



# **Representations to the Solihull Local Plan Review – Draft Local Plan Supplementary Consultation (January 2019)**

Representations on behalf of Catesby Estates Limited  
Proposed Allocation Site 3 – Windmill Lane, Balsall Common

March 2019

Our Ref: A101542



## **Introduction**

These representations are submitted by WYG on behalf of Catesby Estates Limited in respect of their interests at Windmill Lane / Kenilworth Road, Balsall Common (proposed residential allocation Site 3) (Site Location Plan at **Appendix 1**).

Catesby has submitted representations to earlier stages of the Solihull Local Plan review in November 2016. These representations are included at **Appendix 2** for completeness.

These representations support proposed allocation Site 3 for 220 dwellings at Windmill Lane / Kenilworth road, Balsall Common but provide detailed comments on various aspects of the proposed allocation as necessary. In this respect, Catesby Estates Limited has prepared a Vision Framework Document showing how the site could be appropriately developed (see Appendix 2 of **Appendix 2**).

The representations are structured so as to provide comment on specific Sections of the consultation document and also respond to the questions set out in the Draft Local Plan Supplementary Consultation.



## **Comment on Section:**

### **1. INTRODUCTION:**

Para 2 of the consultation document identifies the purposes of undertaking a Local Plan Review and the aims identified, including accommodating the Borough's own needs as well as helping to address the housing shortfall within the wider Housing Market Area (HMA), are supported. Further comments on the provision of land for housing as part of the Local Plan are made later within these representations.

In identifying the specific purposes of the current consultation, it is noted that there is no amendment proposed to the overall spatial strategy set out in the Draft Local Plan, nor are any non-housing policies revisited. The contribution made by Solihull toward the HMA shortfall also remains as per the previous draft Local Plan, instead it is proposed that this matter be considered through the draft submission version under Regulation 19, at the appropriate time.

With this in mind, all comments made by Catesby Estates Limited on these matters within their February 2017 representations to the November 2016 Local Plan Review consultation (under Regulation 18) remain valid and should be considered by the Local Planning Authority in their continued work on the production and future stages of the Solihull Local Plan.



## Response to Question:

### ***1. Do you believe that there are exceptional circumstances that would justify the Council using an alternative approach, if so what are the exceptional circumstances and what should the alternative approach be?***

Para 60 of the NPPF states that *"To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals."*

The Council's use of the Government's 2014 Household Projections in determining the proposed housing targets is considered appropriate, as is the use of the standard methodology to calculate housing need. However, this figure should be a minimum; the Government's objective of significantly boosting the supply of homes remains (NPPF para 59) and it is therefore important that housing need is not under-estimated. Ambitions to, inter alia, support economic growth and deliver affordable housing must also be considered as part of the proposed housing target for the Plan period.

It is also imperative that the Borough not only meets its own using targets but also provides for an agreed amount of housing to fulfil a proportion of the unmet housing need arising from the wider HMA.

It is an accepted position that Solihull MBC has failed to meet the (now quashed) housing target set out in the current Solihull Local Plan. To address this issue, para 7.23 of the Solihull Strategic Housing Market Assessment (2016) recommends frontloading housing land supply to allow the market to address the shortfall and unmet need arising from the HMA as quickly as possible. Neglecting to identify the amount of housing that Solihull will provide to meet the HMA undersupply is therefore considered unsound.

To meet the requirements of the NPPF para 60, and to respond to the identified need in the HMA, Solihull MBC should be identifying, evidencing, and supporting a proposed contribution that the Council will make toward the HMA shortfall. The Greater Birmingham and Black Country Housing Market Area Strategic Locations Study: Position Statement (2018) identifies the likely level of shortfall across the HMA and is a joint position, adopted by the 14 HMA authorities. It is therefore a suitable and sound evidence base from which Solihull should be identifying a contribution toward that shortfall within the emerging Local Plan's housing targets.

This was an issue that was raised by responses to the previous November 2016 consultation from developers and other local authorities. In neglecting to identify that shortfall the Local Plan has not been fully prepared and underpinned by relevant and up-to-date evidence, contrary to NPPF para 31. If not addressed at the



Submission Plan stage, the omission of the LPA in failing to deal with a justified contribution to the HMA housing shortfall means the Plan could not be found sound as it would not be positively prepared, justified or effective and would be contrary to para 35 of the NPPF. Catesby Estates will submit further representations on this matter in response to the Submission Plan Regulation 19 consultation.



## **Response to Question:**

### ***2. Do you agree with the methodology of the site selection process, if not why not and what alternative / amendment would you suggest?***

As set out in previous representations, the Council's approach to the spatial strategy for development in the Borough is agreed within principle as it proposes a sequential approach to the identification of sites for development, focusing new development on land in and around existing settlements. This will achieve the aims of sustainable development.

It is a long-established position, set out in the Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) 2016 (Executive Summary, page ii) that Green Belt land will be required in Solihull to meet its housing needs and that the need for housing constitutes exceptional circumstances sufficient to justify a Green Belt boundary review and land release through the Local Plan.

Notwithstanding; para 136 of the NPPF requires identification of exceptional circumstances for the alteration of Green Belt boundaries. Para 137 requires local planning authorities to have "*examined fully all other reasonable options for meeting its identified need for development*" before releasing Green Belt land for development.

The Council produced a Brownfield Land Register in 2018 (which is a rolling list of sites), Call for Sites exercises have been underway and are indeed ongoing since 2015 and the spatial strategy and locations for growth within the Local Plan have been carefully considered as part of the emerging Local Plan. The requirements of NPPF para 137 have been fully met as the LPA have sought to identify and consider all other reasonable options to meet housing need before concluding that Green Belt land will need to be released to meet housing requirements. This methodology accords with para 137 of the NPPF and the proposed release of Green Belt land is sound when considered against the tests of NPPF para 35.



**Response to Question:**

***3. Do you agree with the infrastructure requirements identified for Balsall Common, if not why not; or do you believe there are any other matters that should be included?***

There is no objection in principle to the identified infrastructure requirements for Balsall Common. All infrastructure improvements to which Section 106 planning obligations are sought must be fully CIL compliant and should meet all the tests for such requests.

The proposed residential development on site allocations at Balsall Common must also be seen as contributors to enhancing the Balsall Common centre. Additional development in the locality will bring additional benefits to the local economy, in turn supporting the retention of local shops and facilities and ensuring the ongoing vitality of the centre.



## Response to Question:

### ***6. Do you believe that Site 3 Windmill Lane should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?***

These representations support the identification of Catesby's land interests at Windmill Lane (Site 3) for the development of up to 220 dwellings.

The proposed Site 3 allocation represents a natural extension to Balsall Common which reflects the limited landscape impact that would result and the site's proximity to a good range of services and facilities. The rationale for its identification is considered to be sound.

The draft Local Plan establishes that Green Belt land will be required for development in order to meet identified housing needs, a position established in the Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) 2016 (Executive Summary, page ii). Two thirds of the Solihull Council area is designated Green Belt and land constraints within the Borough has resulted in a review of Green Belt boundaries and identification of land to meet housing needs, whilst protecting the fundamental aims of the Green Belt. This position is fully supported.

Para 134 of the NPPF sets out the five purposes of including land within the Green Belt. With reference to the findings of the Solihull Green Belt Strategic Assessment (2016), the release of the land (Site 3) between Windmill Lane and Kenilworth Road from the Green Belt would not harm the purposes fulfilled by the remainder of the Green Belt land in the administrative area, as set out below:

- 1) *To check the unrestricted sprawl of large built-up areas:* The proposed allocation forms a logical expansion at Balsall Common and is in a strongly defined location, roughly contained by Windmill Lane, Kenilworth Road and the houses fronting Kelsey Lane. Combined with the reinforcing of green infrastructure as a result of development there will be a robust Green Belt boundary with no risk of further growth beyond the site. The Solihull Green Belt Strategic Assessment (2016) identified that the Site 3 allocation is 'lower performing' when considered against this purpose of including land in the Green Belt.
- 2) *To prevent neighbouring towns from merging:* There is no risk of any form of coalescence with Burton Green or Meer End, reinforced by the site's constrained location between three roads. The Solihull Green Belt Strategic Assessment (2016) identified that the Site 3 proposed allocation is 'moderately performing' when considered against this purpose of including land in the Green Belt.





- 3) *To assist in safeguarding the countryside from encroachment:* The surrounding highway network infrastructure contains the proposed allocation and provides a well-defined Green Belt boundary. The Solihull Green Belt Strategic Assessment (2016) identified that the Site 3 site allocation is 'lower performing' when considered against this purpose of including land in the Green Belt.
- 4) *To preserve the setting and special character of historic towns:* The allocation does not include any Listed Buildings and it is not within a Conservation Area. The Solihull Green Belt Strategic Assessment (2016) identified that the Site 3 site allocation 'does not perform' when considered against this purpose of including land in the Green Belt.
- 5) *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:* The Council have established that Green Belt land will be required to identify sufficient land for housing. Where other sites are available, suitable and deliverable outside the Green Belt the Council is also promoting these for future development.

The use of what are currently green fields within the Green Belt for necessary housing development will inevitably result in some loss of "openness" as countryside becomes urbanised. However, in the context of the proposed site allocation Site 3 this reduction in openness will be restricted to a very well contained area closely related to the existing settlement edge and well defined by the existing highway network and infrastructure and also recent housing developments in the locality. The existing green infrastructure within and surrounding the land can be enhanced as part of any future development proposals and the wider Green Belt will not be compromised by the proposed allocation.

In summary, in accordance with Para 35 of the NPPF, draft allocation 'Site 3' is considered sound. The need for housing in Solihull is evident and the identification of this site for housing is justified with reference to the evidence base informing the Local Plan Review.

The Draft Concept Masterplan for the Site at pages 21-25 of the Local Plan consultation document is supported in principle. However, this should not be seen as a fixed Masterplan with no room for flexibility. Catesby Estates have undertaken technical work to inform the production of a proposed Site Layout Plan within the Vision Document produced for the Site (see Appendix 2 of **Appendix 2**) and which demonstrated the Site's deliverability.

A Concept Masterplan for the development of the allocation should include flexibility to ensure any subsequent planning application for development of the Site is able to take account of the different land interests across the allocation whilst utilising baseline evidence / concepts to ensure a comprehensive development overall. In addition, the proposed development should be put forward at the appropriate time to promote the most



sustainable development achievable; matters such as access points should not be fixed within the Concept Masterplan.



## Response to Questions:

**40. Would the above approach of requiring affordable housing contributions of 40% of total square meterage or habitable rooms / floorspace incentivise development to build more smaller market housing?**

**41. If so, what is the most effective approach? Is it to calculate affordable housing as: (a) 40% of bedroom numbers, (b) 40% of habitable rooms, or (c) 40% of habitable square meterage?**

The proposed policy threshold above which affordable housing is to be required should accord with Government policy which states that affordable housing should only be sought on sites of more than 10 dwellings (or where the gross floorspace exceeds 1,000 sqm).

The requirement of 40% affordable housing is not objected to in principle as it accords with currently adopted policy. However, it is considered that the proposal to require affordable housing to be provided / calculated based on overall floorspaces of the development is not considered fully justified or consistent with national policy. It also seems to confuse the requirement to deliver affordable housing with the requirement to provide an appropriate mix / type of housing to meet identified need.

The Authority's rationale for requesting affordable housing as a proportion of the total square 'metre age' within any proposed development is that it would encourage developers not to build a smaller number of bigger houses that would avoid breaching the affordable housing threshold.

However, Government guidance already seeks to address this point by including a 1,000 sqm floorspace above which affordable housing will be required. In addition, the Government's nationally described space standards, whilst not statutory, can be utilised in Local Plan policies to identify standards to be met by all types of residential development.

Further, the need for affordable housing, in terms of the type and tenure of dwellings has been identified in the 2016 SHMA. Policies within the Local Plan on housing mix, for both open market and affordable dwellings can therefore be defined to ensure that affordable housing is provided, at 40%, and in accordance with policies on clearly defined housing mixes.

The representations made on this point by the HBF are also supported. The Council's proposed alternative approach to affordable housing provision will not provide a clear indication of the number of affordable units that may be required causing developers difficulties in undertaking viability assessments. In addition, the Council's viability evidence was not based on this proposed alternative approach and the proposal is therefore



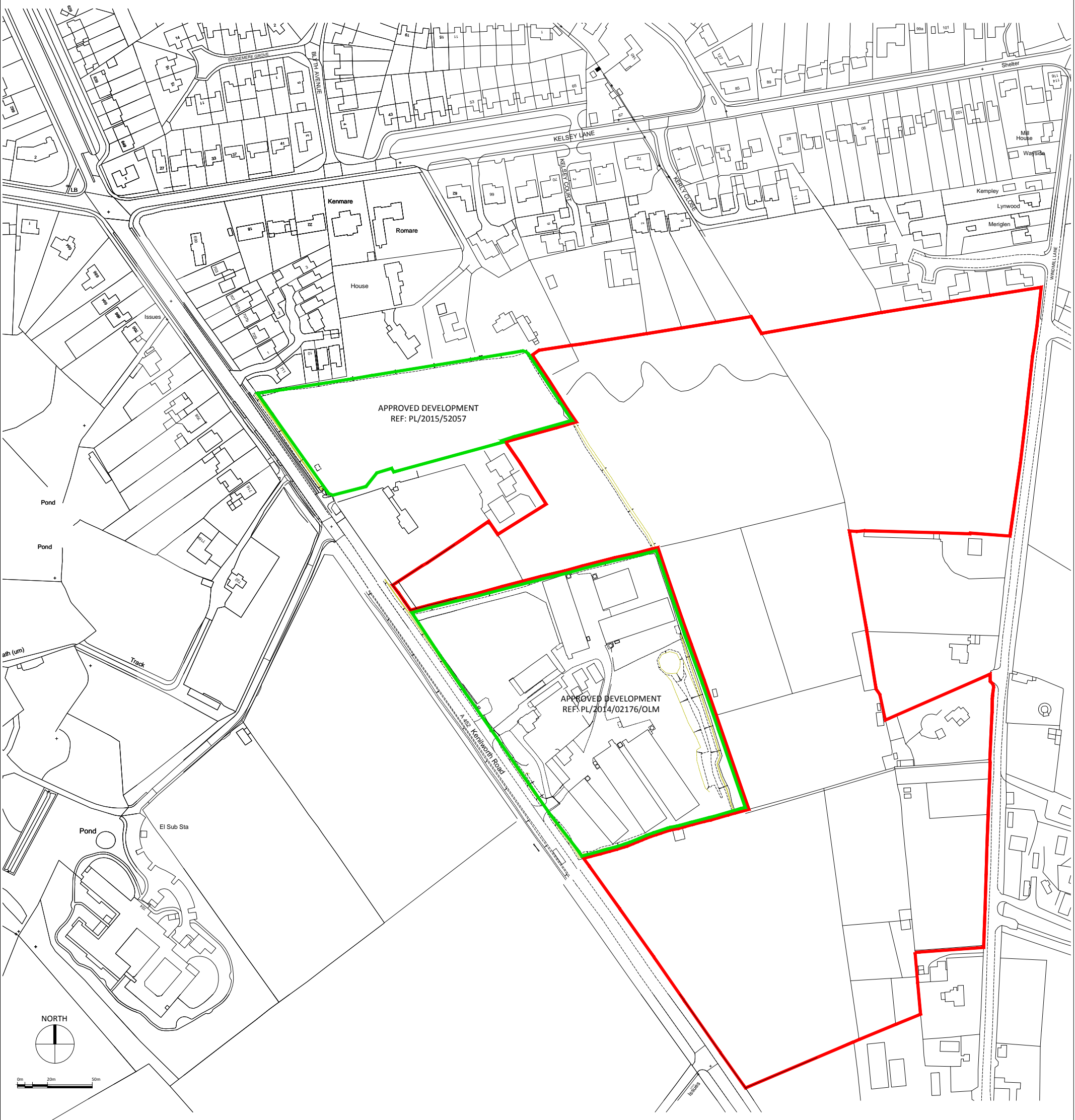
not justified. Should the Council pursue this approach new viability evidence would need to be produced to support the position taken.



## Appendices



## Appendix 1 – Site Location Plan



Revisions:	Scale:	Media/Orientation:	Drawn:	Checked:	Day/Month/Year:
1/1250	A1P	APC	APC	APC	14/01/2016



Project Name: **LAND BETWEEN KENILWORTH ROAD AND WINDMILL LANE, BALSALL COMMON**

Drawing Title: **SITE LOCATION PLAN**

Project No.: **LC/001**



## Appendix 2 – Representations submitted to the November 2016 Local Plan Consultation





# **Reviewing the Plan for Solihull's Future**

## **Solihull Local Plan Review (November 2016)**

Representations on behalf of Catesby Estates Limited –  
Proposed Allocation LPR3 at Balsall Common

February 2017

Our Ref: A101542



## **Introduction**

These representations are submitted by WYG on behalf of Catesby Estates Limited in respect of their land interests at Windmill Lane / Kenilworth Road, Balsall Common (proposed residential allocation ref LPR 3).

Catesby has submitted representations to earlier stages of the Solihull Local Plan Review and a copy of the previously submitted Vision Framework Document showing how the site at Windmill Lane / Kenilworth Road could be developed is enclosed for information (**Appendix 1**).

The representations support proposed allocation ref LPR 3 for 200 dwellings at Windmill Lane / Kenilworth Road, Balsall Common and also comment on other relevant draft policies.

The representations are structured to respond to the questions set out on the online consultation response form.



## **Response to Question:**

### **1) Do you agree that we've identified the right challenges facing the Borough? If not why not? Are there any additional challenges that should be addressed?**

The challenges identified are considered an appropriate base from which to progress a Local Plan Review that will address the issues facing the Borough.

Challenge B is considered to be particularly relevant given the historic under delivery of market and affordable housing in the Borough and the current absence of an objectively assessed housing requirement. Ensuring a supply of housing in the early plan period is also an important challenge for the Plan Review.

In addition, it is considered that Challenge B should acknowledge the implications of the historic under-provision of housing during the current plan period.

The Local Plan Review represents an important opportunity to address the identified challenges, a number of which are not being actioned by the adopted Local Plan due to the lack of an up to date objectively assessed calculation of housing need.



**Response to Question:**

**2) Do you agree with the Borough Vision we have set out? If not why not, and what alternative would you suggest?**

It is considered that as drafted the Borough Vision is ambiguous and should be amended to be explicit on the aim to meet the Borough's own objectively assessed housing needs in full, as well as an adequate proportion of the shortfall arising in the wider Housing Market Area.



**Response to Question:**

**3) Do you agree with the spatial strategy we have set out? If not why not, and what alternative would you suggest?**

The spatial strategy set out in the draft Local Plan Review is broadly supported.

The draft Local Plan Review proposes a sequential approach to the identification of sites for development. The approach, which seeks to focus new development on land in and around existing settlements is supported and will achieve the aims of sustainable development.

The proposed expansion of the rural villages such as Balsall Common is supported specifically.

In summary, the proposed spatial strategy is considered sound. It has been positively prepared to achieve sustainable development and is justified by the evidence base supporting the Local Plan Review.



## **Response to Questions:**

- 11) Do you agree with Policy P4 (Meeting Housing Needs)? If not why not, and what alternative would you suggest?**
- 12) Do you agree with the level of affordable housing being sought in Policy P4 (Meeting Housing Needs)? If not why not, and what alternative would you suggest?**
- 13) Which option for delivering self and custom housebuilding do you favour and why?**

The proposed threshold above which affordable housing will be required is supported. It is in line with Government policy which states that affordable housing should only be sought on sites of more than 10 dwellings (or where the gross floorspace exceeds 1,000m<sup>2</sup>).

However, concerns are raised with regard to the requirement for the provision of Starter Homes as part of the affordable housing requirement.

The Housing and Planning Bill (2016) identifies that Local Planning Authorities have a duty to promote the supply of Starter Homes in England and that subsequent regulations will set out requirements for development control purposes. No regulations have yet been published although the Government has confirmed that Starter Homes do fall within the definition of affordable housing. Furthermore, the Housing White Paper, published on 7<sup>th</sup> February 2017 confirmed (Appendix A, paragraph A.124) that the Government will not introduce the previously proposed statutory 20% requirement for Starter Homes within new developments. Instead, amendments to the NPPF are proposed to encourage local planning authorities to deliver Starter Homes as part of a mixed package of affordable housing of all tenures that responds to local needs and local markets. The White Paper states that local planning authorities should work with developers to deliver a range of affordable housing, encouraging negotiation on a site by site basis.

Draft Policy P4 currently states that affordable housing will be required at 50%; split 30% traditional affordable / 20% Starter Homes provision. However, in the light of the Government's White Paper the currently proposed split, set at 20% is not justified and further consultation with the development industry should be undertaken. Whilst amendments will be made to the NPPF to reflect White Paper comments on repayment periods and the income caps as drafted, Policy P4 and the 20% Starter Homes requirement is considered to be premature and the policy should be amended to include flexibility and an allowance for site by site negotiation.



Draft Policy P4(C) on housing mix is supported, however confirmation is sought that the Local Plan Review will supersede the mix requirements in the adopted Meeting Housing Needs SPD (July 2014) which are based on an out of date base document (SHMA 2009).

In relation to the proposed options for the delivery of self and custom build housing (Policy P4D), Option 1 is considered to be the most feasible and deliverable. The size and nature of plots that self-builders are likely to require will be more suited to smaller sites and not those typically built by volume housebuilders.

In accordance with Paragraph 182 of the NPPF, Policy P4, as drafted in respect of Starter Homes provision, is not considered sound as it has not been justified and is not clear enough to be effective.



## **Response to Question:**

### **14) Do you agree that we are planning to build the right number of new homes? If not why not, and how many do you think we should be planning to build?**

The housing requirement in the 2013 Local Plan was quashed following a successful legal challenge. It is therefore imperative that the Local Plan Review identifies and adopts a housing target based on a robust calculation of the Objectively Assessed Housing Need (OAN) for Solihull, and also an agreed amount to fulfil a proportion of the unmet housing need arising from the wider HMA.

The Draft Local Plan Review proposes a housing target of 15,029 dwellings over the Plan period 2014 – 2033 (791 dwellings per annum (dpa)). This compares with the current Local Plan (albeit a quashed figure) target of 11,000 dwellings over the period 2006 – 2028 (500 dpa). The Draft Local Plan Review housing target of 791 dpa is detailed as comprising three components:

1. OAN figure sourced from the 2016 SHMA (which concluded on an OAN of between 689 and 751 dpa);
2. shortfall in housing completions totalling 1,184 dwellings accrued over the period 2011 to 2014; and
3. an allowance for 2,000 dwellings of unmet need from the surrounding authorities.

However, the above figures do not sum and clarification is considered necessary, particularly on how the published split of the housing target fits into the wider overall housing target for the Plan period. It is also considered that the housing requirement in Policy P5 should be expressed as a minimum.

In the absence of a HMA-wide distribution deal or any progress on the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Spatial Plan for Growth, which was first consulted on in 2013, a further study (Stage 4 of the Strategic Housing Study) will be commissioned by the HMA authorities and is likely to report in Autumn 2017. This will assist in reaching agreement on the shortfall distribution (primarily from Birmingham) which has so far failed to materialise. To date, only Stratford and North Warwickshire have signed a Memorandum of Understanding (MOU) with Birmingham regarding the proportion of the shortfall that each local planning authority will meet, with the latter agreeing to meet around 3,800 units. The Solihull draft Local Plan Review proposes to meet 2,000 of the shortfall but with no MOU. North Warwickshire has already expressed concern about the amount of Birmingham's unmet housing need proposed to be accommodated in Solihull. North Warwickshire consider that the proposed amount does not "truly reflect the links and relationships" between the two authority areas, which form part of the same conurbation. Before the Local Plan Review is submitted for examination, it is considered that consensus must be reached between Solihull and the HMA authorities as to how the Birmingham shortfall will be distributed.





Draft Policy P5 states that the submission version of the Local Plan Review will include a "*phasing designation*" for the residential allocations. There are a variety of examples where phasing policies have been deemed inappropriate by Local Plan Inspectors in their deliberations over the soundness of submitted plans, the South Worcestershire Development Plan being one example. For the reasons set out below such a policy is considered to be unjustified, ineffective and inconsistent with national policy.

It is an accepted position that Solihull MBC has failed to meet the (now quashed) housing target set in the current Solihull Local Plan. To address this issue, Paragraph 7.23 of the Solihull Strategic Housing Market Assessment (2016) recommends frontloading housing land supply to allow the market to address the shortfall and unmet need arising from the HMA as quickly as possible. Phasing of the proposed housing allocations would be contrary to this recommendation.

In addition, the Sustainability Appraisal (SA) Report does not consider phasing of land for housing nor consider impacts on the basis of a phased approach to the delivery of sites. Draft Policy P5 has therefore not been considered against reasonable alternatives, based on proportionate evidence.

The stated objectives of the phasing elements of draft Policy P5 are to prevent the early delivery of sites with unsustainable infrastructure capacity and pressure for further growth in undesirable locations later in the Plan period. The justification goes on to suggest that without phasing, supply would outstrip the Borough's demand and lead to increased migration from other parts of the West Midlands.

The current phasing policy in the adopted Local Plan (2013) has proved ineffective and unnecessary given the vast majority of allocations have been consented or delivered prior to their designated release date. There is no evidence that this situation has jeopardised the regeneration of North Solihull or put unsustainable pressure on infrastructure capacity.

In relation to site specific matters, Appendix 5 of the Council's SHELAA identifies that the proposed site allocation LPR3 at Windmill Lane / Kenilworth Road is a site which is suitable for development, available and achievable within 5 years. It is considered that there is no justification for applying a phasing restriction to the allocation. The development of the site would not adversely impact on infrastructure capacity as it is capable of making adequate provision for affordable housing, education, travel and other local infrastructure and, notwithstanding the general comments above, it therefore accords with the first stated objective of draft Policy P5. Turning to the second objective of Policy P5; the allocation will help meet past under delivery of housing and its early release will not result in any harm, having regard to its sustainability credentials and the objectives of NPPF. The early release of the allocation would therefore not conflict with the stated objectives of draft Policy P5.



In summary, in accordance with Para 182 of the NPPF, Policy P5, as drafted in respect of proposals for phasing of the residential allocations is considered unsound. It is not justified and will not be effective in bringing forward housing to address the historic shortfall in delivery in Solihull.



## Response to Question:

### **15) Do you believe we are planning to build new homes in the right locations? If not why not, and which locations do you believe shouldn't be included? Are there any other locations that you think should be included?**

In terms of specific site allocations, these representations support the identification of Catesby's land interests between Windmill Lane and Kenilworth Road (reference LPR3) for the development of 200 dwellings.

The proposed allocation LPR 3 represents a natural extension to Balsall Common which reflects the limited landscape impact that would result and the site's proximity to a good range of services and facilities. The rationale for its identification is considered to be sound.

The draft Local Plan Review establishes that Green Belt land will be required for development in order to meet identified housing needs, a position established in the Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) 2016 (Executive Summary, page ii). Two thirds of the Solihull Council area is designated Green Belt and land constraints within the Borough has resulted in a review of Green Belt boundaries and identification of land to meet housing needs, whilst protecting the fundamental aims of the Green Belt. This position is fully supported.

Para 80 of the NPPF sets out the five purposes of including land within the Green Belt. With reference to the findings of the Solihull Green Belt Strategic Assessment (2016), the release of the land (LPR 3) between Windmill Lane and Kenilworth Road from the Green Belt would not harm the purposes fulfilled by the remainder of the Green Belt land in the administrative area as set out below:

- 1) *To check the unrestricted sprawl of large built-up areas:* The proposed allocation forms a logical expansion at Balsall Common and is in a strongly defined location, roughly contained by Windmill Lane, Kenilworth Road and the houses fronting Kelsey Lane. Combined with the reinforcing of green infrastructure as a result of development there will be a robust Green Belt boundary with no risk of further growth beyond the site. The Solihull Green Belt Strategic Assessment (2016) identified that the LPR 3 site allocation is 'lower performing' when considered against this purpose of including land in the Green Belt.
- 2) *To prevent neighbouring towns from merging:* There is no risk of any form of coalescence with Burton Green or Meer End, reinforced by the site's constrained location between three roads. The Solihull Green Belt Strategic Assessment (2016) identified that the LPR 3 site allocation is 'moderately performing' when considered against this purpose of including land in the Green Belt.



- 3) *To assist in safeguarding the countryside from encroachment:* The surrounding highway network infrastructure contains the proposed allocation and provides a well-defined Green Belt boundary. The Solihull Green Belt Strategic Assessment (2016) identified that the LPR 3 site allocation is 'lower performing' when considered against this purpose of including land in the Green Belt.
- 4) *To preserve the setting and special character of historic towns:* The allocation does not include any Listed Buildings and it is not within a Conservation Area. The Solihull Green Belt Strategic Assessment (2016) identified that the LPR 3 site allocation 'does not perform' when considered against this purpose of including land in the Green Belt.
- 5) *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:* The Council have established that Green Belt land will be required to identify sufficient land for housing. Where other sites are available, suitable and deliverable outside the Green Belt the Council is also promoting these for future development.

The use of what are currently green fields within the Green Belt for necessary housing development will inevitably result in some loss of "openness" as countryside becomes urbanised. However, in the context of the proposed site allocation LPR 3 this reduction in openness will be restricted to a very well contained area closely related to the existing settlement edge and well defined by the existing highway network and infrastructure. The existing green infrastructure within and surrounding the land can be enhanced as part of any future development proposals and the wider Green Belt will not be compromised by the proposed allocation.

In summary, in accordance with Para 182 of the NPPF, draft allocation LPR3 is considered sound. The need for housing in Solihull is evident and the identification of this site for housing is justified with reference to the evidence base informing the Local Plan Review.



**Response to Question:**

**16) Do you believe we have identified the infrastructure required to support these developments? If not why not? Are there any additional facilities you believe are required, if so what are they?**

Appendix C of the draft Local Plan Review identifies the likely infrastructure requirements for the draft LPR 3 allocation. The infrastructure matters identified are commonplace for new housing developments and are not objected to in principle. Definitive infrastructure requirements will need to be established through the planning application process.



**Response to Question:**

**18) Do you agree with the policies for improving accessibility and encouraging sustainable travel? If not why not, and what alternatives would you suggest?**

As drafted, Policy P7 expects proposals to 'fulfil' a number of requirements for the location of development in terms of access. The policy is onerous and does not contain the flexibility of the NPPF which states that development should be focused in locations "*which are or can be made sustainable*". In order to be found sound Policy P7 should be redrafted to be more flexible and encompass the 'can be made' focus of the NPPF.



**Response to Question:**

**20) Do you agree with the policies for quality of place? If not why not, and what alternatives would you suggest?**

These representations provide comment only on draft Policy P17: Countryside and Green Belt within the overall 'quality of place' section of the draft Local Plan Review.

The Council have acknowledged within the draft Local Plan Review that significant adjustments are required to the Green Belt in order to accommodate the level of growth identified for the Plan period. This will result in the release of land currently within the Green Belt and associated amendments to the Green Belt boundary.

In accordance with Para 182 of the NPPF, Policy P17, as drafted, is considered sound on the basis that it recognises that significant Green Belt adjustments will be required to meet local housing needs and to address Solihull's contribution toward the unmet housing need arising across the wider housing market area



**Response to Question:**

**22) Do you agree with the Policy P21 (Developer contributions and Infrastructure provision)? If not why not, and what alternatives would you suggest?**

Following its approval in April 2016, Solihull MBC commenced charging their CIL on Monday 4<sup>th</sup> July 2016. It is therefore accepted that residential development will be liable to pay CIL at the rates set out within the adopted CIL Charging Schedule.

Draft Local Plan Review Policy P21 provides for S106 contributions to be sought from new development in respect of site specific matters. Requested S106 contributions should not include any items covered by CIL payments (Regulation 123 Infrastructure) to avoid double charging. All S106 contributions must also ensure they are Reg 122 compliant with regards to the pooling of contributions from development proposals.

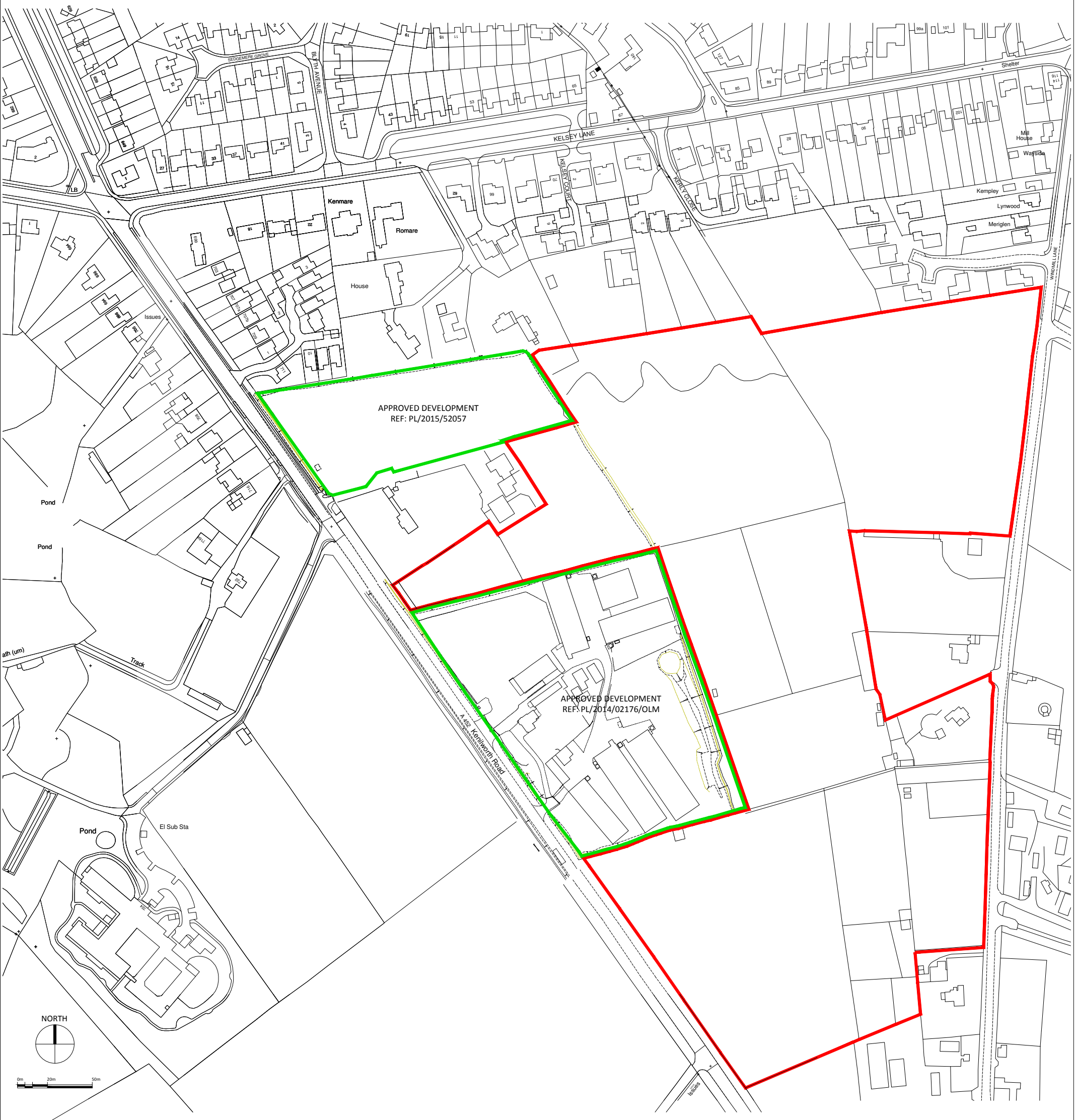




## Appendices



## Appendix 1 – Site Location Plan



Revisions:	Scale:	Media/Orientation:	Drawn:	Checked:	Day/Month/Year:
1/1250	A1P	APC	APC	APC	14/01/2016



Project Name: LAND BETWEEN KENILWORTH ROAD AND WINDMILL LANE, BALSALL COMMON

Drawing Title: SITE LOCATION PLAN

Project No.:  
Drawing No.: LC/001



## Appendix 2 – Vision Framework Document



# LAND BETWEEN KENILWORTH ROAD AND WINDMILL LANE, BALSALL COMMON

## SITE DELIVERY DOCUMENT

JANUARY 2016









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  - 3.6.4 Flood Risk and Drainage
  - 3.6.5 Utilities
- 3.7 Ecology
- 3.8 Constraints and Opportunities

## 4.0 DEVELOPMENT PROPOSALS

- 4.1 Opportunities
- 4.2 Development Proposals

## 5.0 SUMMARY AND CONCLUSIONS







The Site adjoins the southern edge of Balsall Common which is blessed with a wealth of local services and facilities.

Pedestrian and transport connections to the local and wider network make it an ideal location for planned sustainable development



# 1.0 INTRODUCTION



## 1.1 Overview

This document has been prepared by Catesby Estates Limited in respect of the potential for residential development at land between Kenilworth Road and Windmill Lane, Balsall Common (“the Site”), which lies within the administration of Solihull Metropolitan Borough Council (“the Council”). Its purpose is to support written representations submitted to the Council last year.

Balsall Common is one of the larger village settlements within the Borough known for its high quality built and natural environment.

The Site is located outside of the extent of built development which defines Balsall Common, and is within the Green Belt. However, two allocated sites are situated immediately to the north and west of the Site, references 22 & 23 (planning consent references: PL/2014/02176/OLM & PL/2015/52057 respectively).

In such circumstances, these development permissions set the precedence for development within the immediate area and bearing in mind the Kenilworth Road A52 highway runs directly alongside, the Site cannot be said to continue to function quite as strongly within the Green Belt as it once did.

Consequently, any future development upon the Site would form a logical extension to the south of the identified development envelope.

## 1.2 Scope and Structure

This document is comprised of the following sections:

- **SECTION 2.0 – SITE AND CONTEXT.**  
Identifies the location of the Site, introduces the relevant local context, studies local architectural style and building form, and references all significant local facilities including the local network of public rights of way, highways and public transport.
- **SECTION 3.0 – SITE APPRAISAL.**  
Focuses on the immediate context of the Site, documenting how the various constraints will shape any potential development proposal.
- **SECTION 4.0 – DEVELOPMENT PRINCIPLES.**  
Demonstrates the deliverability of the Site by illustrating a potential development proposal and provides an indication of the likely capacity of the Site.
- **SECTION 5.0 – CONCLUSIONS.**



View south along Windmill Lane adjacent the existing northern field access



# 2.0 SITE AND LOCAL CONTEXT

## 2.1 The Site

The Site, delineated on the Strategic Context diagram below with an asterisk, is located at the southern edge of Balsall Common, one of the largest rural settlements in the south east of the Borough. The settlement is found 11km south east of the town and administrative centre of Solihull, 14km west of Coventry, and some 23km south east of Birmingham. This well established prosperous village lies on a relatively flat landscape on the watershed between streams draining into the River Teme and the River Trent in the north and the River Avon and the River Severn to the south.

The Site itself, comprises a combination of various sized fenced paddocks, pastoral fields and a single detached residential property, Windmill House. The Site is visually contained by field boundary trees and hedgerows in the main.

The Site lies between Kenilworth Road A452 (to the west) and Windmill Lane (to the east). The A452 runs from Leamington Spa, Warwickshire to Brownhills, Staffordshire and provides a major route to the M6 motorway. The growth of Balsall Common owes much to past development along this road.

This large village, which is split between the parishes of Balsall and Berkswell, is of recent origin; most of the houses, businesses and shops were built in the 20th century. Today, the centre of the village is the shopping centre where Station Road crosses Kenilworth Road. There are two schools, one primary and one secondary, both located within close proximity to the Site. Other facilities such as recreation grounds, playing fields, places of worship, public houses and a village post office are nearby.

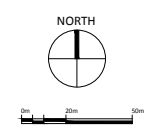
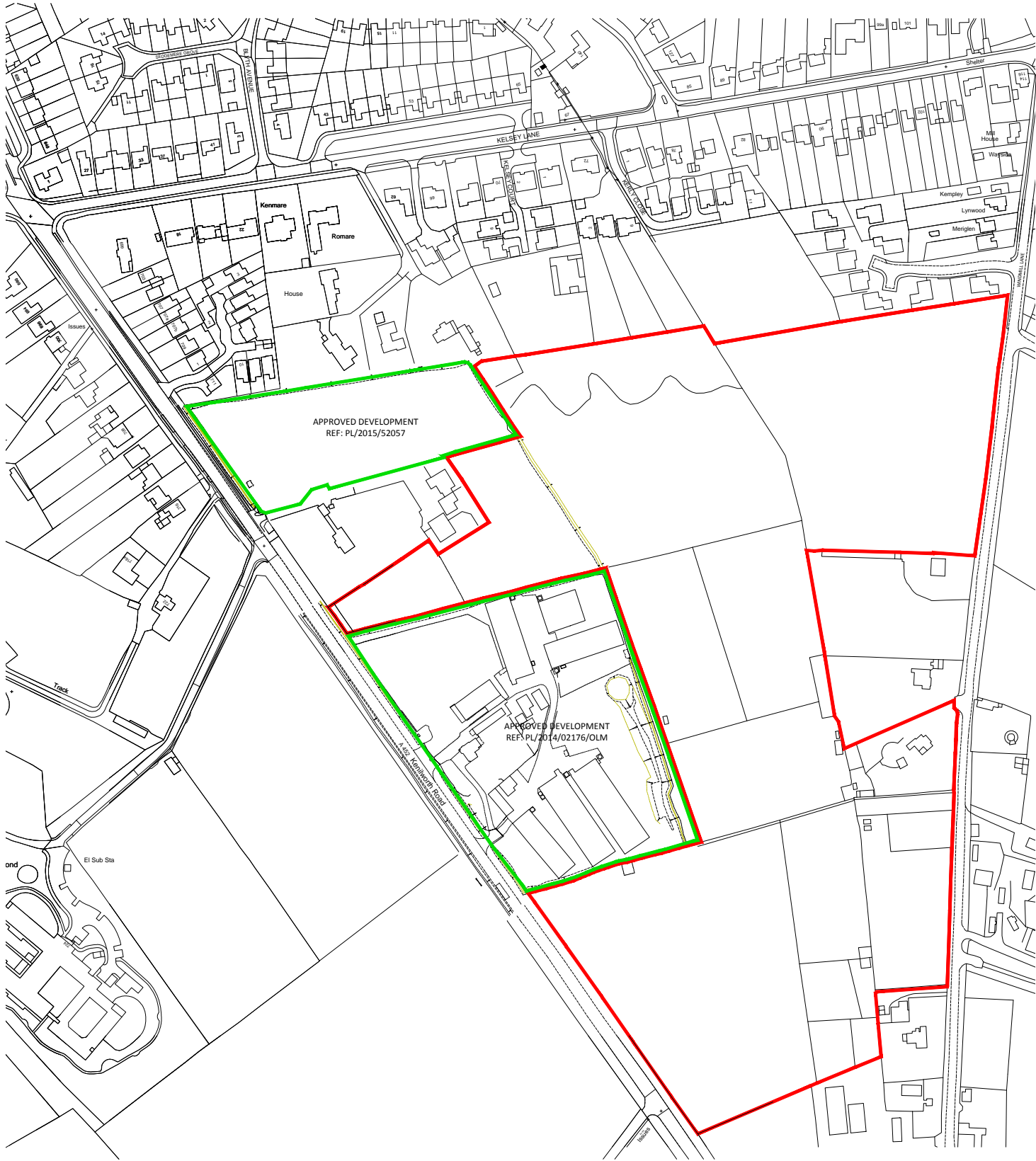
Public transport links are well placed. Nearest bus stops are north of the Site along Kelsey Lane/Alder Lane connecting the village to Solihull and Coventry. Berkswell rail station is situated to the north of the village and is located on the West Coast Main Line offering services to Birmingham New Street and London Euston.

The extent of the Site controlled by Catesby Estates Limited is shown outlined in red on the following page. The two consented schemes to the north and west are annotated and outlined in green for reference.



Strategic Context

Ordnance Survey License Number: 100022432



# Site Location Plan

Ordnance Survey License Number: 100022432



The Site area (gross) extends to 11.02 hectares (equal to 27.23 acres) and comprises a total of six relatively flat (sloping gently to the south west) pastoral fields, each defined by a mix of field boundary hedgerows and trees. Four of these fields are split into a number of fenced paddocks. Windmill House, a red brick detached property with mature landscaped and well screened garden sits at the eastern edge near Windmill Lane. A Public Right of Way (PRoW) crosses the Site east to west providing a permeable connection between Kenilworth Road and Windmill Lane.

Residential properties served from Kelsey Lane, Wellfield Close, Kerly Court and Kelsey Court directly back onto the Site to the north. Two mature detached properties (Wellington House and The Hollies) sit between two of the Site fields, accessed from Windmill Lane. Further south are detached properties Oak Mount and Leam Corner House along with single storey commercial premises.

A redundant poultry business, with various outbuildings and detached dwelling occupies allocated (and consented) site ref: 22 which fronts Kenilworth Road. All buildings are being prepared for demolition in readiness for development.

To the north west a single detached dwelling sits near to the site boundary, alongside a single grazing field allocated (and consented) for development, allocation site ref: 23.

In terms of development potential, the Site is capable of accommodating up to a maximum of ??? dwellings at a maximum density of 32 dwellings/hectare (net), with principle access (all modes) proposed from allocated site ref: 22 (planning ref: PL/2014/02176/OLM), and secondary access from allocated site ref: 23 (planning ref: PL/2015/52057). The proposal will be landscape led informed by the green fabric of the many field boundaries, resulting in the delivery of a well connected, sustainable development having a generous provision of green infrastructure, both natural and semi-natural.



Aerial view of the Site.





Cottage situated on Kelsey Lane



20th century housing set back with a parallel access road



Detached property situated along Windmill Lane



Cul-de-sac at Wellfield Close



Gated development at Kerly Close- attempts have been made to recreate the traditional architectural style



## 2.2 Local Context and Strategy

### Local Context Study

Balsall Common has seen significant post-war growth. Previously a collection of rural hamlets located on a plateau above water courses to north and south, connectivity to Solihull, Birmingham and Coventry has increased development due to higher mobility levels.

Land use in Balsall Common is primarily residential. Mixed use is predominately along Station Roads village centre and spread along Kenilworth Road which is the most prominent primary road in the village. As well as Balsall Street East and Station Road, Kenilworth Road defines itself as one of the key axes and main streets forming the well defined triangular pattern structure.

To the north of Kenilworth Road, older development presents traditional building frontage in a continual fashion, however to the south of the road late 20th century suburban housing is set back with a parallel secondary access road behind hedgerow.



Junction connecting Windmill Lane to Kelsey Lane



New build dwelling set back from Kenilworth Road



Former Berkswell Stores shop at Station Road



Terraced properties located on Windmill Lane



Second half 20th century Chalet Bungalow at Kelsey Lane



Detached property on Kenilworth Road

Meeting House Lane which is situated to the west of Kenilworth Road is one of the few secondary roads with intersecting routes. The street features a varied housing mix featuring a range of architectural styles. The road also forms the parish boundary and terminates close to the site, offering an alternative route to the village centre and rail station.

There are several different areas of late twentieth century development which differ in form. Late 20th Century housing development has been largely designed to meet demand at the higher end of the market, based on typical 'executive housing' type products.

Small pockets of older properties still exist in the village, marking the original hamlets that have merged over time. These range in scale and complexity, from modest terraced cottages to larger detached properties.

The traditional characteristics of the area include gable fronts, mock tudor details, dormer windows, hipped roofs and large chimneys which animate the roof scape along differering ridge and eaves heights.



Apartment block on Alder Lane, adjacent to Kenilworth Road



1970's housing at Laurels Crescent



Detached properties off Kenilworth Road



New build houses designed to suit neighbouring properties



Berksmill Windmill off Windmill Lane

The majority of housing within the settlement is established in character, with a rich variety of architectural styles and facing materials present.

There is a history of strong, high quality residential development in the village, and older properties can exhibit quality detailing and materiality. There are few consistent characteristics and an opportunity for new development to introduce distinctive features.

Design elements that will contribute to the local vernacular include: continual block structure to smaller houses, larger houses set back from the street laid out with fore gardens, generous pitches to roofs, broken and varying eaves lines, chimneys, deep casement windows to ground floors, simple but legible architectural detailing.



## Design Strategy

When considering the design strategy for any new development, it is important to draw inspiration from the character of the local area to ensure that the development successfully integrates into its surroundings. The study has concluded that Balsall Common has an established character, which helps to create a comprehensive pattern book to work with when selecting the right block structure, scale and architectural styles for a design strategy.

A significant factor in planning new development often relates to the efficient use of land. The argument for using land efficiently should be a strong consideration when planning new development. In addition, paragraphs 47 and 50 of the NPPF sets out to ensure that new development delivers a wide choice of homes and meets a range of housing needs.

These points conclude that any new scheme design should incorporate a varied housing mix. For example, new development on the Site should accommodate a range of apartments and smaller houses (1, 2 and 3 bedroom to comply with the Boroughs need), through to medium/medium-large houses (4 and 5 bedroom). Such a proposal will result in a higher density of housing which would ensure that the efficient use of land is achieved.

If the scale and density of development does not fully reflect the character of the immediate area, local building materials should be taken from a palette of materials common to the local area to improve the chances of successful integration of the development.

The strategy for any potential future development upon the Site, should follow a set of essential principles.

Development should be two storey in the majority with occasional opportunities for accommodation set within generously pitched roofs and gables. A perimeter Block structure should be varied, in the form of terraced, detached and semi-detached properties. This structure can help to determine a navigable movement strategy around the Site, providing a tighter urban grain resulting in more active and characterful streets and spaces.

Adjacent to Windmill Lane, the block structure should be stronger and more continual with building facades set back to match the building line of neighbouring properties to the south. Edging towards the site periphery, block structure can be less continual and of a lower more relaxed density with blocks varied in their configuration.

The configuration of the latter will help to soften the transition between the newly built-form, green space and field which lies to the south of the site.

Development should address and face both key spaces and open green spaces to help provide an appropriate level of natural surveillance and with it successful spaces that are seen to be functional, safe and 'social'.

In respect of the style of architecture and the appearance of the development along the street, design principles could include aspects of the following:

- Walling clad in red/red-multi coloured brick and/or roughcast render;
- Feature blocks have walling at first floor/feature gables clad in contrast materials such as vertical tiles or horizontal timber boarding;
- Generous roof pitches clad in plain and profiled tiles, red and grey colours most appropriate;
- Occasional hipped roofs to reduce massing at corners and at the development edge;
- Simple boxed/open raftered eaves all painted white;
- Bargeboards to front feature gables, cut side gables;
- All other joinery painted white;
- Black rainwater goods;
- Deeper casement windows to larger blocks, well proportioned casement windows to smaller blocks;
- Decorative chimneys to all dwellings set atop the ridge to smaller blocks, set outside the gable end on larger detached blocks;
- Decorative entrance canopies above front doors to larger blocks, simple ledges to smaller blocks;
- Garages set to the rear of dwellings wherever possible, resulting in the car being less visible along the street;
- If unavoidable, parking courts set to the side/rear of blocks and limited in size;
- Frontage spaces enclosed with fencing/walling/landscaping to help separate private spaces from the public realm;
- Where front gardens cannot be enclosed, allow for a generous scheme of landscaping;
- Hard surfacing and edgings to secondary streets and driveways to encourage a 'shared surface' arrangement ie: one where pedestrians and cyclists feel safe as low vehicle speeds are encouraged.

Fundamentally, 'good design' should be at the backbone of the proposed development which will result in creating a strong 'sense of place', one where people will want to live.



Proposals should give high regard to 'good design' demonstrating a varied block structure, one that can help to determine a clear movement strategy around the Site. Streets should have character and spaces be functional, safe and 'social'. Fundamentally, the proposal should create a strong 'sense of place', one where people will want to live.

## 2.3 Local Facilities and Services

Balsall Common is supported by a number of local village facilities and services which support the needs of the community. The proximity of these services to the Site will support the sustainability credentials of any potential development.

The Facilities Plan shown on the following spread illustrates the location of these facilities and services in relation to the Site. Isochrones are shown at distances of 400, 800 and 1200m from the centre of the Site.

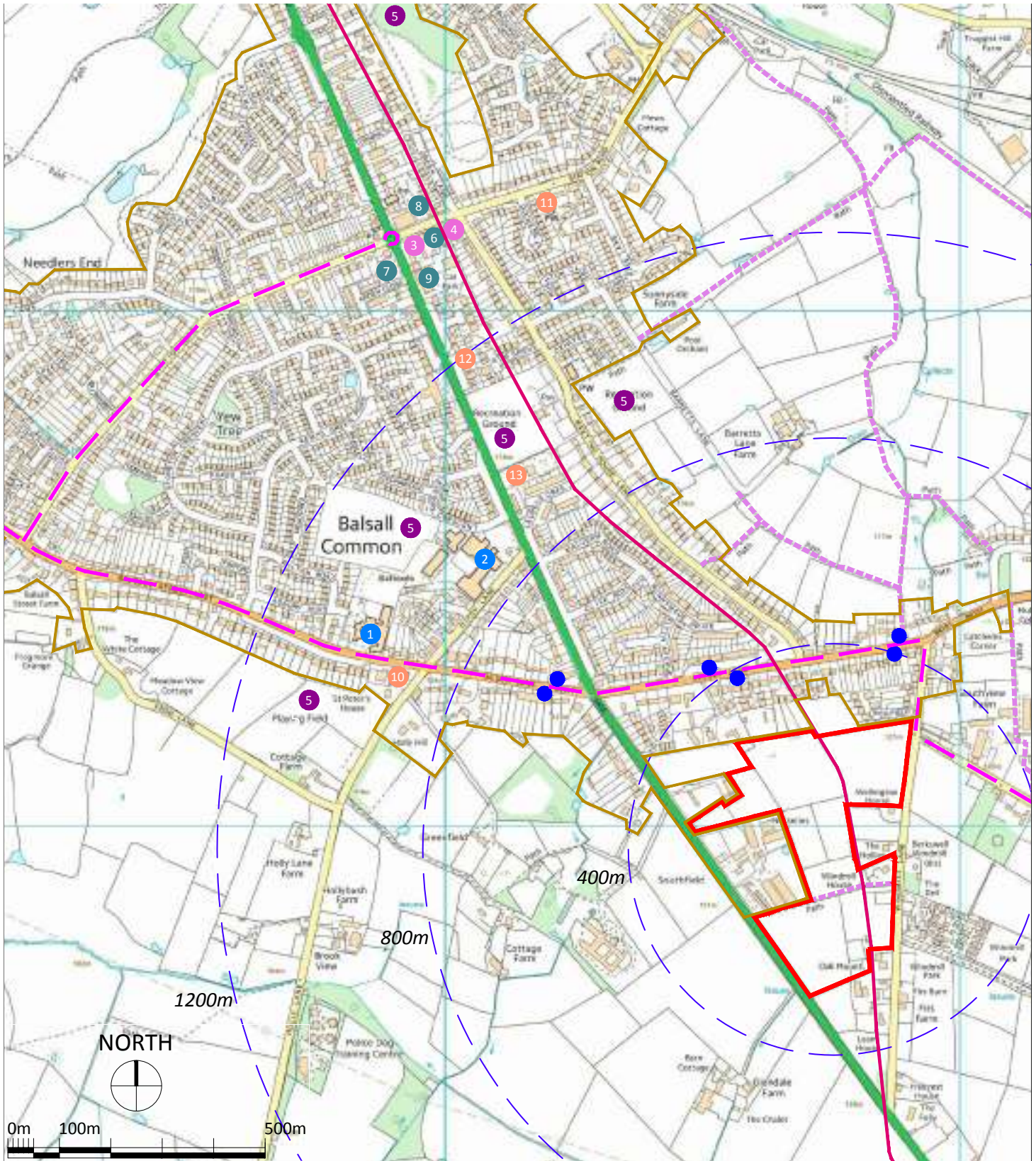
The majority of the neighbourhood facilities are located to the east of Kenilworth Road on Station Road which lies approximately 1.6km north of the site.

**Below is a full list of facilities and services as shown on the page opposite, listed in shortest walking distance first:**

- Nearest bus stop to site (490m);
- Heart of England School (925m);
- St Peters C of E Church (966m);
- Balsall Common Primary School (1055m);
- White Horse P.H (1072m);
- Co-operative Food (1475m);
- Petrol Station (1529m);
- Lloyds Pharmacy (1588m);
- One Stop Convenience Store and Post Office (1627m);
- Tesco Express (1636m);
- Balsall Common Pharmacy (1642m);
- Library (1679m);
- Balsall Common Methodist Church (1872m)

Note: All approximate distances have been recorded from the centre of the site.





**KEY:-**

- The SITE
- - - ISOCHRONES SHOWN AT 400, 800 AND 1200m SPACINGS
- - - PARISH BOUNDARY
- - - SETTLEMENT BOUNDARY
- LINKS**
- - - PUBLIC FOOTPATHS

**TRANSPORT LINKS**

- *Johnsons Excelbus* BUS SERVICE 87: Solihull - Coventry - Monday-Saturday every hour
- NEAREST BUS STOPS TO SITE

**EDUCATION**

- 1 BALSALL COMMON PRIMARY SCHOOL - RECEPTION TO YEAR 6
- 2 HEART OF ENGLAND SCHOOL - YEAR 7 TO SIXTH FORM

**HEALTH AND WELFARE**

- 3 LLOYDS PHARMACY
- 4 BALSALL COMMON PHARMACY

**RECREATION AND LEISURE**

- 5 RECREATION GROUND AND PLAYING FIELDS

**RETAIL**

- 6 ONE STOP CONVENIENCE STORE WITH POST OFFICE
- 7 PETROL STATION
- 8 TESCO EXPRESS
- 9 CO-OPERATIVE FOOD

**COMMUNITY**

- 10 ST PETERS C OF E CHURCH
- 11 BALSALL COMMON METHODIST CHURCH
- 12 LIBRARY
- 13 THE WHITE HORSE P.H

## Local Facilities Plan





Nearest bus stop to the Site on Kelsey Lane



Post Office and Balsall Common Pharmacy



Balsall Common Primary School



Heart of England School



Recently completed retail premises



## 2.4 Access and Movement

The Facilities Plan shown on the previous spread shows that there are excellent pedestrian, cycle (including bridleways) and bus links from the Site to the town centre, the surrounding area and the wider context. In addition the local road network provides good connectivity to the wider and national network.

Hatton, Warwick Parkway, Warwick, and Leamington Spa train stations are all within 8km of the site towards the south and southwest. These stations offer regular services to London Marylebone, Stratford-upon-Avon, Birmingham and Coventry. Coventry train station is approximately 8km north of the site with regular services to London Euston, Birmingham, Manchester, Oxford and Bournemouth as well as local services to Nuneaton and Northampton.

In late 2016 the new Kenilworth Rail Station will be opening on the site of the former station on Priory Road (a walking distance of 2.1km from the Site). A new hourly train service between Coventry and Leamington will be in operation and connections at Coventry will be possible with train services to and from the north of the county, Birmingham and London.

The Facilities Plan also illustrates the routes of all local bus

services. The nearest bus stops are on Dencer Drive and Leyes Lane, both approximately 600m from the centre of the Site. The stop on Dencer Drive is served by route 539 from Coventry to Kenilworth, running 4 times a day on Monday to Saturday. The stop on Leyes Lane is served by routes X16 and X17 between Stratford-upon-Avon and Coventry (via Warwick, Kenilworth, University of Warwick) providing an hourly service Monday to Saturday between 8am and 7.30pm.

The site is bound by the A46 to the east which is accessed 2.6km away via the A452 Leamington Road. This provides a direct route to surrounding areas such as Warwick, Stratford-upon-Avon and Coventry.

In terms of Public Rights of Way on site, a footpath runs along the southern boundary of the site through Glasshouse Wood linking Glasshouse Lane to the footbridge over the A46. Located 500m from Site, this provides walking opportunities to Stoneleigh and the popular visitor attraction that is Stoneleigh Abbey. A second pedestrian crossing point should be given consideration to link this footpath through to the footpath on the western side of Glasshouse Lane, and the southern portion of the Site.

A new footpath link will be required to connect the Site with the adjacent residential estate to the west to improve connections and permeability. This will likely be in the form



Public Right of Way crossing the Site (viewed from Kenilworth Road)



View looking southwest across the Site



# 3.0 SITE APPRAISAL

## 3.1 Site Overview

This section of the document provides an overview of the existing characteristics of the Site and summarises all associated environmental and technical matters. It confirms that there are no significant physical, environmental and technical constraints to the development of the Site for residential use.

As previously identified, the Site falls within designated Green Belt and measures 12.54 hectares (30.99 acres) gross. Located off Glasshouse Lane, the site is situated around the perimeter of the existing Woodside Centre. At present, primary access is located on the south west corner of the Site adjacent to Woodside Lodge.

The Site is bound by agricultural land to the north, the A46 to the east and Kenilworth Wardens Cricket Club/ Glasshouse Spinney to the south. Glasshouse Lane and 20th century housing borders the site to the west. A Constraints and Opportunities Plan included at the end of this section, illustrates the physical, technical and environmental constraints of the Site.

In addition the plan also illustrates the many opportunities that could be considered in the development of the Site, with the rationale behind their inclusion explained in the ensuing section 4.1 Opportunities.

## 3.2 Sustainable Development

The previous chapter has confirmed that the Site is in a sustainable location and is well connected to local schools, shops, public transport and all other town facilities and services found in and around Kenilworth. Any proposed development will deliver energy efficient, low carbon new homes, supporting local and national sustainability priorities.

## 3.3 Green Belt

As previously identified, the Site falls within designated Green Belt. The Secretary of State for Department and Communities and Local Government issued a press release on 6th October 2014 about protecting the Green Belt against unnecessary development. Planning Practice Guidance (“PPG”) was updated to reflect the press release stating, “local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole, or specific policies in the NPPF indicate development should be restricted”. Such policies include those relating to land designated as Green Belt (Paragraph 044: Reference ID: 3-044-20141006).

Paragraph 85 of the NPPF states that “when defining boundaries, local planning authorities should ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development” and “not include land which it is unnecessary to keep permanently open”.

We support a review of the Green Belt and consider that there are circumstances in Warwick District where sites, such as this Site should be released from the Green Belt designation. This is considered further in Section 3.4 Landscape, overleaf.



View across the Site towards Woodside Lodge

## 3.4 Landscape

The Site is visually well contained by existing landscape features, meaning proposed residential development could potentially be accommodated with little or no visual impact, assuming a sensitive masterplan response. The A46, which sits within a cutting, bounds the Site to the east with well vegetated embankments consisting of mature trees and shrubbery, providing not only a physical but also a visual barrier to land to the east.

To the north, the Site is bounded by a woodland belt, whilst mature hedgerows and trees along Crew Lane screen views from the Kenilworth Golf Club to the south. To the west, the site is bounded by existing residential development along Glasshouse Lane which is separated by a line of existing mature vegetation with occasional gaps whilst to the south, Glasshouse Wood and Spinney and the embankment of the A46 also restricts intervisibility towards the Site.

The site is not located within any national or local landscape designations. It is however located within the Coventry Green Belt. Green Belt is not a landscape designation per se, but a policy described by Paragraph 79 of the NPPF which states that *“the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”*.

As identified in the West Midlands Joint Green Belt Review Study (2014), the Site lies within a land parcel defined as having *“a couple of farms, small clusters of isolated dwellings and two large facilities – Woodside and the Kenilworth Golf Course Club house. The buildings associated with these developments compromise the openness of the Green Belt within their immediate vicinity”*. The Site represents a small area of the land parcel identified in the Green Belt Review and does encroach upon the wider countryside, but due to its containment by mature vegetation and the presence of the A46 and existing residential areas nearby, this encroachment is limited.

Whilst any development in this location would serve to reduce the rurality of this section of land, it is present within a context already largely desensitised, where the existing surrounding built development exerts an influence across the Site, and combined with the existing vegetation, there is a distinct sense of enclosure and containment. In terms of openness therefore – this being the primary function of Green Belt – the Site’s landscape fabric and physical characteristics, mean further development (in addition to the Woodside Training Centre) would not adversely affect the greater sense of openness.

In considering potential landscape mitigation, native planting would be incorporated throughout the Site in order to break up the hard built form of the residential areas, and create landscape and biodiversity benefits. Existing woodland and orchards will be retained whilst a number of ponds and open space areas will be incorporated into the design of the scheme, as shown on initial Development Proposals shown in Section 4.2.

## 3.5 Arboriculture

The Site is bound on all sides by many established trees and hedgerows, which aid containment.

Glasshouse Wood and Glasshouse Spinney sit within and adjacent to the south of the Site respectively. These areas are designated as Deciduous Woodland under the National Inventory of Woodland and Trees, with part of the Wood also designated as Ancient and Semi-natural Woodland. Both of these areas will also be retained as part of the development proposals.

Victoria Spinney sits within the north west corner of the Site, which is designated as Deciduous Woodland under the Priority Habitat Inventory. A traditional orchard is also present on site between Woodside Centre and Glasshouse Lane. Both of these areas will also be retained as part of the development proposals.

An arboricultural survey will be undertaken in accordance with BS5837:2012 to establish existing Root Protection Areas, branch spreads, and tree shadows. Every effort will be made to retain existing trees and hedgerows within the development proposal. Unavoidably, some will be required to be removed along Glasshouse Lane to facilitate the proposed site access, as well as other short lengths of hedgerow cleared on-site to facilitate connections between adjoining fields.

## 3.6 Technical Constraints

### 3.6.1 Highways and Access

Vehicular access to the Site will be taken from Glasshouse Lane in the form of a priority t-junction south of Stansfield Grove. A secondary access (or emergency access link) can also be provided onto the existing access road serving Woodside Centre, which is to be retained.





Vehicular access will be provided from Glasshouse Lane, south of Stansfield Road

Glasshouse Lane is subject to a 30mph speed limit, changing to a 50mph speed limit north of Stansfield Grove. Surveys will be undertaken to determine the actual speeds adjacent to the Site so that appropriate visibility splays can be provided at the proposed access.

Further surveys, assessments and consultation with the Local Highway Authority will be undertaken to ensure that any impact from the development on the local highway network is sufficiently mitigated. Pedestrian access to the site will be provided by 2m wide footways either side of the priority junction, extending along the site access road into the Site. New footpath links and crossing points will be required to connect the site safely with the adjacent residential estate, as previously identified. The secondary/emergency access point should also accommodate pedestrian movement to aid permeability between the Site and the wider footpath network.

### 3.6.2 Ground Conditions

It is understood that the Site does not have any significant geotechnical constraints in relation to strata or contamination given its greenfield nature. The British Geological Survey Desktop Viewer identifies that the Site is underlain by Mudstone and Sandstone of the Ashow Formation, Sedimentary Bedrock formed approximately 271 to 299 million years ago in the Permian Period in environments previously dominated by rivers. No superficial deposits are recorded.

### 3.6.3 Noise and Vibration

Given the proximity of the A46 to the east of the Site, careful consideration is required in respect of noise and vibration levels.

A baseline sound level survey and an assessment of the Site to determine the suitability of the site for residential development has been carried out based on the guidance contained within British Standard (BS) 8233:2014 *“Guidance on sound insulation and noise reduction for buildings”*.

The results of the assessment show that mitigation in the form of an acoustic barrier and enhanced glazing and ventilation specifications would be required to reduce internal noise levels within any proposed dwellings to within acceptable levels.

With appropriate location and orientation of dwellings relative to the A46, sound levels within external amenity areas would be such that they are the lowest practicable and, in the majority of cases, below the upper guideline value. A typical way of achieving this would be to ensure that block facades positively address the noise source, with blocks arranged in a continuous un-broken format. Individual private amenity spaces would be positioned to the rear of these blocks, where they are naturally sheltered by development, which helps to reduce traffic noise to an acceptable level.

### 3.6.4 Flood Risk and Drainage

The whole of the Site falls within Environment Agency Flood Map for Planning (Rivers and Seas), Flood Zone 1 “*low probability*” and is therefore suitable for residential development.

An existing watercourse runs along the northern boundary of the Site, under the A46 to the east joining the River Avon approximately 1km east of the Site. Within the Site there is also a small pond to the east of the Woodside Centre, and a drainage ditch running along the northern boundary of Glasshouse Wood. A ditch course also runs adjacent to Glasshouse Lane within the eastern verge across the front of the Site. Small levels of surface water (pluvial) flooding are shown on the Environment Agency flood map associated with the existing watercourse on the northern boundary of the Site.

Surface water from the Site will outfall via gravity to the existing watercourse on the northern boundary of the Site. Surface water will be suitably controlled and attenuated on-site so that the pre-development discharge rates and volumes are maintained post-development.

Due to topography, foul drainage from the Site will be pumped to a suitable point of connection into the existing network within Glasshouse Lane. Possible reinforcement of the existing network may be required, subject to a capacity check with Severn Trent Water.

### 3.6.5 Utilities

An existing pole mounted transformer (PMT) is present on site to the north of Woodside Management Centre. An 11kV service runs overhead from the transformer to Glasshouse Lane. The existing overhead HV cables and pole mounted transformer will require diversion/undergrounding to enable development. A new substation will replace the existing PMT and serve the Site.

Utility records show existing BT, potable water, and gas infrastructure on/adjacent to the Site. Confirmation is required from the network operators whether reinforcement to the existing utility networks are required to serve the Site. Large scale reinforcement is not anticipated.

## 3.7 Ecology

The Site is comprised of areas of open fields which contain poor semi-improved grassland of negligible ecological value. These fields are centred around the Woodside Centre, which includes buildings, car parking and landscaped areas.

Habitats of note within the Site include a number of species poor hedgerows which divide the various fields, a small orchard present to the west of the Site and two small ponds located to the south and east of the Site. Forming the southern and northern boundary are areas of mature broad-leaved woodland, and to the west, mature residential development. To the east is the A46 and beyond, open pasture fields. A desk study undertaken for the site has shown that there are no statutory designated sites within 5km.

Development proposals within the Site would inevitably result in the loss of the areas of poor semi-improved grassland and small sections of species poor hedgerow, although there will be no loss of the orchard, pond or woodland areas. To inform the development proposals for the site it is recommended that the ponds within the Site and (where access permits) within 500m of the Site, are surveyed during March to mid-June to establish presence or absence of Great Crested Newts (GCNs). If GCNs are recorded as being present then there is scope to provide appropriate mitigation in terms of retention and enhancement of suitable habitat to the east of the development, to safeguard any population.

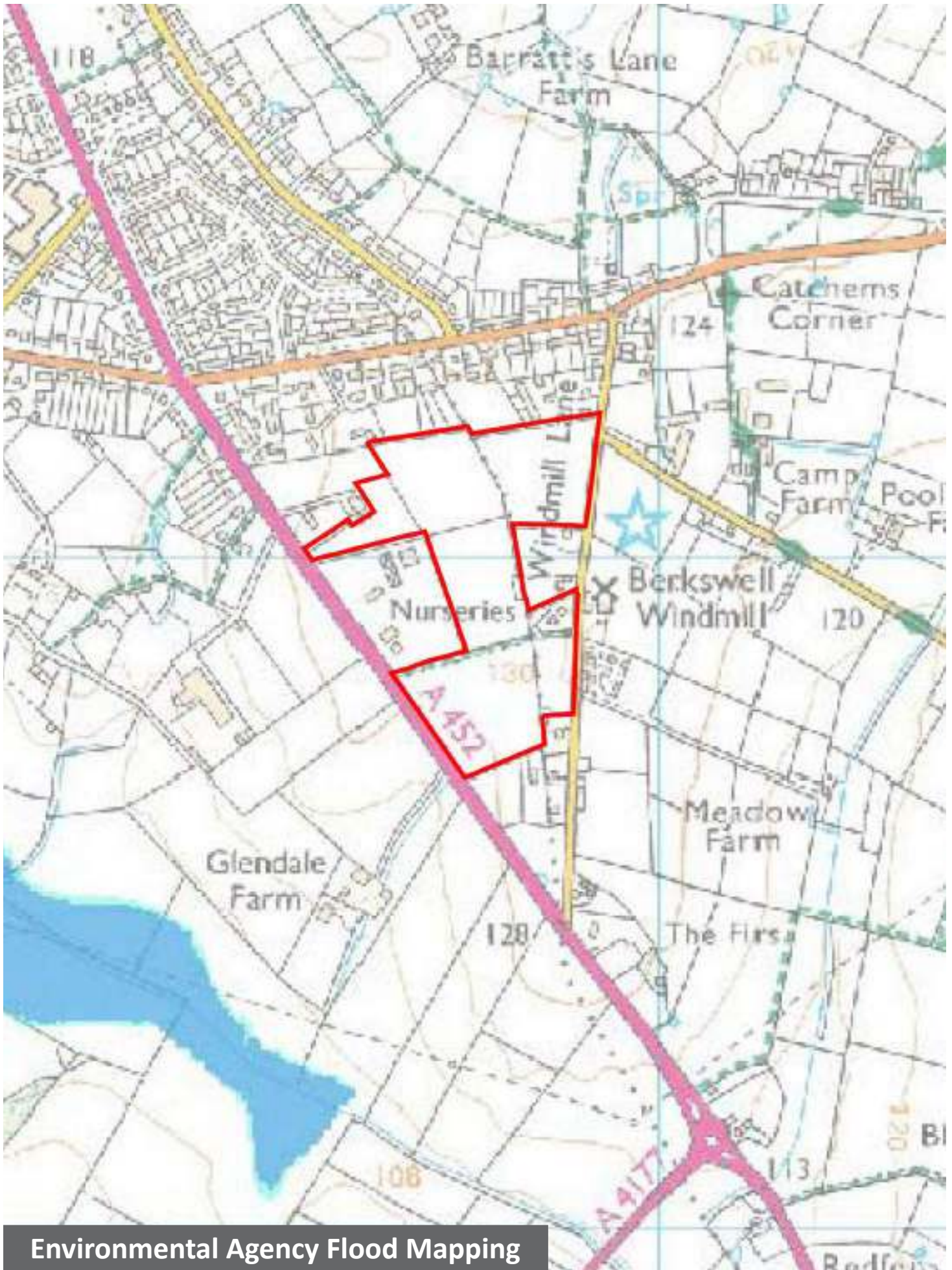
Woodside Centre includes two separate blocks of buildings, with the main building being a large building constructed in the early 19th century and the second building of mid to late 20th century construction. Both buildings have some potential to support roosting bats, although a full assessment has not been undertaken. As the proposed development would potentially encircle this building, any bats potentially roosting within these building could have any flight lines to foraging habitat within the wider area compromised. To inform the design of the development, including the consideration of any inherent mitigation which may be required, it is recommended that an inspection of the buildings and bat activity surveys for the Site are undertaken.

It is not considered that the presence of GCNs or bats would be a material constraint to the development proposals, with opportunities available to enhance the biodiversity value of the Site through the retention, enhancement and creation of favourable habitats.

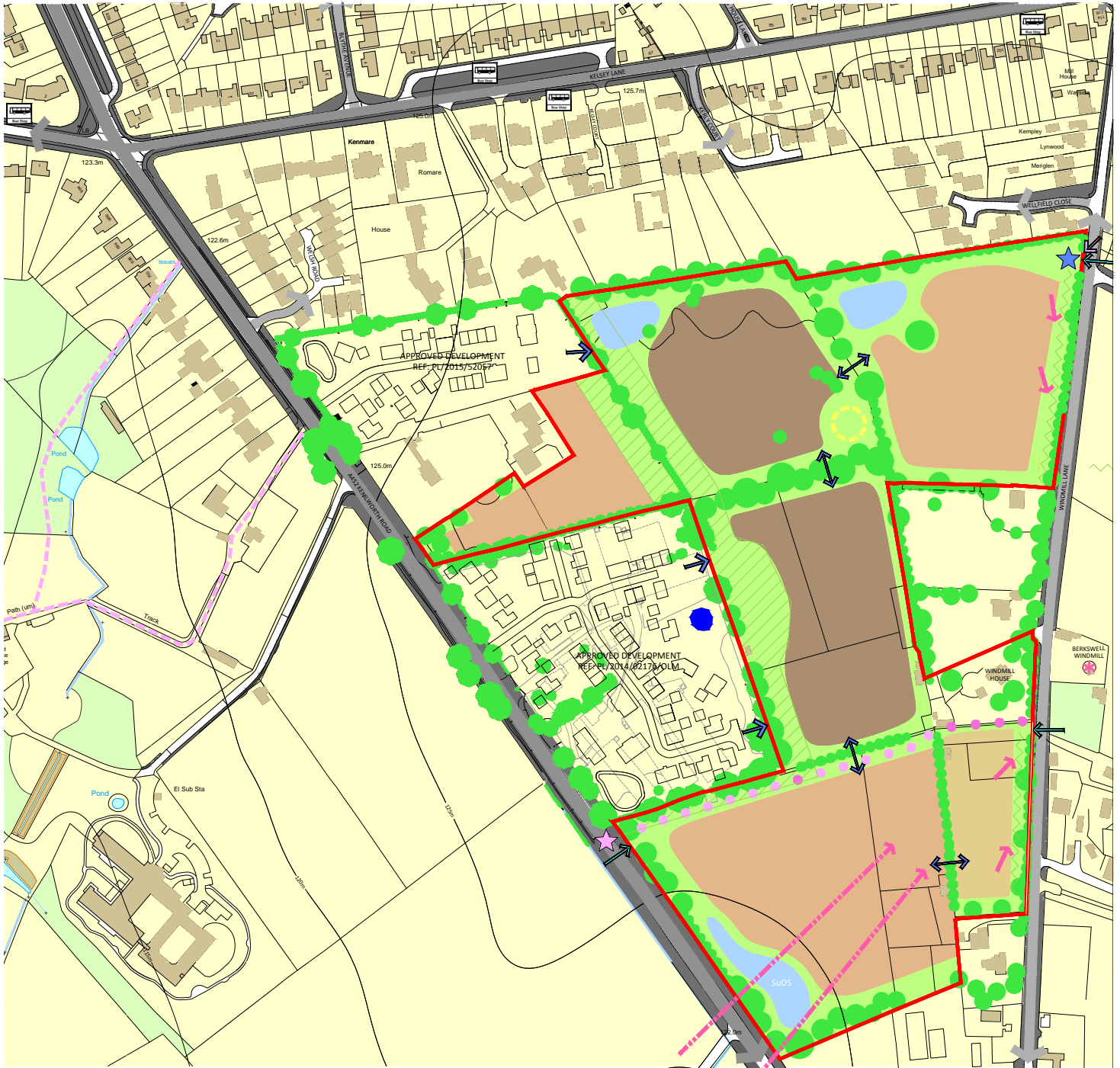
## 3.8 Constraints and Opportunities

The plan on the following spread illustrates the physical, technical and environmental constraints of the Site, along with all opportunities for development which is explained in further detail in the succeeding section.

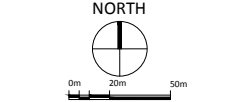




## Environmental Agency Flood Mapping



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**SITE BOUNDARY**  
GROSS AREA = 11.02ha (27.23 acres)

**CONSTRAINTS:-**

- EXISTING BUILDINGS
- EXISTING TREES AND HEDGEROWS ON/ADJACENT SITE SUBJECT TO SURVEY
- EXISTING SURFACE WATER OUTFALL
- EXISTING POND - OFF-SITE IDENTIFIED GCN BREEDING POND
- ON-SITE CONTOURS AT .5m INTERVALS
- DESIGNATED HERITAGE ASSET GRADE II\* LISTED 'BERKSWELL WINDMILL'
- PARTIALLY FILTERED CLOSE-RANGE VIEWS TO HERITAGE ASSET
- PARTIALLY FILTERED MID-RANGE VIEWS TO HERITAGE ASSET
- EXISTING PEDESTRIAN FOOTPATHS
- MAIN VEHICULAR MOVEMENT
- SECONDARY VEHICULAR MOVEMENT
- PUBLIC RIGHTS OF WAY - OFF-SITE
- PUBLIC RIGHTS OF WAY - ON-SITE
- EXISTING BUS STOPS / SHELTER
- EXISTING FIELD ACCESS

**OPPORTUNITIES:-**

- PROPOSED SITE ACCESS - ALL MODES FROM ADJOINING APPROVED DEVELOPMENT
- PROPOSED CONNECTION - ALL MODES BETWEEN ADJOINING FIELDS
- PROPOSED PEDESTRIAN ACCESS
- POTENTIAL FOR EMERGENCY ACCESS
- POSSIBLE NEW PEDESTRIAN CROSSING
- POTENTIAL DEVELOPMENT AREA DENSITY: 35-45 DWELLINGS/HECTARE
- POTENTIAL DEVELOPMENT AREA DENSITY: 25-35 DWELLINGS/HECTARE
- POTENTIAL DEVELOPMENT AREA DENSITY: LESS THAN 25 DWELLINGS/HECTARE
- ON-SITE GREEN INFRASTRUCTURE COMPRISING: SEMI-NATURAL GREENSPACE EXISTING HEDGEROWS/TREES AND STAND-OFFS ECOLOGICAL HABITAT SuDS
- POTENTIAL LOCATION OF NEW ECOLOGICAL HABITAT INCORPORATING ALL CORE HABITAT FROM KNOWN GCN BREEDING POND:
  - TARGET AREA = 1.25ha MINIMUM WHEN LINKED TO OPEN GREENSPACE
  - MINIMUM OFFSETS AS SHOWN
  - FORMATION OF 2 OR 3 NEW PONDS (EACH 100m<sup>2</sup>) PLUS WILDFLOWER GRASSLAND.
  - HABITAT INTERLINKED TO OPEN SPACE VIA FIELD BOUNDARY HEDGEROWS.
- ENHANCED PLANTING ALONG BOUNDARY TO REINFORCE EXISTING VEGETATION AND PROVIDE INFILL TO GAPS IN HEDGEROWS
- PROPOSED ATTENUATION PONDS
- POTENTIAL CHILDRENS PLAY SPACE

# Constraints and Opportunities



# 4.0 DEVELOPMENT PROPOSALS

## 4.1 Opportunities

The previous chapter appraised the key features of the Site and identified all constraints, with the Constraints and Opportunities Plan shown on the previous spread correlating these constraints. As a result, there are a number of key opportunities which will help to shape any development proposal, the principles of which are summarised below:

- Aim to achieve an overall net development density of between 30-32 dwellings per hectare (net) ensuring efficient land-use. Such a density will be appropriate to the local context, promote “good design” and suit the unusual elongated shape of the Site;
- Proposed development façades should address all retained perimeter hedgerows and inter-field boundaries thus ensuring that all existing retained green infrastructure becomes inclusive parts of the development;
- Development façades should stand-off Woodside Centre buildings as appropriate. Where proposed rear amenity backs onto the Centre, then introduce tree belt screening;
- A high quantum of green infrastructure should be accommodated along the northern boundary and at the northwestern corner of the Site in which to accommodate required biodiversity offsetting area and SuDS features as well as public open space. Accommodate designated children’s play space within the development at the quantum determined by the Council;
- Development should face towards Glasshouse Lane and have a dual façade adjacent the proposed site access;
- Development should side onto the secondary access/drive to Woodside Centre, alongside pedestrian linkage and emergency vehicular linkage;
- A landscaped bund and/or acoustic fencing should be positioned along the southern edge of the NDA at the boundary of Glasshouse Wood. Development should be orientated so as to ensure that noise levels within private rear amenity does not exceed 55-60dB(A);
- There are opportunities to create key blocks forming a ‘development gateway’ at the entrance to the Site, and at other key nodes on-site along the main access road. A continually blocked, street structure should be accommodated either side of this access road, which shall meander throughout the development;
- Building heights should be restricted to 2 storey, with occasional dwellings having room-in-roof accommodation. The inclusion of bungalows should be considered;
- Buildings should be encouraged to ‘turn the corner’ and have a dual aspect where streets meet;
- On-street parking should be defined so as to not impair traffic movement.

There are no significant physical, environmental or technical constraints to the Site and it is available and capable of delivery to help meet the Districts future housing needs.

## 4.2 Development Proposals

The following spread indicates a proposal which is an illustrative representation of residential development taking into account all of the key features appraised and the associated constraints, whilst suitably accommodating the key opportunities previously identified. The proposal illustrates residential development with a maximum capacity of 190 dwellings with an indicative net developable area of 5.92 hectares (equal to 14.63 acres). This equates to a development density of approximately 32 dwellings per hectare. This density is considered appropriate as it will contribute towards the Council’s housing numbers and provide a wide range of accommodation types satisfying local housing need. The configuration of dwelling blocks can be planned in such a way to reflect the local vernacular, thus ensuring that the development integrates into both the immediate and local context.

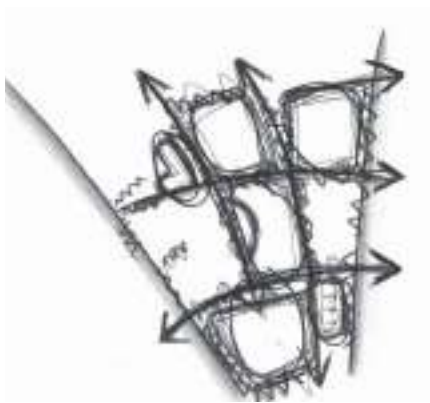
The proposals have been underpinned by the following key design principles:

- A well-structured housing layout can be delivered which successfully utilises the natural features of the Site and provides key character areas throughout, resulting in a positive ‘sense of place’;
- Site access accommodating all modes can be facilitated from Glasshouse Lane which is subject to a 30mph speed limit, changing to a 50mph speed limit north of Stansfield Grove;
- MInor alterations to enable access will be undertaken so that appropriate visibility splays can be provided at the site access;
- Tree/hedgerow retention upon the Site will be maximised wherever possible, and further enhanced through new planting. The planned development facade will address all green infrastructure, ensuring that all retained trees and hedgerows positively contribute to the scheme design, provide positive features in that they are functional and form ‘social’ spaces, whilst aiding integration of the development within the surrounding context;
- Provision of publicly accessible open space to aid the health and welfare needs of the future occupants of the development. A large proportion of this provision will be located parallel to the rail embankment to the south. This open space will accommodate the stand-off required to mitigate rail noise; A second area of publicly accessible open space can be accommodated along the eastern boundary. Recorded pluvial flooding can be development layout.
- A second area of publicly accessible open space can be accommodated along the eastern boundary. Recorded pluvial flooding can be accommodated within this area without prejudice to the development layout.

- An easy-to-read hierarchy of primary and secondary movement corridors are proposed to maximise connectivity and aid permeability. Streets shall be faced by development resulting in a visually strong street scene;
- Provision of Sustainable Drainage Systems (SuDS) to ensure that the impact of development upon the local surface water drainage network can provide a betterment to existing greenfield run-off rates;
- Affordable housing will be provided on the Site. This affordable housing will be negotiated with the Council and provided at an appropriate level in line with the current and emerging policy requirement on a split tenure basis;

- Financial contributions, where justified, will be provided as part of the S106 agreement to enhance local infrastructure. Contributions could potentially be made towards:

- Educational facilities
- Health facilities
- Leisure and green infrastructure
- Highway / public transport improvements.







**LEGEND**

100-foot buffer zone	10-foot wide utility easement	10-foot wide utility easement	10-foot wide utility easement
10-foot wide utility easement	10-foot wide utility easement	10-foot wide utility easement	10-foot wide utility easement
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10-foot wide utility easement	10-foot wide utility easement	10-foot wide utility easement	10-foot wide utility easement

**Illustrative Development Proposal**



## 5.0 CONCLUSIONS

The development proposal should be influenced by the rich and established character of the town of Kenilworth.

Equally, it should also aim to establish its own recognisable identity, create a place where people can be proud to live, and provide a varied mix of accommodation types to satisfy identified local housing need.





The Site at Woodside Management and Training Centre to the east of Glasshouse Lane, Kenilworth has been robustly assessed in terms of planning, environmental and physical context and it has been demonstrated that the Site is suitable to accommodate future housing development to meet the identified needs of the Council.

The analysis of the Site and the illustrative proposal presented within this document, demonstrates how a well designed, high quality development can be achieved to respond to the unique context of the Site. The Site has capacity to accommodate up to a maximum of 190 dwellings. The following headline points are concluded as such:

- The Site is located in one a sustainable settlement and is a suitable location for new housing;
- The Site should be regarded as suitable for future housing development without having a detrimental visual impact on the neighbouring urban environment or the wider landscape;
- The Site has “limited” overall contribution to the purpose of the Green Belt. It has been demonstrated that the Site has the ability to accommodate development without encroaching into the wider Green Belt;

- The Site is well located for an excellent range of local facilities and services, the vast majority of which are located within a 800m distance;
- The Site benefits from good local and strategic road connections and has good access to public transport.
- There is an identified need to deliver new housing to meet the needs of the Council. This Site will help to address that need, offer a wide range of accommodation types satisfying local demand, and deliver the required number of affordable housing units;
- Surface water run-off rate from the development will be controlled offering a betterment over the existing greenfield run-off;
- The development has the potential for creating additional surface water storage to help prevent pluvial flooding occurring along the southern and north eastern boundaries.

The Site is readily available and suitable for development and is therefore deliverable. It would make a sustainable and appropriate opportunity for new housing to meet the identified needs of the District.



*Version:* '1'  
*Version Date:* **January 2016**  
*Status:* Final

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