



Land East of Tilehouse Lane

TIDBURY GREEN

Vision Document

March 2019

BLOOR HOMES

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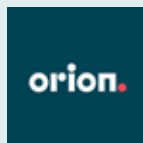
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BLOOR HOMES[®]





INTRODUCTION

THE OPPORTUNITY

1.1 The area of land east of Tilehouse Lane, Tidbury Green (hereafter called the Site) has the potential to accommodate a new attractive residential development set within a high quality landscape led framework. The development will be sustainable and will positively and sympathetically respond to both its urban and landscape context.

1.2 The Site affords an opportunity to create a development which will have a clear and recognisable identity, drawing on the best examples of existing local vernacular.

1.3 The Site boundaries are immediately adjacent to the settlement edge of Dickens Heath and Tidbury Green. This relationship may be further reinforced by future development on draft allocated land immediately to the north of the Site (Dickens Heath West). As such, through the design and layout of the development the opportunity exists to establish new distinctive settlement edges for both Dickens Heath and Tidbury Green.

1.4 Proximity to existing local services and facilities, including strong connections to public transport and a network of landscape open space will provide the right ingredients for the creation of balanced and well considered additions to both settlements. It is envisaged that delivery of approximately 300 dwellings will create sympathetic and logical spatial additions.

1.5 The Site is well suited to deliver a broad mix of dwelling types of varying densities and architectural character whilst addressing the housing needs of Solihull Metropolitan Borough.

1.6 The Site offers a real opportunity to enhance the settlement function of Tidbury Green through the potential delivery of a mixed use or community use building and new public open spaces in relation to the existing primary school. This addition will support the creation of a true village heart and focus. Furthermore, new safe walking routes to school and public realm enhancements to existing streets can be delivered by development of the Site.

ABOUT BLOOR HOMES

1.7 Established in 1962 by John Bloor, Bloor Homes are now the largest privately-owned house builder in the UK with 55 years of continuous experience in promoting and developing major housing schemes across the UK. The long term family ownership and simple management structure provides certainty which is not susceptible to change or disruption and the private status ensures clear long term decision making when it comes to strategic land promotion and development. The business is now completing in excess of 3,500 homes per annum with plans to increase this to 4,000 based on a sustainable growth model.

1.8 Bloor has an enviable reputation for the identification, promotion and delivery of major strategic sites. Bloor is a company who actively engages with the local community and designs high quality homes which integrate seamlessly into the surrounding built and natural environment. An example of recent activity by Bloor in Solihull Borough includes the highly successful Cheswick Place development in Cheswick Green and the emerging development of new homes at Blythe Valley.

*Photo credit: Bloor Homes development, Cheswick Place, Cheswick Green.
www.bloorhomes.com*

WHY DEVELOP HERE?



SUPPORTING SUSTAINABLE GROWTH

It is recognised in both local policy and more widely in national policy that urban extensions of all scales present the opportunity to provide new growth closest to where it is needed. This approach also benefits from the services and infrastructure of existing settlements, maximising the potential for sustainable transport.

The Land east of Tilehouse Lane (the Site) meets these criteria being located within close proximity to a range of local services and facilities and with potential access to the local road network to the north, south and east.

Alongside providing new housing opportunities, the Site is well suited to offer a new village heart and focus for Tidbury Green offering community facilities, centred around the existing Tidbury Green Primary School off Dickens Heath Road.



EXCELLENT TRANSPORT LINKS

The delivery of new residential development on the Site will provide future residents with close proximity to the existing settlement cores of Dickens Heath to the east and Wythall Village to the west. Excellent local bus connections from Dickens Heath and Wythall provide easy access to Solihull Town Centre.

Wythall Train Station to the East and Whitlocks End Train Station to the North also provide frequent rail services to the centre of Birmingham in under 20 minutes, with further direct services to Worcester, Kidderminster and Stourbridge. Both stations are within 10 minutes walking / cycling distance (0.5 miles) of the Site and are served by local bus routes.

Tidbury Green is also served by an extensive road network, allowing access to the M40 / M42 in under 15 minutes journey time.



WIDE RANGING LOCAL FACILITIES

Dickens Heath village core is within comfortable walking distance of the Site (800m) and existing pedestrian and vehicular routes connect the Site to a range of facilities. These include local high street amenities, schools and healthcare services. The Site is also within a short distance of local employment areas within Dickens Heath and Sandpits Trading Estate to the north west. Solihull town centre is also accessible from the Site by public transport with journey times of under 20 minutes.

The Site is well situated in relation to a range of multifunctional leisure and recreation facilities, including cricket grounds, rugby and football clubs, golf courses and country clubs.



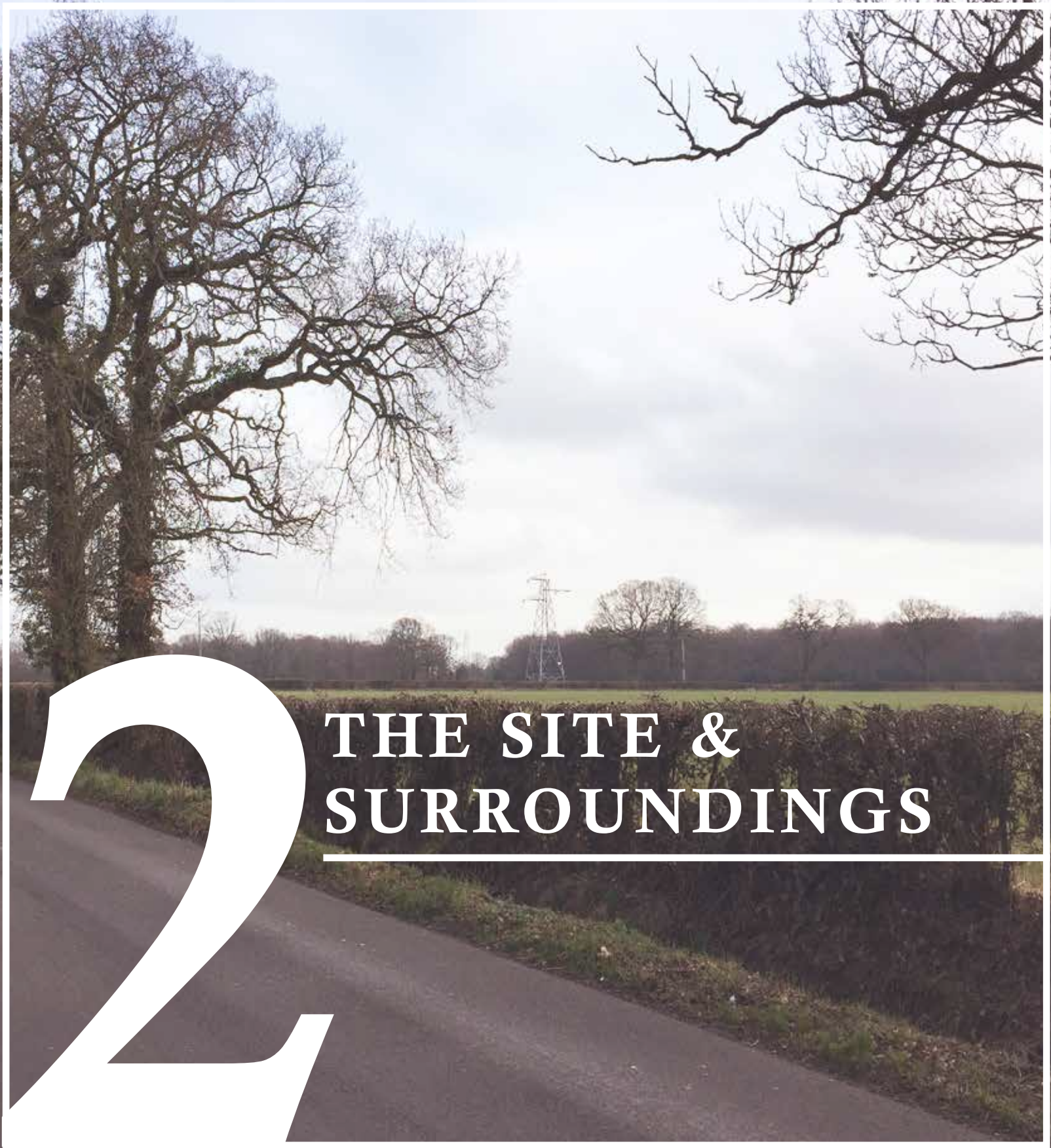
CREATING STRONG SETTLEMENT EDGES & LANDSCAPE FEATURES

The approach to landscape both in terms of physical features on the Site and wider views has been a guiding principle of the design approach for the Site.

The network of existing landscape features (field drains, hedgerows and trees) on the Site and their ecological and historical contribution has been assessed and has informed the underlying structure around which the design concept has been progressed.

The existing features have been supplemented with the creation of new linked open spaces and the addition of a new green corridor through the heart of the Site, creating a distinctive physical separation between the villages of Tidbury Green and Dickens Heath.

The combination of new landscape structures embedded within the proposed development form will create a distinctive and high quality urban extension that will allow seamless connectivity to future development sites currently allocated within the local plan.



2

**THE SITE &
SURROUNDINGS**

Photo View : View looking west across the Site from Birch Leasowes Lane.

SURROUNDING CONTEXT



Photo : Typical Dickens Heath Residential Vernacular



Photo : Typical Tidbury Green Residential Vernacular

2.1 The Site to the east of Tilehouse Lane is located immediately north of the existing Tidbury Green settlement and extends to the western boundary of Dickens Heath village. Further to the north of the Site is the small hamlet of Whitlocks End. The Site falls within the administrative boundaries of Solihull Metropolitan Borough Council and is within close proximity (250m) of the Bromsgrove District Council boundary.

2.2 For the purposes of this context study, the prominent focus has been the villages of Dickens Heath, Tidbury Green, Wythall and Whitlocks End, all of which form the immediate context.

2.3 Alongside residential accommodation, the local area is served by excellent services and amenities including Dickens Heath Village high street and numerous civic and recreational facilities. Despite their close proximity, Dickens Heath and Tidbury Green offer a variation of character; Tidbury Green has a relatively small settlement extent defined by large detached and semi-detached early 20th century properties in linear arrangements along the main intersecting roads. The centre of Tidbury Green is currently defined by a Primary School, Yew Tree Farm buildings and Tidbury Green Farm, the latter of which is currently undergoing conversion to a public house/ restaurant.

2.4 By contrast, Dickens Heath is a new settlement constructed during the last twenty years. The village offers a higher density and variation of contemporary residential dwellings accommodating approximately 4,000 inhabitants. The centre of Dickens Heath offers a well-balanced variety of commercial and civic facilities including shops, restaurants, offices, a library and primary school.

2.5 The land between Dickens Heath and Tidbury Green is characterised by narrow lanes, open fields and occasional detached dwellings and farmsteads. Big Dickens and Little Dickens ancient woodlands are situated to the south of the Site and make a significant contribution to the overall landscape character of the area.

2.6 The area is served by two mainline national rail stations; Whitlocks End and Wythall, both offer frequent passenger services to Birmingham city centre.

2.7 Both Tidbury Green and Dickens Heath have recently expanded to accommodate new residential development along their settlement edges and future site allocations within the Solihull Local Plan Site Allocations Document 2019, indicate that a further increase in development is planned.

SITE LOCATION MAPPING

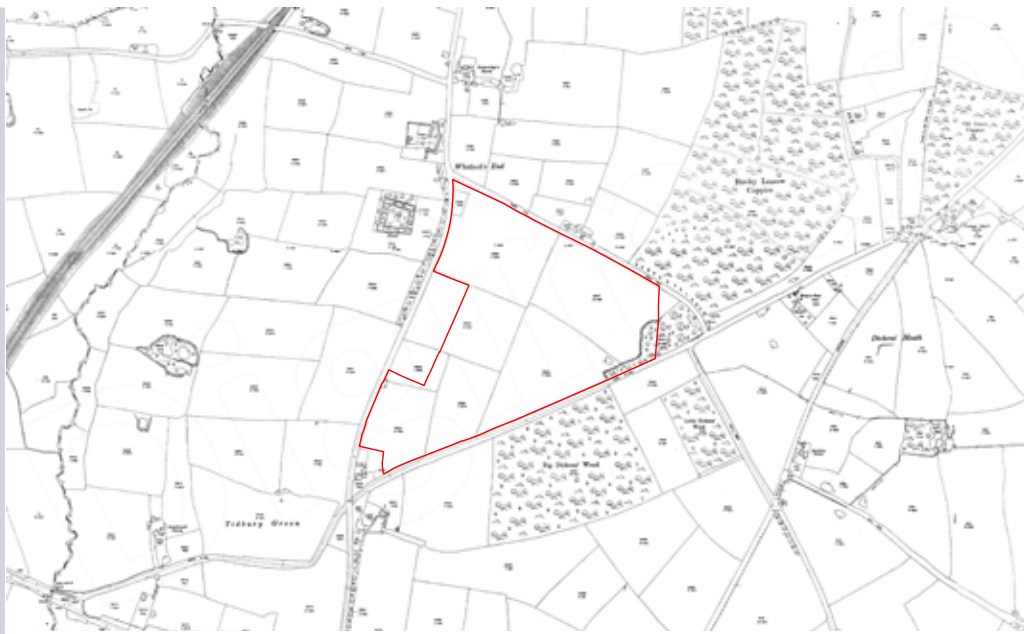


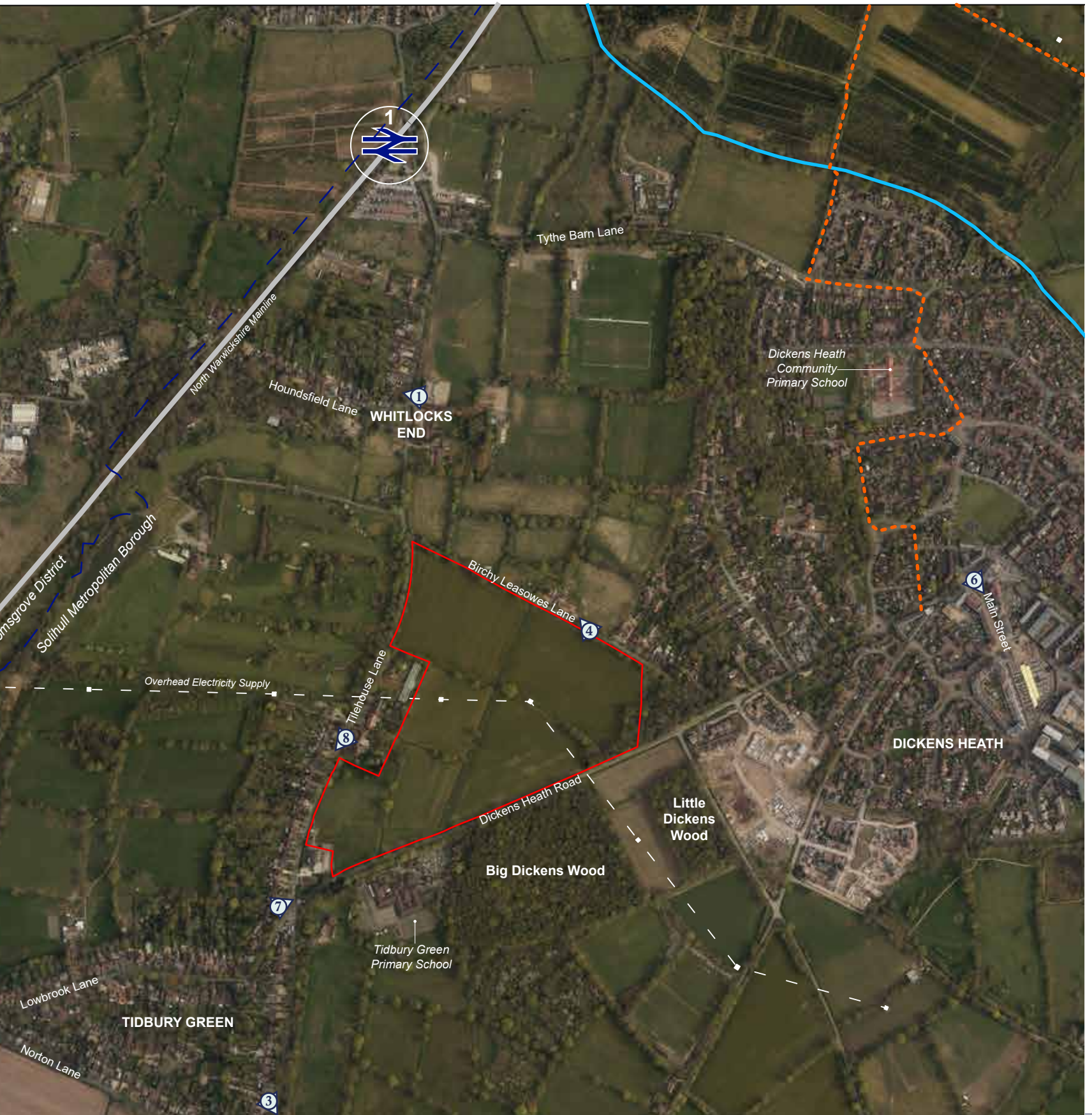
Figure 1: Historic map of the Site and surrounding context (Circa 1900) © Francis Firth.

Figure 2: Site Location and Context Plan.



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CONTEXTUAL PHOTOGRAPHY



St John's Church, Whitlocks End and Tidbury Green Church.



Wythall Village Typical House Types.



Bellway Homes; Tidbury Heights, New Housing Development.



Farmstead Conversions, Birchy Leasowes Lane.



Wythall Village Railway Station Platforms.



Dickens Heath Village Centre.



Junction of Tilehouse Lane and Dickens Heath Road



Typical Dwelling / Street Arrangement along Tilehouse Lane.

THE SITE

2.8 The Site comprises approximately 15.12 ha (37.06 acres) of agricultural fields divided by prominent hedgerows, oak trees and field drains. The Site has no public rights of way or public access points. Overhead electricity cabling and two pylon towers are located within the Site boundary following an east to west alignment across the Site.

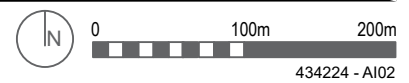
2.9 As illustrated by Figure 3 the north eastern boundary of the Site is defined by Birchy Leasowes Lane. The narrow lane is fronted by a small cluster of large detached dwellings with private drive access and a converted farmstead. Birchy Leasowes Lane is currently a primary vehicular connection between Whitlocks End and Dickens Heath. However, the lane does not offer suitable footpath / cycle facilities. The most easterly point of the Site / Birchy Leasowes Lane is occupied by a small woodland which is designated as a Local Wildlife Site, this point currently marks the transition into Dickens Heath Village.

2.10 To the south, the Site is bounded by Dickens Heath Road which provides separation from Big Dickens Woodland. The western end of Dickens Heath Road leads to the Tilehouse Lane intersection. This highway intersection forms the focal centre of Tidbury Green. Dickens Heath Road also provides access to Tidbury Green Primary School (south) and Yew Tree Farm buildings (north).

2.11 The western boundary of the Site runs, in part, along Tilehouse Lane and then to the rear of property boundaries which front Tilehouse Lane. Tilehouse Lane offers a footpath connection directly to Whitlocks End Station.



View looking east across the Site from Tilehouse Lane.



- Site Boundary (15.12 ha)

Overhead Electricity Supply Cables
- Dickens Heath Existing Settlement Extent
- Future Site Allocation - Dickens Heath West (2019 Draft Local Plan)

Figure 3: Site Plan / Aerial Photograph.

DEFINING SETTLEMENT BOUNDARIES

2.12 Figure 5 illustrates the current built settlement extents of Dickens Heath, Tidbury Green, Whitlocks End and Wythall Village. Understanding the existing and emerging built context illustrates the opportunity that the Site can offer in terms of supporting appropriate, resolved, robust and distinctive extensions to existing settlement patterns.

2.13 Recent expansion of Tidbury Green has extended the village boundaries to the south east with the completion of Tidbury Heights (Bellway development). Further development by Miller Homes at Regency Fields (To the north west of the village) is currently under construction, again extending the settlement extents.

2.14 The Solihull Local Plan Site Allocations Document 2019 indicates that the land currently occupied by Old Yardleians Rugby Club to the west of Dickens Heath and north of the Site, is expected to deliver a residential extension to Dickens Heath (Dickens Heath West). As illustrated at Figure 4 an extension to Dickens Heath is likely to unite the village of Dickens Heath and the hamlet of Whitlocks End as well as extend down to adjoin the northern boundary of the Site.

2.15 It is therefore considered that any built form on the proposed Site would require careful placement in order to support maintenance of a level of settlement distinction between the villages of Tidbury Green and Dickens Heath. Such separation would be provided through a central 'green corridor' and variations in urban character and built form to visually differentiate between Dickens Heath Village and Tidbury Green Village.



Figure 4: Illustrative masterplan diagram for Dickens Heath West, sourced via the Solihull Local Plan Site Allocations Document 2019 (pg. 43).



Photo : Bellway Homes Development - Tidbury Heights

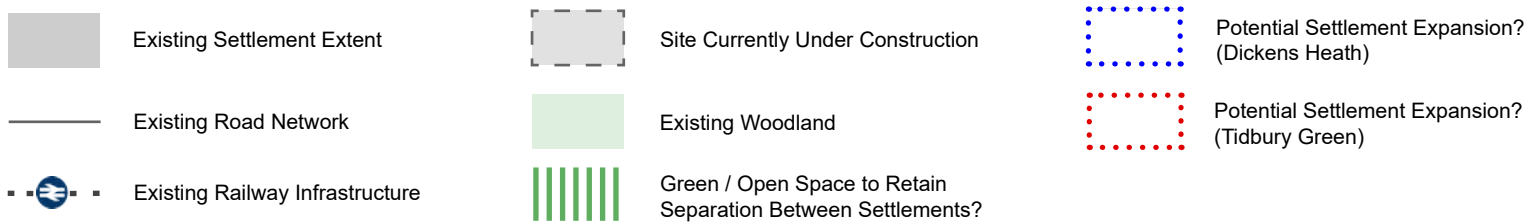
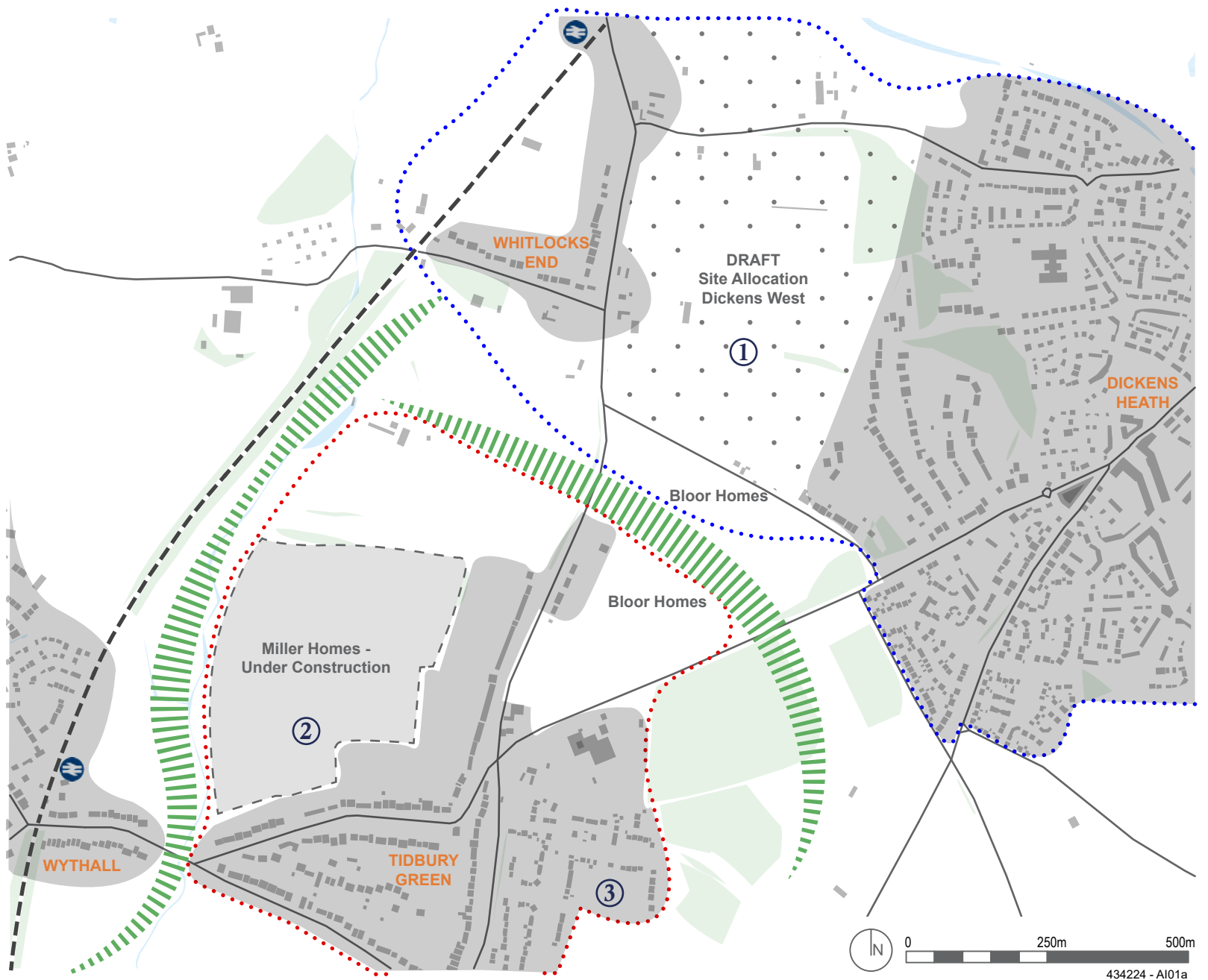


Figure 5: Settlement Pattern Diagram



PLANNING
OVERVIEW

PLANNING OVERVIEW

3.1 The Site is located in the Green Belt and is not currently proposed for release from the Green Belt through the emerging Solihull Local Plan Review.

3.2 Although the Site can be promoted and brought forward independently, it is also capable of being brought forward for development alongside Richborough Estates land promotion to the north, as part of a more comprehensive development strategy.

3.3 Richborough Estate's Land is included as a potential allocation in the Solihull Local Plan Site Allocations-Masterplans that was published in January 2019 which is currently being consulted on as part of the Draft Local Plan Supplementary Consultation. Richborough's 41 hectare site is currently in the Green Belt and if the site is allocated it will likely accommodate around 700 dwellings over the plan period. This provides further evidence that the Site will no longer be able to perform a Green Belt function.

HOUSING NEED

3.4 The extent of housing need in Solihull is significant. The adopted plan identifies a housing need of a minimum of 11,000 additional homes for the plan period 2006-2028, which equates to an annual housing requirement of a minimum of 500 dwellings per annum.

3.5 However, the adopted plan was subject to a High Court Review following its adoption on 3rd December 2013. Following the hearings on 14-15 April 2014, the judgement resulted in the non-adoption of the housing land provision target (as set by Policy P5). As such, the Council endorsed a Policy Position Statement clarifying how the Council will calculate its five year supply requirement as well as reiterating how Policy P5 allows allocated sites for future phases to be brought forward if the housing land supply falls below the requirements as stated in the National Planning Policy Framework ('NPPF').

EMERGING LOCAL PLAN AND EVIDENCE BASE

3.6 Solihull Council has commenced work on a new Local Plan Review since the legal challenge of the adopted Local Plan resulted in the overall housing requirement being deleted and remitted back to the Council, in addition to HS2 being passed through Parliament.

GREEN BELT REVIEW

3.7 The Site is assessed in detail in the Green Belt Review which was published in July 2016. Atkins Limited completed a strategic review of the Green Belt in Solihull to inform the Council's Local Plan Review.

3.8 The assessment was used to assess the extent to which the land currently designated as Green Belt fulfils the purposes of the Green Belt land as set out in paragraphs 133 and 134 of the NPPF. Further landscape analysis has also been undertaken by FPCR on behalf of the client, and a summary is provided in Section 4 of this document.

Green Belt- Exceptional Circumstances

3.9 The NPPF is clear that there must be justification for development on Green Belt land to be permitted. Inappropriate development such as new housing is referred to as requiring "exceptional circumstances" to be permitted as set out in Paragraph 136 of the NPPF. A key paragraph in relation to the consideration of these 'very special circumstances' is paragraph 136 which states:

"Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period".

3.10 Paragraph 137 of the NPPF states that:

"the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph, and whether the strategy:

- makes as much use as possible of suitable brownfield sites and underutilised land;*
- optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and*
- has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground."*

3.11 In light of this, we set out below the exceptional circumstances which we consider to outweigh any harm that is considered to be caused to the Green Belt.

GREATER BIRMINGHAM HOUSING MARKET AREA

3.12 The Birmingham Development Plan adopted in January 2017 identified an unmet need of 37,900 dwellings for the plan period 2011-2031. The GBHMA commissioned a Strategic Growth Study that was published in February 2018 which identified an outstanding minimum shortfall of 28,150 dwellings to 2031 and 60,900 homes to 2036. As this is a minimum shortfall, it is expected that more houses may need to be accommodated across the HMA.

3.13 The Strategic Growth Study February 2018 provides justification for the GBHMA that there are not enough brownfield sites to accommodate all of the HMA shortfall nor will increasing densities on sites meet the entire shortfall.

3.14 In accordance with paragraph 24 of the National Planning Policy Framework (NPPF), local planning authorities “are under a duty to cooperate with each other, and with other subscribed bodies, on strategic matters that cross administrative boundaries”. In light of this, neighbouring authorities within the Greater Birmingham Housing Market Area (GBHMA), such as Solihull, will be expected to accommodate additional housing in order to address the housing shortfall. A Statement of Common Ground has yet to be signed but it is understood that the GBHMA authorities are working together to accommodate the housing shortfall across boundaries (NPPF paragraph 137(c)).

3.15 In light of the above, it is therefore considered that there are exceptional circumstance which can justify changes to Green Belt boundaries within Solihull and the other GBHMA authorities. We consider that there are exceptional circumstances that justify the release of land at Tidbury Green, Solihull.

SUSTAINABLE DEVELOPMENT OPPORTUNITIES

3.16 The Site is located between Tidbury Green and Dickens Heath. Tidbury Green Primary School has been expanded to provide additional capacity for the pupils arising from new residential developments at Tidbury Green Farm and Lowbrook Farm. The concept masterplan shows how this site can connect the school with the land being promoted by Richborough Estates to the north and can link directly through this proposed development to Whitlocks Road Railway Station which lies approximately 0.32km from the Site and offers a regular service to Birmingham Moor Street (every 20 minutes).

3.17 Dickens Heath, which lies immediately to the east / north east of the Site, provides a wide range of community facilities including a two-form entry primary school, library, GP surgery, shops and services.

AFFORDABLE HOUSING

3.18 The release of Green Belt for the delivery of housing will also significantly boost the supply of affordable housing. The adopted Solihull Local Plan requires sites of 0.2 hectares or more, or housing developments of 3 or more (net) homes to meet the housing needs of the Borough. Contributions will be expected to be made in the form of 40% affordable dwelling units on each development site, but will take into account: site size; accessibility to local services and facilities; the economics of provision; whether the provision of affordable housing would prejudice the realisation of other planning objectives; the need to secure a range of house types and sizes and; the need to achieve a successful housing development.

THE ABILITY TO DELIVER A COMPREHENSIVE DEVELOPMENT

3.19 The Site is bound to the north by a potential allocation for residential development (Dickens Heath West). This Site is being promoted by Richborough Estates and is included in the Solihull Local Plan Site Allocations - Masterplans that was published in January 2019. This is currently being consulted on as part of the Draft Local Plan Supplementary Consultation. The 41ha site is currently in the Green Belt and if the site is allocated it is proposed to accommodate 700 homes over the plan period. This provides further evidence that the Tidbury Green Site will have a completely different position in the Green Belt. The delivery of the Tidbury Green Site will also allow for a comprehensive development to take place in the area, with the Site surrounded by existing or proposed development on all sides.

CONTRIBUTIONS TO COMMUNITY FACILITIES

3.20 The proposed development at Land off Dickens Heath Road, Tidbury Green will provide contributions towards education and health facilities. This will ensure that improvements to existing local community facilities are provided to deliver public benefits. Public open space and a contribution towards leisure facilities will also provide further benefits to potential residents. There is also potential for the Site to deliver new community infrastructure, green infrastructure and play areas which will complement and integrate with Tidbury Green Primary School to the south of the Site.

ECONOMIC AND ENVIRONMENTAL BENEFITS

3.21 Release of the Site from Green Belt would also provide an increase in support to existing shops and services and contribute to the vitality and viability of uses within the existing urban area. The Site is unconstrained by significant environmental features and will provide a range of infrastructure which will improve the environmental quality of the Site.

CONCLUSIONS

3.22 Individually, these matters are very significant and taken together they clearly outweigh the harm by way of inappropriateness. It is concluded that “Exceptional Circumstances” required by the NPPF in order to approve inappropriate development in the Green Belt exist in this instance and that the proposals accord with Green Belt policy. It is considered that Bloor’s land is in a suitable location for development of housing to meet the needs of Solihull and the GBHMA. The Site is in a sustainable location, adjacent to two existing settlements which offers a range of services and facilities.



4

GREENBELT
REVIEW

GREEN BELT REVIEW

4.1 The NPPF requires at paragraph 136 that

“Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans”.

4.2 The Solihull Draft Local Plan Supplementary Consultation (January 2019) proposes revisions to parts of the West Midlands Green Belt within the Solihull Borough. Within the consultation document the Council also define the exceptional circumstances that justify their review of the Green Belt. These exceptional circumstances are summarised in the earlier Planning Overview section, which also sets out the exceptional circumstances for release of the promoted land at Tidbury Green, Solihull.

4.3 In relation to the Blythe area, paragraph 144 of the Draft Local Plan Supplementary Guidance (January 2019) states: -

“Given that the opportunities to develop on previously developed land in Blythe are extremely limited, Green Belt release will be required and a redefined Green Belt boundary will need to be established. In accordance with national planning policy, such boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent. Sites that are close to the existing settlement or are / can be well-served by public transport will be preferable, subject to their performance against the purposes of including land Green Belt as supported in the Green Belt assessment and any other evidence base and constraints”.

4.4 The Council commissioned a Green Belt Assessment (Atkins, July 2016) as part of the evidence base to inform the emerging Local Plan. This assessed the function of identified ‘parcels’ and ‘broad areas’ covering the entire borough against the first four purposes of Green Belt as defined within the NPPF. The broad conclusions of the report were, that almost all of the undeveloped (greenfield) land in the borough is either ‘moderately’ or ‘highly’ performing Green Belt.

4.5 The Draft Local Plan Supplementary Consultation Site Assessment (January 2019) applies the Atkins Green Belt Assessment findings to the Council’s overall assessment of the development suitability of sites received in response to the Council’s call for sites. The site and land proposed for allocation to the north (‘West of Dickens Heath’) are noted as being within ‘moderately performing’ Green Belt. The document and other evidence base publications, including the Solihull Landscape Character Assessment (Waterman, 2016), recognise the development pressures facing Dickens Heath and its surrounding settlement areas.

4.6 Figure 6 illustrates the current situation with regard to Green Belt encroachment and developments already under construction within Dickens Heath and Tidbury Green. Substantial recent development is currently occurring at Tidbury Green on land outside of Green Belt. Tidbury Green and Whitlock's End are currently 'washed over' by Green Belt and the Council, in accordance with the NPPF paragraph 140, propose in the Draft Local Plan Supplementary Consultation

to remove these settlements from Green Belt and to allocate 'Land West of Dickens Heath' for residential development. In the absence of a Council plan to show these elements in combination, Figure 7, sets out the interpretation of the Draft Local Plan Supplementary Consultation proposals.



Figure 6: Existing Green Belt Performance

4.7 A piecemeal development approach, particularly at Tidbury Green, has also led to a lack of cohesion or logical settlement structure. From Dickens Heath there is poor access to the train station at Whitlock's End. Tidbury Green and Whitlock's End have developed with poor access to services, facilities, public open space and countryside. Whilst the logic of the 'West of Dickens Heath' proposed allocation is evident in sustainability terms, and will provide for much improved accessibility between the Whitlock's End train station and Dickens Heath, this compromises the Green Belt in this location, with development leading to the merging of the two

settlement areas. Additionally, the development of 'Land West of Dickens Heath' would further encroach on the remaining land between Dickens Heath and Tidbury Green, leaving just a single field and a gap of 250 metres between the settlements along Tilehouse Lane. The Council state at paragraph 159 of the Draft Local Plan Supplementary Consultation that:

“300m should be seen as the minimum necessary to provide a meaningful gap provided it only occurs over a narrow front (pinch point) rather than over a broad front that simply results in a corridor like gap...”

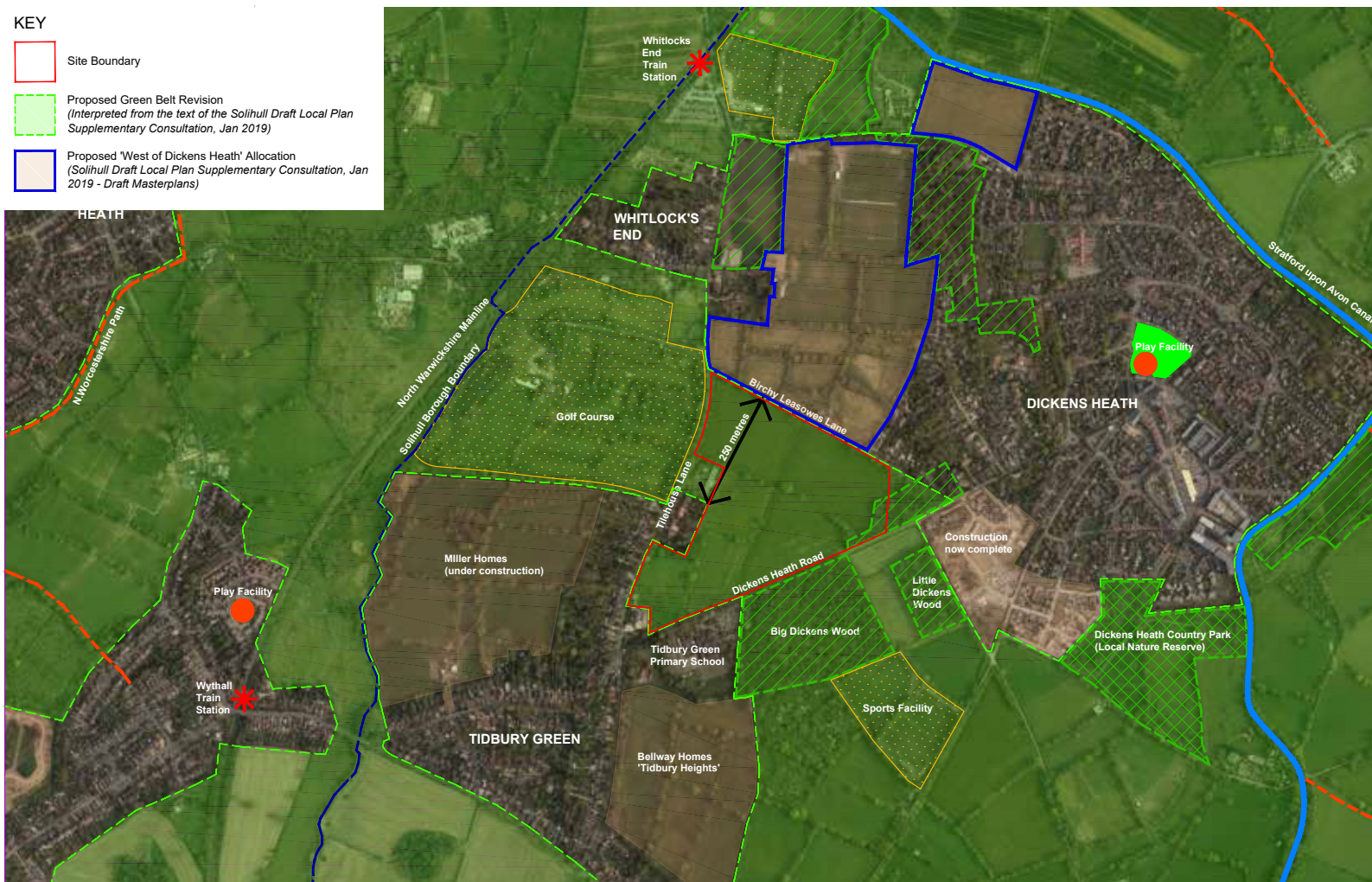


Figure 7: Solihull MBC Local Plan Development Proposals

4.8 The current proposed allocation misses an opportunity to deliver a joined-up settlement approach. Release of the remnant Green Belt between the settlements of Tidbury Green and Dickens Heath/Whitlock's End would present the opportunity for sustainable settlement expansion, that would better address NPPF paragraph 138 with regard to access to public transport and the provision of compensatory improvements to the environmental quality and accessibility of the surrounding Green Belt / green infrastructure, which can be delivered by the promoted sites. Essentially, with a joined-up approach, it would be possible for the settlements of Dickens Heath, Tidbury Green and Whitlock's End to maintain their individual identity, with the opportunity for the settlements and train stations to be better connected via sustainable cycle/pedestrian links and new useable public open space networks. One potential alternative concept is indicated at Figure 8 adjacent, although a number of approaches could be explored.



Figure 8: Solihull MBC Local Plan Development Proposals





5 SITE & CONTEXTUAL CONSIDERATIONS

Photo : View looking south along Tilehouse Lane towards the boundary of Tidbury Green.

LOCAL FACILITIES

5.1 The Site adjoins Tidbury Green and is ideally located for access to local amenities due to its proximity to Dickens Heath to the east and Whitlock's End to the north, as illustrated in Figure 9. All amenities are accessible via walking, with good footpath provision in the area surrounding the Site. Key points relating to the accessibility of the Site can be summarised as follows:

- Tidbury Green Primary School is immediately to the south of the Site and is less than a 150m walk from the proposed Site access on Dickens Heath Road;
- Whitlock's End Railway Station is just 700m (circa 8-minute walk) from the northern boundary of the Site and provides services every 20 minutes to and from Birmingham Moor Street;
- A variety of amenities are located in nearby Dickens Heath and within IHT recommended walking distances. These include: Tesco Express; A pharmacy and GP; Dickens Heath Village Hall; A restaurant and deli; A cafe and bar; and Dickens Heath Library.

5.2 Existing footpaths on Tilehouse Lane and Dickens Heath Road link the Site to all of these amenities. Therefore, the Site is sustainably located for journeys on foot.

5.3 The proximity of train stations means that the Site is ideally located to support commuting or recreational journeys into central Birmingham and other key regional destinations such as Worcester and Stratford-upon-Avon, without reliance on the private motor car.



Whitlocks End Station



Wythall Village Shops

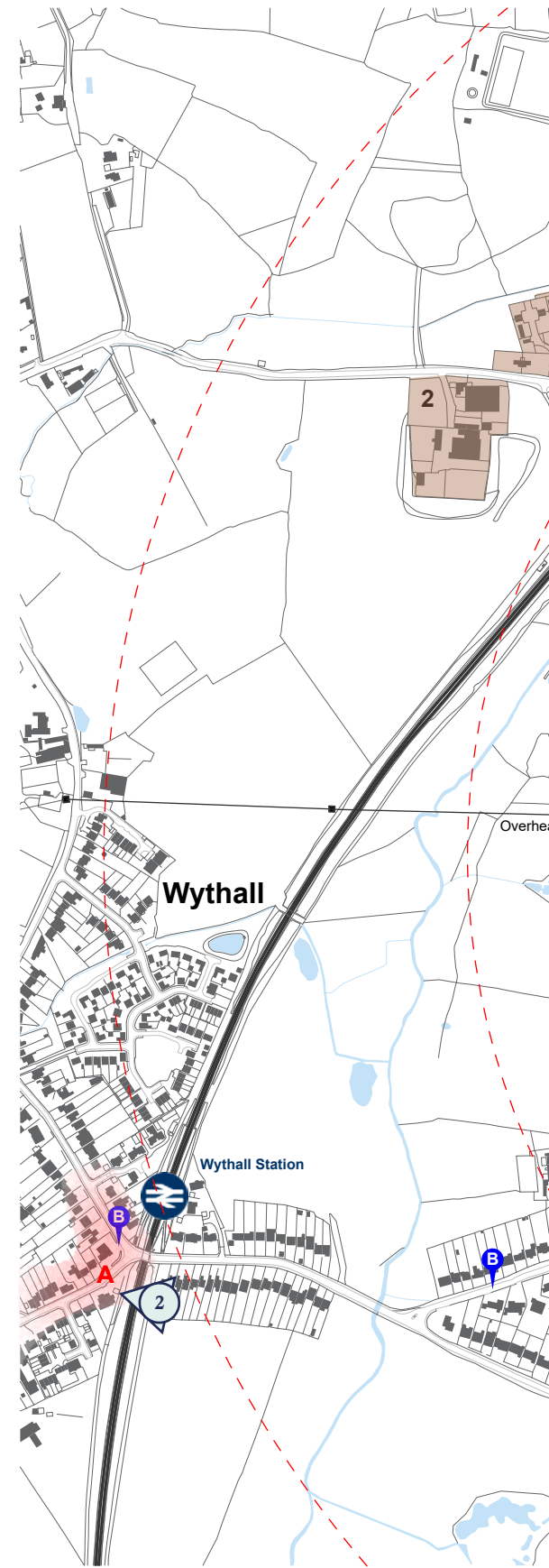


Dickens Heath Village Centre



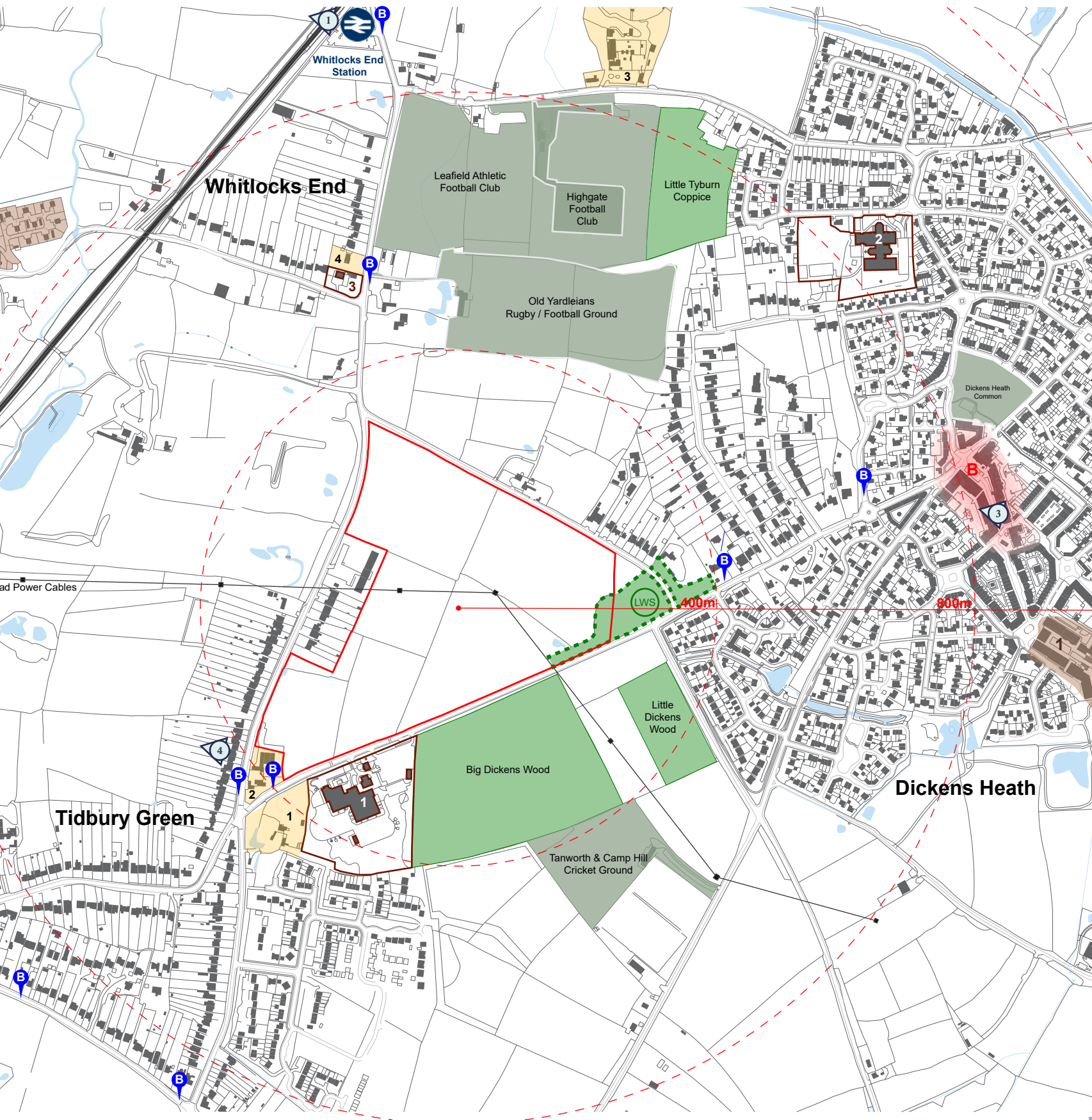
Yew Tree Farm

Figure 9: Local Facilities



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LANDSCAPE

5.4 The Site predominantly comprises agricultural land, divided by well-trimmed hedgerows. It is enclosed by settlement, urban fringe uses and peripheral roads, all of which influence its character. The peripheral roads are lined by mature specimen trees, hedgerows and woodland. Agricultural intensification has increased field size and resulted in the loss of traditional field pattern on the Site, remnant traditional field pattern is evident on land to the north which forms part of the proposed 'West of Dickens Heath' allocation. Woodland at the eastern corner of the Site contains Dickens Heath.

5.5 The Site is contained within the wider landscape by trees, woodland and settlement edge properties and views across the Site are therefore limited to the peripheral roads. The Site is recognised as being a: -

“Well contained greenfield site which is in close proximity to existing residential uses” within the Solihull SHELAA (Peter Brett Associated, November 2016).

5.6 The Solihull Borough Landscape Character Assessment (LCA) locates the Site within landscape character area 2: 'Southern Countryside' which covers an extensive tract of land south of Solihull, between the western borough boundary and extending beyond the M42 motorway to the east, encompassing land around Dickens Heath. The character description for this area includes: -

“The narrow lanes, strong hedgerow structure lend an enclosed and intimate feeling to this area... This LCA is a largely rural area with active farms, horsiculture and scattered settlement pattern, where in contrast urban influences prevail near the urban edge of Solihull. Sub-urban influences are also present in and around Tidbury Green”.

5.7 The Solihull LCA acknowledges the pressures for growth around Dickens Heath and the impact of the urban edge on rural character. Guidelines include retention of hedgerow structure, trees and woodlands, with tree planting on the approaches to Tidbury Green and Dickens Heath recognised as important to their setting, new woodland planting is promoted. It is also recommended that opportunities to improve public access around the area for recreation be explored.

5.8 The LCA also recommends: -

“Protect the landscape setting of Dickens Heath and resist development that would further impact upon the character of the landscape between Solihull and Dickens Heath and Dickens Heath and Cheswick Green” and “resist coalescence of the built settlements to preserve the landscape character of the area”.

5.9 However, this advice, does not allow room for settlement growth across a substantial part of the borough and is out of step with current housing requirements. A development strategy can be devised that allows for sustainable growth of Tidbury Green and Dickens Heath whilst protecting the most sensitive landscape elements, and importantly, delivers new green infrastructure, biodiversity and public access opportunities.



Figure 10: Landscape Constraints Plan



ECOLOGY

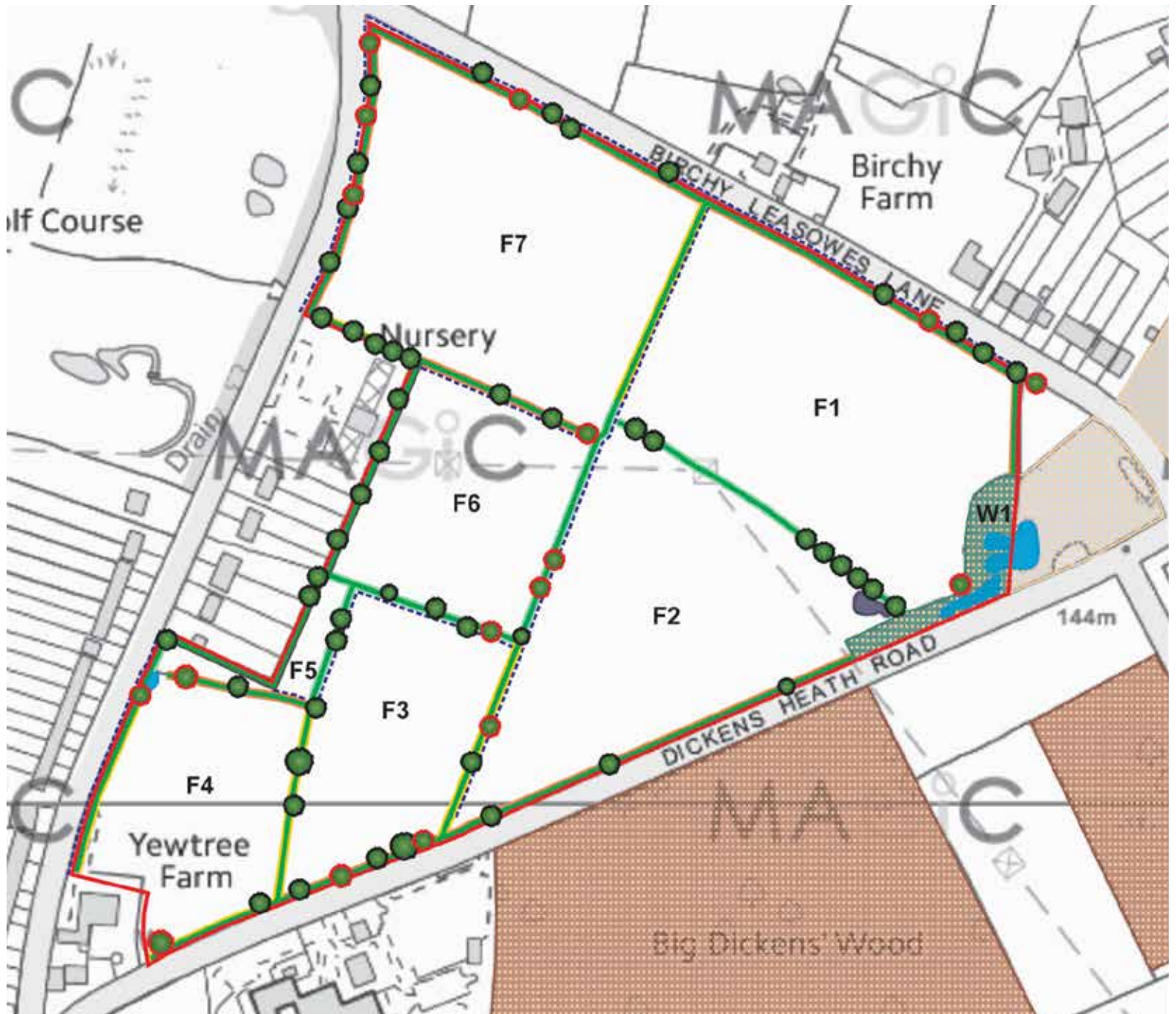
5.10 The Site comprises a number of large, mainly improved, grassland fields of little ecology value bounded by hedgerows. The hedgerows contain a number of standard trees and are generally associated with wet ditches. There is a single, small semi-improved grassland field in the north of the Site (albeit not of any particular intrinsic value) and a small area of wet woodland in the south-east of the Site. There are three ponds within the boundary of the Site, two of which are associated with the small area of woodland in the south-east, and a third along the north-western boundary of the Site. There is also a dry (at the time of survey) pond adjacent to the small area of woodland. In general, the habitats of higher ecological value are the wet woodland, wet ponds and ditches, and the hedgerows (in particular, those that are ‘species-rich’ or likely to qualify as ‘important’ under the Hedgerow regulations 1997) and trees, and it is recommended that these be retained and safeguarded wherever possible.

5.11 In addition, the small area of woodland in the south-east of the Site is designated as part of Dickens Heath Local Wildlife Site (LWS). The LWS comprises Big Dickens Wood and Little Dickens Wood (off-site to the south of Dickens Heath Road) as well as the small area of wet woodland within the Site itself (which also continues adjacent to the east of the Site). It is recommended that this be buffered with open space (which could co-function as a newt receptor area if this species were found to be present in future surveys).

5.12 It should also be noted that Big Dickens Wood and Little Dickens Wood to the south of Dickens Heath Road are identified on the MAGIC website as being Ancient Woodland (semi-natural). Guidance suggests that a minimum 15m buffer from any Ancient Woodland is required (and should not include back gardens). In this case, given the presence of the existing road, this buffering requirement may not be as applicable. Notwithstanding this view, it is recommended that any new access into the Site opposite this area of Ancient Woodland be designed so as to not impact on the woodland (e.g. road widening or roundabouts) to the south of Dickens Heath Road.

5.13 In terms of protected species, a number of the trees within the hedgerows were recorded as having potential to support roosting bats (Figure 11), such as woodpecker holes and cracks in branches. It is recommended that these trees are buffered from the development (and connected in green corridors to allow movement through the Site), but if any are scheduled to be removed/isolated, further surveys (such as tree-climbing or emergence / re-entry surveys) for bats would need to be carried out for any planning application to determine whether roosting bats are present.

Figure 11: Ecological Constraints Plan



KEY:

SITE BOUNDARY	SPECIES-POOR HEDGEROW	WET DITCH	ANCIENT AND SEMI-NATURAL WOODLAND
HEDGEROW LIKELY QUALIFYING AS IMPORTANT UNDER THE HEDGEROW REGULATIONS	AMENITY HEDGEROW	WOODLAND	LOCAL WILDLIFE SITE (LWS)
SPECIES-RICH HEDGEROW	TREE	POND	
	TREE WITH POTENTIAL TO SUPPORT ROOSTING BATS	DRY POND	

5.14 General bat activity surveys are likely to be required to determine use of the Site, particularly given the presence of the adjacent ancient woodland areas. As such, provision of strengthened green corridors building on the existing hedgerows would be beneficial.

5.15 Given the presence of ponds on and adjacent to the Site, surveys for Great Crested Newts will inevitably need to be carried out for any planning application to determine whether this species is present. Although there are a number of additional ponds in the vicinity of the Site given the Site is surrounded by roads, it is considered that surveys should focus on the ponds (and wet ditches) within the triangle of roads. A buffer of open space around the wet woodland in vicinity of the majority of ponds would be recommended as a receptor area for newts if present. Enhancement of the dry pond (i.e. to make wet) would provide further aquatic habitat for this group and the green corridors through the Site (as recommended for bats) would also benefit this species, if present.

5.16 The hedgerows offer potentially suitable habitat for Dormice, although no records of Dormice were returned from the search area and the nearest record on the NBN atlas is from around 3.5km south of the Site, south of the M42. However, given the habitats present within the Site (hedgerows) and adjacent habitat (Ancient Woodland), it is possible that surveys for Dormice would be required for any planning application. If present, the provision of green corridors building on the existing hedgerow network and areas of block planting would provide appropriate habitat for this species and offset any losses (ideally, hedge loss should not exceed that proposed).

5.17 Evidence of mammal pathways and push- throughs

were recorded throughout the Site, appearing to originate from the off-site woodlands to the south. No evidence of Badger was recorded associated with these pathways, and no setts were recorded within the Site. Evidence of deer droppings were recorded associated with a number of these pathways, although it is possible the pathways are also used by Badgers and other mammals. As such, a watching brief for Badgers would be carried out at the same time as the other further surveys recommended above for planning.

5.18 Overall, it is considered there is sufficient scope in the likely future areas of public open space within the Site to accommodate necessary mitigation/enhancements with regard to the above habitats/species issues.

HERITAGE & ARCHAEOLOGY

HERITAGE

5.19 There are no designated heritage assets within the Site; Tidbury Green farmhouse, along with its barn, stables, cowhouse and pigsties (all Grade II listed), is located on the opposite side of Dickens Heath Road, at the south western tip of the Site and is currently well-screened from the Site by intervening landscape. The non-designated buildings of Yew Tree Farm, again located at the south western tip of the Site, are also noted. The relationship of the Site with these historic buildings presents opportunities and has informed development of the concept masterplan.

5.20 Further, more detailed, heritage assessment will be carried out as the concept framework progresses towards detailed design.

ARCHAEOLOGY

5.21 There are no known archaeological constraints for masterplanning of the Site. Further archaeological assessment and investigation will be carried out to qualify the archaeological potential as the Site moves forward. However, based on the available evidence, any archaeological remains which may be present on Site are unlikely to be of more than local significance and will not constrain or preclude development.

5.22 Several of the hedgerows on Site have been identified as being potentially historic; the concept framework has, in conjunction with ecological recommendations, sought to retain these hedgerows.



Figure 12: Historical Tithe Mapping, circa 1845 (Orion Heritage).

FLOOD RISK, DRAINAGE & UTILITIES

FLOODING

5.23 The nearest Environment Agency Main River is the River Blyth, approximately 1.6km southeast of the Site. The nearest minor watercourse, the River Cole is located approximately 0.5km north west of the Site. According to the Environment Agency Flood Map for Planning, the Site is located primarily within Flood Zone 1 (Low Probability), which is land defined as having less than a 1 in 1000 annual probability of river or sea flooding.

5.24 The existing Site is entirely greenfield in nature with no apparent positive drainage points. However, available mapping shows there to be a number of field drains, thought to be associated with field boundaries. The topography of the Site falls to the east.

5.25 A review of Environment Agency mapping identifies the Site as at low risk of flooding from canals, groundwater emergence, reservoir breach inundation and surface water flooding. Severn Trent Water sewer records show the Site to be bound by surface water and foul sewers. No sewers pass through the Site. The topography of the Site is such that in the event of sewer capacity exceedance, flows may be directed towards the Site along the northern and southern site boundaries. Further topographical data will be required to confirm the likely direction of these flow routes.

UTILITIES

5.26 The site surrounds are well served by high and low voltage electricity, foul drainage, gas, potable water and telecoms apparatus. New supplies to serve the proposed development should not be problematical with a mature utilities infrastructure in close proximity to the site. Overhead electricity apparatus is present within the development footprint and these will be accommodated as part of the land use framework or diverted accordingly.

DRAINAGE

5.27 An appropriate Surface Water Management Strategy which complies with the latest local and national advice will be implemented on the Site to attenuate the increase in surface water runoff caused by development. As a first option, infiltration should be considered for the disposal of surface water. If infiltration is not viable, the rate at which the runoff is discharged into the wider network will be restricted to the equivalent greenfield runoff rate, preventing an increase in flows leaving the Site and thus ensuring the development does not have a detrimental impact upon flood risk elsewhere.

5.28 Through the application of Sustainable Urban Drainage Systems (SuDS), the additional surface water will be stored within the Site and subjected to treatment to guarantee that the water quality in the wider drainage network is protected. Wherever possible SuDS features will be above ground to enhance the aesthetic amenity of the development and provide valuable habitats for the local wildlife. The attenuation provided will be appropriately sized to include an allowance for an increase of 40% in rainfall intensity, to take account of climate change, and 10% allowance for urban creep. Example SuDS features that will be incorporated into the development wherever possible include attenuation basins, permeable paving and swales. Figure 13, provides an indication of the SuDS catchments for the Site and the potential size and location of surface water attenuation features. The exact size and location of these features will be refined as design work is progressed for the Site.

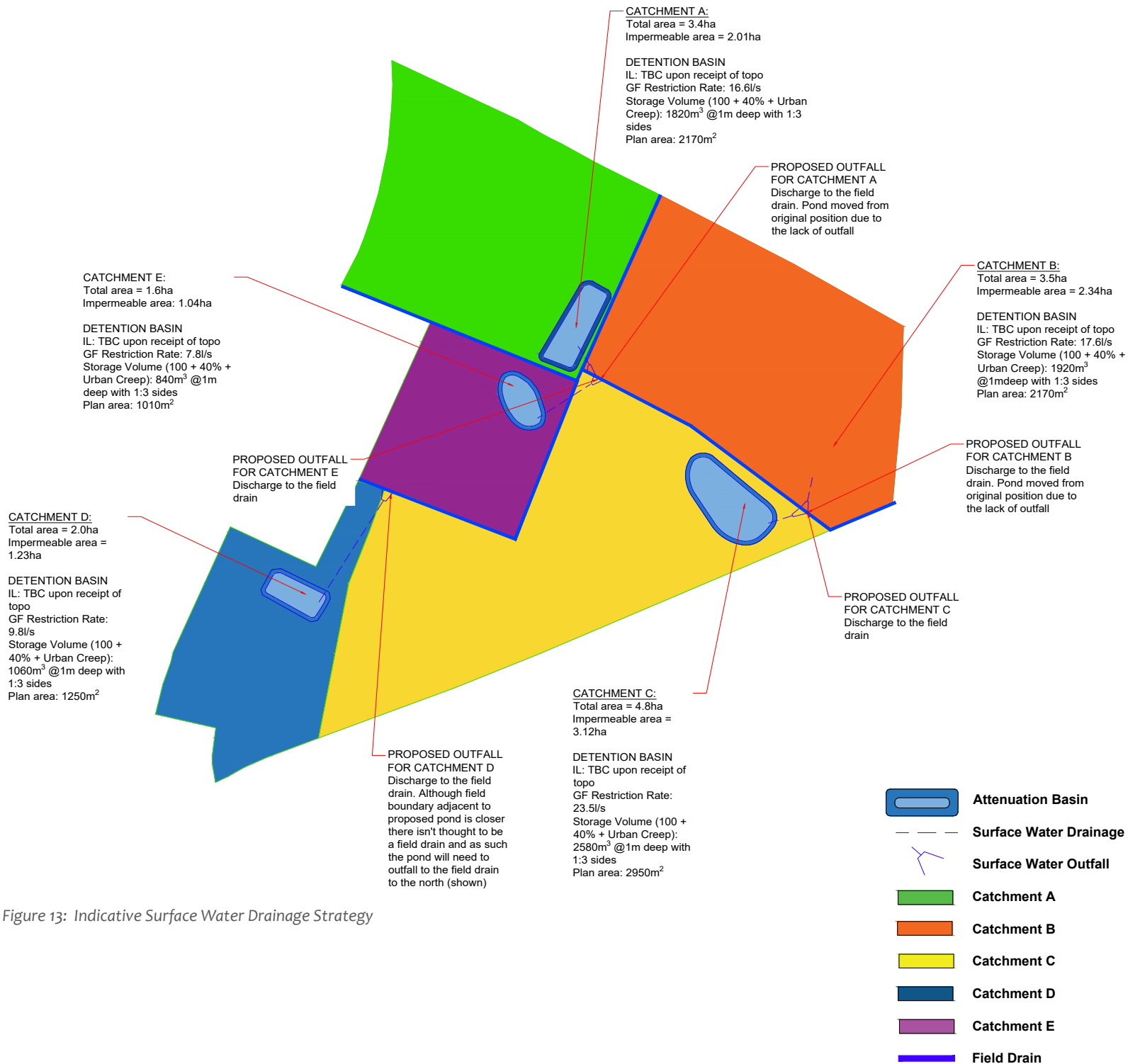


Figure 13: Indicative Surface Water Drainage Strategy

ACCESS AND MOVEMENT

5.29 The Site is bound by Dickens Heath Road to the south, Tilehouse Lane to the west and Birchy Leasowes Lane to the north and east.

5.30 Dickens Heath Road connects Tidbury Green to Dickens Heath, from a crossroads with Tilehouse Lane, Lowbrook Lane and Fulford Hall Road to the south west of the Site continuing in an eastward direction towards Dickens Heath village centre. Tilehouse Lane runs in a northward direction towards the village of Major's Green. Birchy Leasowes Lane runs between Tilehouse Lane and Dickens Heath Road, forming a T-junction at either end.

5.31 Vehicular access is proposed to be taken from:

- Dickens Heath Road;
- Tilehouse Lane and;
- Birchy Leasowes Lane

5.32 The accesses to Dickens Heath Road at the southern boundary of the Site will be provided in accordance with the relevant design standards. The access road will have footways on both sides which will tie into the existing provision on Dickens Heath Road.

5.33 It is proposed to realign Birchy Leasowes Lane in order to improve visibility to the north at the T-junction with Tilehouse Lane. The second vehicular access will be taken at a point along the realigned section of Birchy Leasowes Lane and again will be designed in accordance with the relevant design standards.

ACCESS AND MOVEMENT CONSTRAINTS SUMMARY

- Birchy Leasowes Lane which forms the northern and eastern boundary of the Site is narrow, unlit, and has no footway provision.
- There are existing safety and capacity issues at the Dickens Heath/Tilehouse Lane/Lowbrook Lane/Fulford Hall Road crossroads to the south west of the Site.
- There are safety (visibility) constraints at the junction of Birchy Leasowes Road/Tilehouse Lane.

ACCESS AND MOVEMENT OPPORTUNITIES SUMMARY

- Realign Birchy Leasowes Lane to improve visibility to the north at the T-junction with Tilehouse Lane.
- Realign Dickens Heath Road to form a new priority junction with Tilehouse Lane, north of the existing crossroads. This will:
 - Remove traffic from the existing cross roads thus improving capacity.
 - Create an opportunity to create a 'no through traffic' environment outside Tidbury Green Primary School and allow for a pedestrian / cycle connection from / to the school from the south and west.
 - Provide a pedestrian crossing on Tilehouse Lane to facilitate improved access to Whitlock's End Railway Station on foot.
- Provide a pedestrian crossing on Tilehouse Lane to facilitate improved access to Whitlock's End Railway Station on foot.

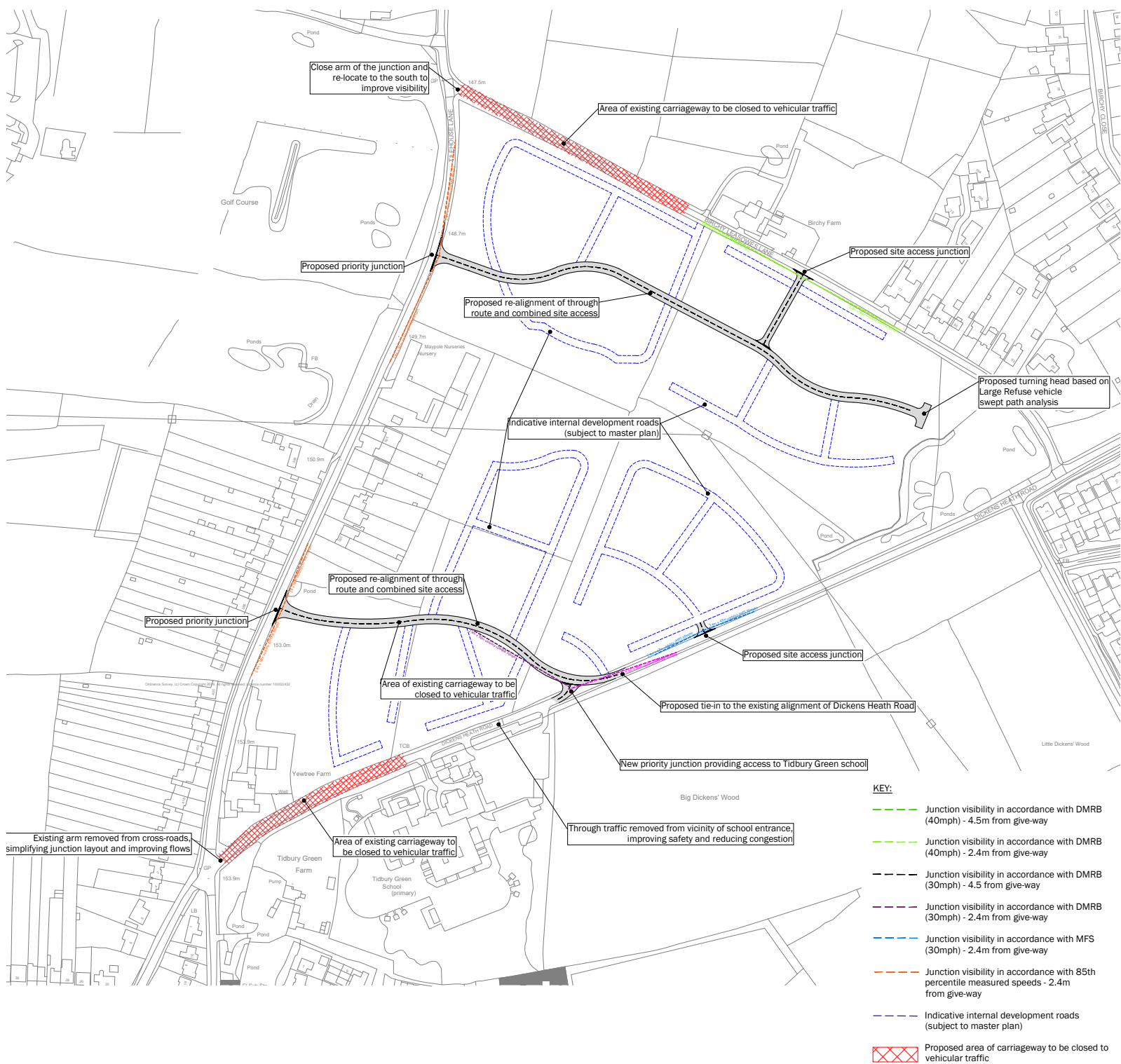
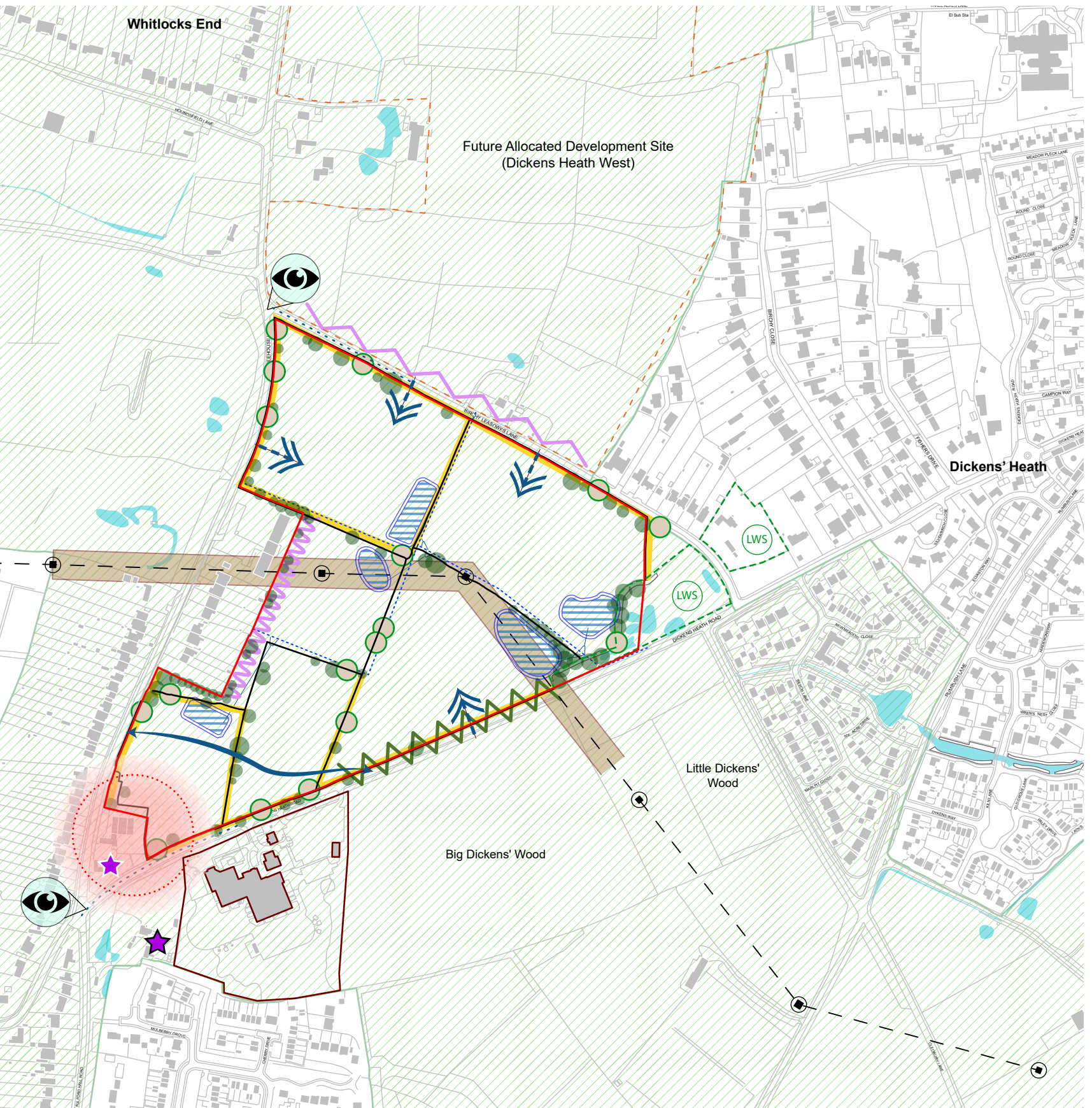


Figure 14: Indicative Site Access Locations and Junctions

SITE OPPORTUNITIES AND CONSTRAINTS

Figure 15: Site Opportunities and Constraints Mapping







6 DESIGN PRINCIPLES

Principle considerations to inform development of the Site are as follows:

- The Site is practically flat, but with a very gradual fall towards the eastern corner.
- The Site comprises a series of fields subdivided by hedgerows, trees and field drains of ecological and historical importance which should be retained and sympathetically incorporated into development proposals where possible. Hedgerow easements of around 5 meters should be maintained at this time and subject to detailed surveys.
- The existing overhead electricity cables and associated pylon towers will be retained and incorporated into the proposals at this time. A 30 meter no build easement should be included in any design proposal.
- Sensitivity will be required towards the adjacent Big Dickens Ancient Woodland to the south east of the Site. A 10-15 meter separation between the woodland and developable area is required, the majority of this separation is already provided by Dickens Heath Road.
- There is a low risk of significant contamination or surface water flooding being present on the Site.
- Due to the close proximity of the Site to Dickens Heath and Tidbury Green, visual separation between settlements could be supported by carefully placed landscape corridors and variation in built characteristics.
- The Local Wildlife Site along the south eastern boundary can be retained and incorporated into proposed development.
- Vehicular, pedestrian and cycle access into the Site can be provided from Tilehouse Lane, Birchy Leasowes Lane and Dickens Heath Road.
- Surveys have identified existing road network junctions with poor visibility and capacity issues. These can potentially be addressed through the provision of improved and logical connecting routes through the Site, enabling some downgrading of existing routes.
- Existing dry ponds and field drains on the Site can be utilised and enhanced to form part of the sustainable drainage strategy.
- Development of the Site should improve pedestrian connectivity between existing amenities such as Tidbury Green Primary School, Whitlocks End Station and Wythall Station. Connectivity into future development Sites surrounding the Site should also be fully explored to enhance integration.
- Pedestrian walking routes along existing roads should be improved where possible to provide safe walking environments along key roads such as Birchy Leasowes Lane.
- The south western edge of the Site, adjacent to the Primary School, Yew Tree Farm and Tidbury Green Farm has the potential to accommodate mixed commercial, community uses and children's play features to create an adequately sized communal village centre for Tidbury Green.
- Opportunities to resolve school pick up / drop off congestion at peak times will be explored.

LAND USE















Photo credit: Bloor Homes development, Cheswick Place, Cheswick Green.
www.bloorhomes.com

- Multiple access points into the development to maximise permeability and assist with development delivery and phasing.
- Connectivity to Dickens Heath West and Dickens Heath Village with medium density development to the northeast of the Site to reflect the existing context and character of the Dickens Heath settlement.
- Lower density patterns of development adjacent to Tidbury Green village (southwest) in keeping with existing settlement patterns, providing visual separation and distinguishing character between Dickens Heath and Tidbury Green.
- Potential to create an extensive network of green spaces, retaining existing landscape features such as historical hedgerows and significant trees. Green infrastructure is supported by extensive pedestrian footpath routes with onward connections to neighbouring amenities and a networks of children's play areas.
- Potential to create a new Tidbury Green village centre adjacent to the existing primary school enhanced with central green spaces and mixed use / community uses incorporated within the development.



Figure 16: Indicative Land Use Principles Diagram



- | | | | | | |
|---|--|---|--|---|--------------------------------------|
|  | Site Boundary (15.12ha) |  | Potential Low Density Residential |  | Potential Medium Density Residential |
|  | Surrounding Woodlands |  | Adjacent Woodland / Local Wildlife Site |  | Existing Built Environment |
|  | Indicative Location of Children's Play Areas |  | Indicative Location of Mixed Use / Community Use Buildings |  | Potential location of SUDS |
|  | Existing Highways |  | Retained Hedgerows |  | Potential Footpath Connections |
|  | Potential Vehicular Access | | | | |

MOVEMENT

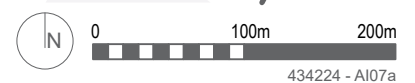













Photo credit: Bloor Homes development, The Hamptons, Evesham.
www.bloorhomes.com

- Multiple vehicle, pedestrian and cycle access points into the development with onward connectivity to neighbouring facilities.
- Improvements to existing highways along the perimeter of the Site achieved by re-routing primary roads through the Site including; Dickens Heath Road and Birchy Leasowes Lane. Improvements will incorporate enhanced pedestrian footpaths, improved junction visibilities and partial alterations to existing highways to create designated cycle / pedestrian routes.
- A north / south pedestrian link along a strategic green corridor, creating a safe walking route between Dickens Heath, Tidbury Green Primary School and Whitlocks End Railway Station.
- A hierarchy of new streets which support reduced traffic speeds, disperse traffic and contribute to development of character areas throughout the Site.
- Parking provision will be in line with Solihull Metropolitan District policy requirements.



Figure 17: Indicative Movement Principles Diagram



- | | | | | | |
|---|---|---|--|---|---|
|  | Site Boundary (15.12ha) |  | Indicative Primary Access Roads |  | Existing Built Environment |
|  | Proposed Developable Area |  | Highway Downgraded to Foot / Cycle Access only |  | Existing Highways |
|  | Potential Greenlink Walk Towards Tidbury Green Primary School |  | Potential Greenlink Walk Towards Whitlocks End Station |  | Potential Greenlink Walk Towards Dickens Heath Village Centre |
|  | Surrounding Woodlands |  | Adjacent Woodland / Local Wildlife Site | | |

GREEN INFRASTRUCTURE



Photo credit: Bloor Homes development, Tewkesbury Meadows, Tewkesbury.
www.bloorhomes.com

- Creation of two strategic green infrastructure corridors (north-south and east-west) along existing hedgerows lines supporting the ecology and biodiversity of the Site and providing future safeguarding of significant hedgerows and trees.
- The north-south green corridor provides a direct connection between Dickens Heath West and Tidbury Green Primary School offering a robust open space network for recreation and the delivery of safe walking routes to the school and railway station.
- The east-west green corridor provides distinctive separation between Dickens Heath and Tidbury Green settlements and enables the retention of existing overhead electricity supply cables and pylon towers, as well as accommodation of hedgerow features and a SuDS network.
- Children's outdoor play can be located within the green infrastructure network.
- Incorporation of appropriate SUDS features dispersed across the landscape.
- Sensitivity towards surrounding landscape attributes such as Big Dickens' Woodland; and the adjacent Local Wildlife Site through the incorporation of 10-15m no build easements along sensitive perimeters.
- 5-10m no build easements surrounding ecologically rich and historically significant hedgerows and trees, and particularly to the northern and southern boundaries of the Site.
- Potential to create a 'village green' at the heart of Tidbury Green adjacent to the existing Primary School creating a safe and pleasant focal point for the village.



Figure 18: Indicative Green Infrastructure Diagram.



- | | | | | | |
|---|--|---|---|---|--|
|  | Site Boundary (15.12ha) |  | Existing Highways |  | Existing Built Environment |
|  | Surrounding Woodlands |  | Adjacent Woodland / Local Wildlife Site |  | Potential Open Space, Recreation, Watercourse and Ecological Network |
|  | Indicative Location of SUDS |  | Potential Space for Village Green |  | 5-10m Green Easements Around Significant Hedgerows and Woodland |
|  | Indicative Location of Children's Play Areas |  | Retained Significant Trees |  | Existing Trees |
|  | Retained Hedgerows |  | North / South Green Corridor Along Retained Hedgerows |  | East / West Green Corridor Along Retained Hedgerows |



7

EMERGING
MASTERPLAN
CONCEPT

EMERGING MASTERPLAN CONCEPT

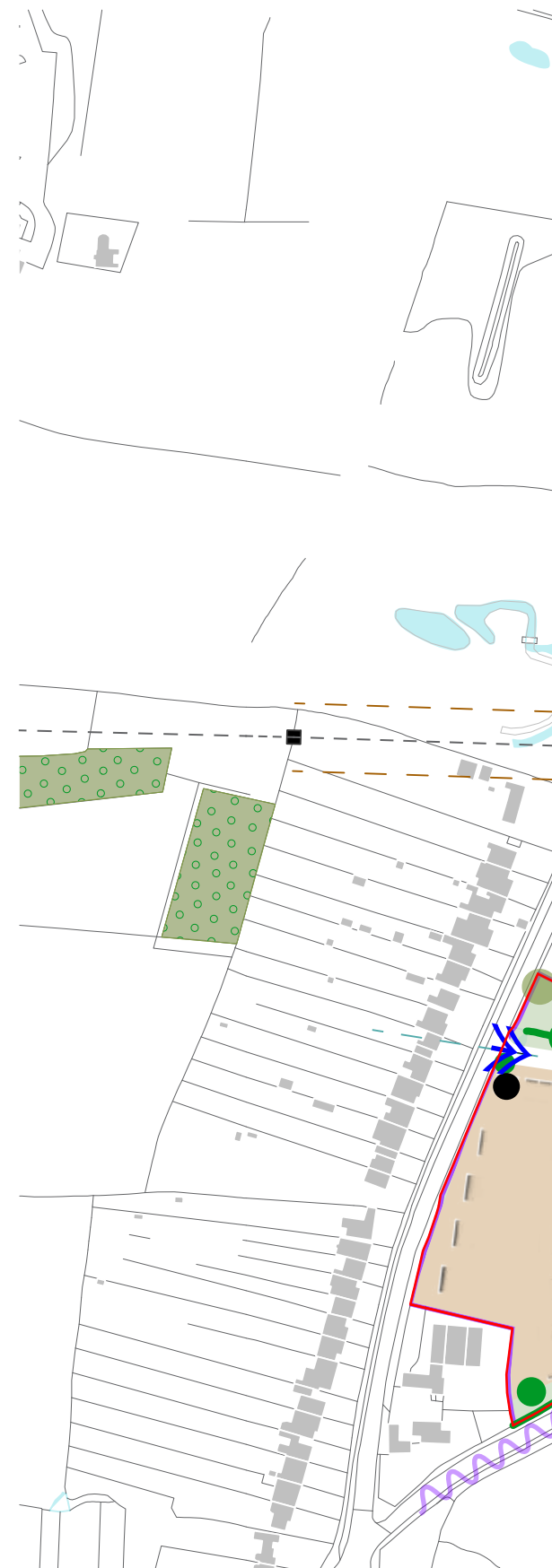
7.1 The Vision for development is founded upon the following principles:

- To produce a new living environment of the highest standard, with a clear and recognisable identity which reflects the vernacular and character of both Tidbury Green and the emerging Dickens Heath, while also introducing opportunities for distinctive new architecture showcasing high quality modern design and construction.
- To provide the right ingredients for a balanced and sustainable new development, providing a range of high quality homes and publicly accessible open spaces.
- To establish safe, attractive and secure neighbourhoods, streets and places which promote social interaction and afford access and movement priority to pedestrians and cyclists. In particular, a choice of walking routes which improve accessibility to existing facilities and particularly towards the train stations at Wythall and Whitlocks End.
- To provide a locally inspired and meaningful green space network which enhances the character of the Site and the natural environment, particularly around the existing tree and hedgerow networks; while also working to support distinction between the two neighbouring settlements.
- To create a place which will enhance the attraction of Tidbury Green as a place to live, incorporating aspects of local character, landscape, heritage, visual amenity and biodiversity.

7.2 The indicative master plan proposal comprises:

- A residential development area capable of accommodating approximately 300 dwellings, including 40% affordable housing provision, and potentially some extra care provision.
- A net development area of approximately 8.55 hectares (21.13 acres) offering an average net density around 35 dwellings per hectare.
- A mix of housing types and sizes that align with policy requirements and offer increased choice within the local area, including specialist dwellings specifically designed to support the needs of elderly residents with some provisions for on-site care and or bungalows.
- A hierarchy of characterful streets and a network of pedestrian routes which integrate the existing public footpath, hedgerows and trees within a series of green corridors.
- An extension of the existing urban grain into the Site, assimilating new buildings into existing residential streetscapes and retaining end of street views.
- Mainly buildings heights of 2 storeys, with some 2.5 storeys in key locations within the development.
- Areas of significant landscape and open space suitable for accommodation of sustainable urban drainage as well as offering locations for children's play, rest and relaxation.

Figure 19: Emerging Illustrative Concept Masterplan





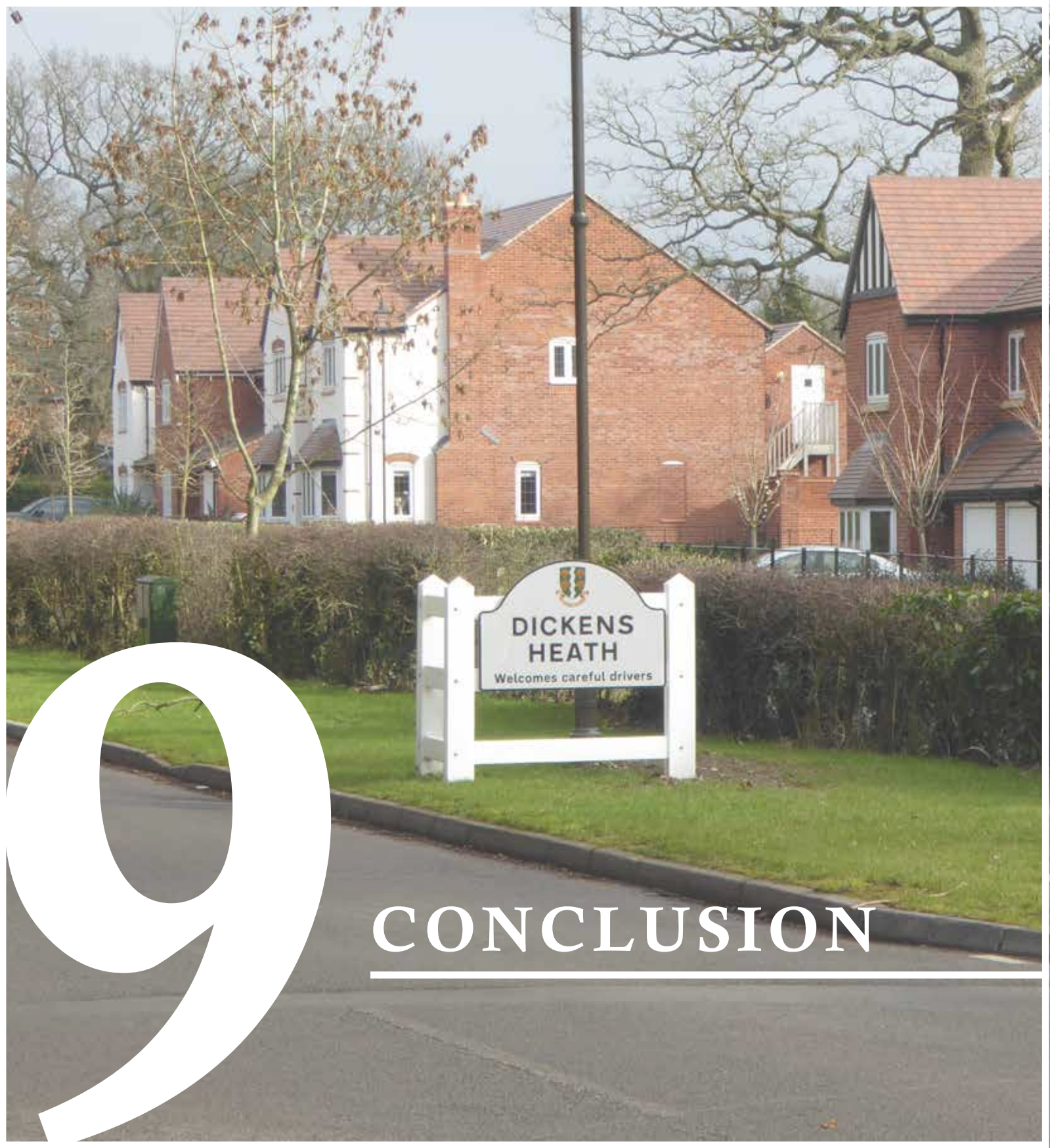
A large white number 8 is overlaid on the left side of the image. The background is a photograph of a multi-story brick building with a prominent tower featuring an arched opening. To the right, a street lamp with two lanterns is visible. The sky is a pale, overcast blue.

8

SUSTAINABILITY
BENEFITS

SUSTAINABILITY BENEFITS SUMMARY

Sustainability Objectives	Tidbury Green Attributes
Climate Change Mitigation	The development of the Site provides opportunities to encourage walking, cycling and access to local public transport facilities. Frequent bus services provide convenient public transport to Solihull, Knowle and Dorridge, Hockley Heath, Wythall and Birmingham. Local amenities and services exist in Dickens Heath and Tidbury Green, which are within walking distance to the Site.
Climate Change Adaptation	The Site is located primarily in Flood Zone 1 (low probability). A Surface Water Management Strategy which complies with the latest local and national advice will be implemented on the Site. Through the introduction of Sustainable Urban Drainage Systems (SuDS), the Site will accommodate suitable mitigation for the increase of surface water run-off caused by the new development. New dwellings will be designed and built to achieve current sustainability and energy efficiency standards.
Transport	The Site is located in a sustainable location and benefits from a variety of local facilities and services within walking distance. Bus services at regular intervals can be accessed from Dickens Heath Road which provide links to employment, leisure and educational opportunities. Additionally, two railway stations are located in close proximity to the Site; Whitlock's End and Wythall, which both provide regular services to Birmingham and Stratford-Upon-Avon. Potential vehicle access could be obtained from Dickens Heath Road, with Birchy Leasowes Lane providing an option of a green infrastructure link (pedestrian/cycle link). There is also potential for a separate access off Tilehouse Lane. The additional trips generated by the proposed development would not result in a material impact on the local highway network.
Health	The proposed development will encourage the creation of a walkable neighbourhood which will incorporate green infrastructure links and pedestrian routes between residential areas, open space and create enhanced accessibility to the wide variety of facilities in the nearby settlements of Dickens Heath and Tidbury Green. This walkable neighbourhood will encourage new and existing residents to engage with the natural environment whilst encouraging the adoption of a healthier lifestyle.
Education	Tidbury Green Primary School and Nursery is located on the opposite pedestrian footpath on Dickens Heath Road and is less than a 150m walk from the proposed site access on Dickens Heath Road. Additionally, further educational provision is provided at Dickens Heath Community Primary School which located less than 1km from the Sites eastern boundary.
Economy	There are many economic benefits that would accrue from this proposed development. In addition to the jobs created with the construction of the development, this Site would also provide an increase in support to existing shops and services and contribute to the vitality and viability of uses within the existing urban area of Dickens Heath.
Community	In addition to enhancing the connectivity to Dickens Heath West, Dickens Heath Village and Whitlock's End Train Station, there is potential to create a new Tidbury Green Village centre adjacent to the existing Primary School. Additionally, there is also potential to create a network of green spaces, green infrastructure and children's play areas.
Delivery	Based upon the range of technical and environmental assessments that have been undertaken to date by the Consultant Team, no insurmountable issues would prevent the delivery of the proposed housing by Bloor Homes.



CONCLUSION

CONCLUSION

9.1 This document has demonstrated that the proposed development of Land East of Tilehouse Lane by Bloor Homes is technically feasible and suitable for a highly sustainable settlement extension.

9.2 In demonstrating the Site's feasibility and suitability for development, the preceding document has summarised the findings and recommendations of environmental and engineering consultants, including Landscape and Visual Impact, Drainage, Highways and Masterplanning. An indicative concept masterplan articulates a design response demonstrating how development could be delivered in response to environmental and policy considerations.

9.3 The Site has been demonstrated to be in a sustainable location benefiting from proximity to existing public transport services, local facilities, education facilities and opportunities for employment.

9.4 The Site is currently designated as Green Belt. However, its situation adjacent to the urban edge of Dickens Heath village, the hamlet of Whitlocks End and Tidbury Green significantly reduces the contribution that the land makes towards the function of Green Belt. Furthermore, the Site provides an eminently sustainable opportunity for development. It is evidenced that amendments to the Green Belt boundary to facilitate the levels of growth required for the area will need to be considered. The Local Plan process is the appropriate mechanism to remove land from the Green Belt and the Site can be developed in an appropriate way.

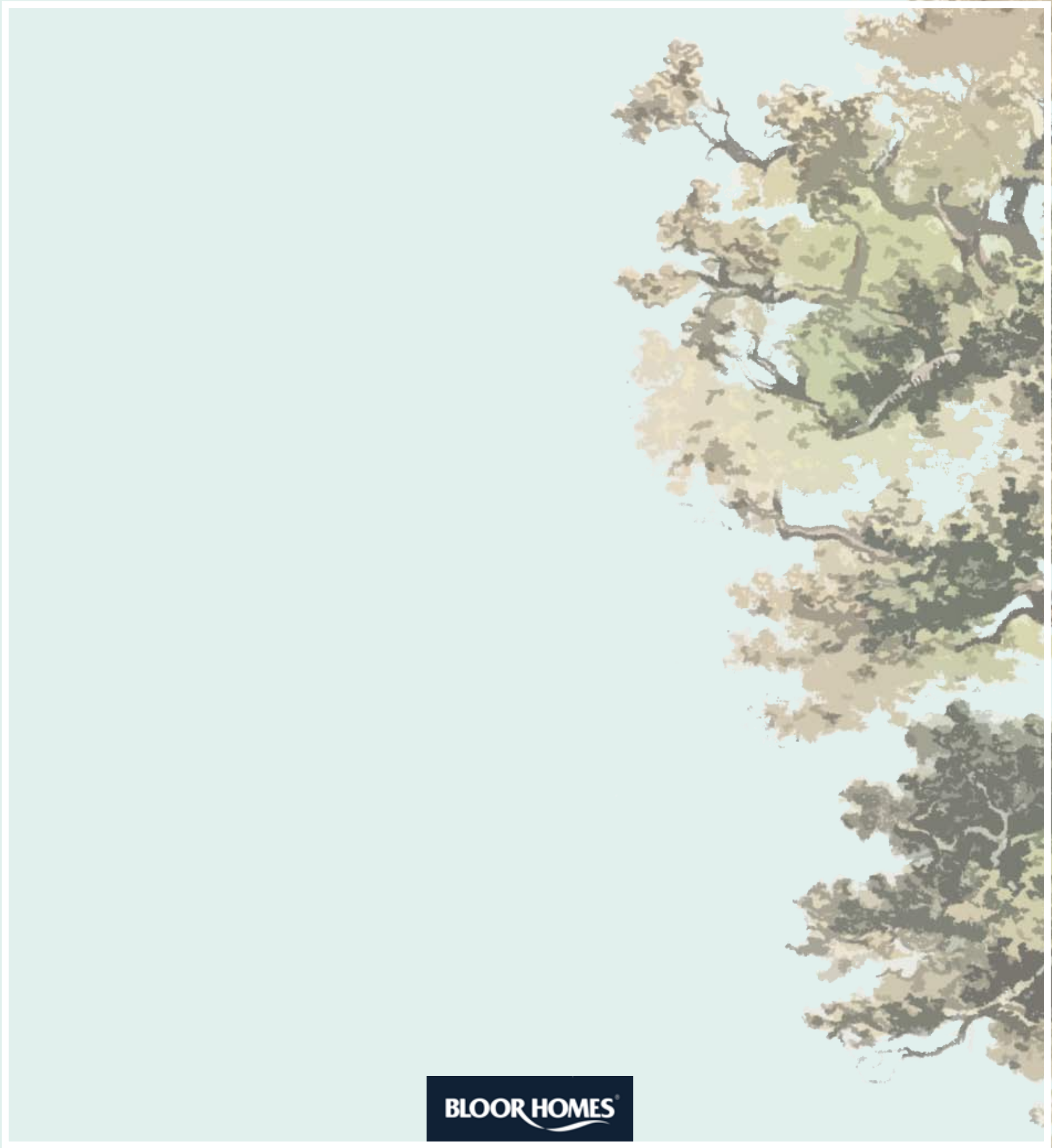
9.5 This Site is a positive response to the emerging Local Plan's need to allocate sufficient deliverable Sites to meet the objectively assessed housing needs of the Solihull Metropolitan Borough. This Site should be recognised as a strategic option which has the least adverse effect on the purposes of the Green Belt and is the most sustainable for housing development.

9.6 The Site can be developed to provide 300 dwellings, with the potential for up to 40% of these to be provided as affordable housing tenures and homes suitable to accommodate elderly residents with some on-site care provision.

9.7 The proposals for the Site have been landscape led to ensure the development would not cause significant harm to the wider countryside surrounding Tidbury Green.

9.8 The impact of the development has been assessed and there are no technical constraints that would lead to unacceptable impacts of the development. Mitigation has been identified to redress any negative impacts of the development.

9.9 The Site is controlled by a highly respected and responsible housing provider and, overall, is considered to be suitable, available and achievable for development as outlined in the preceding document.



BLOOR HOMES