling and a bus service runs past the site with bus stops within 200m. There are no nearby heritage assets other than some trees and hedges of remaining planned enclosure and development of the site would have little impact upon the special interest and setting of these heritage assets.</p> <p>The site provides, and has provided a settled base for the families that live there for a number of years, enabling them to access health and education facilities, and it has co-existed peacefully with the local community in</p>

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				this location for many years, thereby meeting wider sustainability objectives. Site selected
The Pleck Shadowbrook Lane.	Existing well established site without the benefit of full planning permission/	Examining sites without the benefit of full planning permission with a view to regularisation was an approach suggested through the Options consultation. It was also something the Council were already looking to do through the Submission draft version of Policy P6 of the Draft Local Plan.	5 Major positive effects 2 Minor positive effects 7 Effects not known / neutral 1 Minor negative effect 6 Major negative effects	The site was originally granted temporary planning permission at appeal on the basis that the Council lacked evidence on the accommodation needs of Gypsies and Travellers and had no policy framework in place at the time. These „very special circumstances‘ did not however, justify the granting of full planning permission. The policy framework and evidence is now much more developed. In terms of the assessment, the site is small scale, accommodating just one pitch and does not therefore dominate the immediate locality or the nearest settled community. The site is screened from Shadowbrook Lane to some extent, although views into the site are available through gaps in the trees and hedgerows, and the relatively wide and open access affords more prominent views into the site from the highway. The lack of neighbours limits any adverse impact on privacy and residential amenity. The site itself has been identified as a

Site	Type	Why is this a reasonable alternative	SA findings - summary	Rationale for selection / rejection
				<p>potential wildlife site / Site of importance for nature Conservation, it is immediately adjacent to a SSSI and there is potential for impact on sensitive designated habitats. However, a Gypsy and Traveller Pitch has been present on this site for a number of years and it could be argued that any impact has already occurred. There are no heritage assets other than some trees and hedges.</p> <p>In terms of highway safety and accessibility issues, there is some potential for pedestrian / vehicle conflict as Shadowbrook Lane itself has no footway provision and it is questionable whether walking and cycling to access services and facilities in Hampton-in-Arden is a realistic alternative to the car. The site is also subject to impact from aircraft noise.</p> <p>Site rejected</p>