

## **'DRAFT LOCAL PLAN SUPPLEMENTARY CONSULTATION' RESPONSE**

# **SOLIHULL COUNCIL LOCAL PLAN REVIEW**

## **ARDEN TRIANGLE SITE (SITE 9)**

### **ON BEHALF OF GROVE ROAD RESIDENTS**

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)  
PLANNING AND COMPULSORY PURCHASE ACT 2004**

**Prepared by: Pegasus Group**

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## 1. INTRODUCTION AND BACKGROUND

- 1.1 Pegasus Group have been instructed by Grove Road residents to appraise and respond to the Local Plan (LP) relative to the Arden Triangle site allocation (site 9). This site lies within the Green Belt and is immediately adjacent to the settlement. The draft plan proposes removing the site from the Green Belt and allocating it for development. The draft LP identifies that strong physical features consisting of Station Road, Warwick Road and Grove Road will establish a logical boundary to define the extent of land to be removed from the Green Belt.
- 1.2 Pegasus Group have undertaken a site specific landscape and visual appraisal of the site including a detailed on site appraisal. This is included as Appendix A of this representation.
- 1.3 The Knowle, Dorridge and Bentley Heath Neighbourhood Forum have also commissioned a landscaped study to assess the Arden Triangle site. In this regard Crestwood Environmental have produced a site-specific landscape and visual appraisal of the Arden Road triangle site. This was issued in January 2019. The Crestwood appraisal has also been considered in their representations.
- 1.4 In addition, BWB Consulting have also been asked by our client to consider the transport implications of the proposed development at the Arden Triangle site. Their response is contained in **Appendix B**.
- 1.5 These representations draw together the conclusions of the Pegasus landscape and visual appraisal, independent landscape and visual appraisal report produced by Crestwood Environmental, the transport note prepared by BWB Consulting as well as planning input from Pegasus Group. All the representations relate to Question 24 of the consultation which is set out below.

***Do you believe that site 9 Land South of Knowle should be included as an allocated site, if not why not? Do you have any comments on the draft Concept Masterplan for the site?***

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## 2. SITE SELECTION PROCESS

- 2.1 The methodology that has been utilised for the site selection process has been considered in the Landscape and Visual Statement and Green Belt Review Paper included as **Appendix A**.
- 2.2 It is evident as detailed within the accompanying Landscape and Visual Statement that the methodology utilised in the site selection process has not been applied consistently and robustly across all of the sites that have been put forward.
- 2.3 In particular these representations have demonstrated that the approach of the Council in scoring the Arden Triangle site and in particular its failure to distinguish between particular areas of the site which are evidently much more important from a Green Belt perspective and sensitive in terms of landscape, has resulted in flawed allocation. This is demonstrated in more detail in the subsequent paragraphs.

### 3. LANDSCAPE APPRAISAL AND CHARACTER

3.1 We consider that site 9 should not be included as an allocated site in its current form. In particular the land south of the existing public footpath which runs east-west from Warwick Road to Grove Road should be the southern extent of the Arden Triangle allocation. This takes into account the landscape and visual sensitivity of the current southern portion of the allocation. There are clear and convincing reasons why the southern portion of the site should be removed from the allocation and the retained as open land. The masterplan should be amended to reflect this clear conclusion.

3.2 The Pegasus landscape and visual appraisal notes the following in regard to the context of the Triangle site:

- The Arden Triangle site is located in an area where there is an evident 'transition' between urban and rural land use and character;
- The eastern 'flanks' of the existing settlements of Knowle and Dorridge are generally well visually contained in the wider landscape by virtue of the prevalent vegetation patterns;
- Away from the settlement edges, the transition of land use and character is in part characterised by the presence of large private dwellings and/or commercial enterprises e.g. Wyndley garden Centre;
- The Warwick Road corridor is a key receptor in the urban/rural transition, running from the south where the experience is more rural, to north into the settlement of Knowle where the urban influence is far more prevalent;
- The more 'rural character' of Warwick Road as it extends southwards is generated not just by absence of built form but also the sparser nature of roadside vegetation offering views across agricultural fields either side of it;
- Tree planting both on and adjacent to the Site and along the Warwick Road corridor is memorable for its age, character and the profile it creates when seen from greater distance to the east;
- Grove Road retains a strong rural character by virtue of the very low density development on it with large front gardens, together with its

enclosure by a hedgerow and the presence of open agricultural fields directly north of it;

- There are extensive views eastwards and north-eastwards from Grove Road just south of the Site, which serves to strengthen its rural character; and
- Visibility of the Site is generally well contained in the wider landscape, with inter-visibility increasing between the southern parts of the Site and the landscape to the east across the Grand Union Canal corridor.

3.3 The above assessment identifies the key characteristics of the context of the site which should be considered in both considering the removal of the site from the Green Belt and identifying the extent of built development.

3.4 In terms of site specific analysis, the following is notable:

- There are a number of different 'localised' areas of landscape character across the Site;
- Generally, the northern, western and central parts of the Site are more enclosed and physically and visually contained in comparison to the southern parts of the Site;
- The northern and western parts of the site are particularly influenced by the presence of the Arden Academy and its playing fields, and the emerging residential development, and as such have a greater relationship with the settlement than the wider countryside to the east; Lansdowne
- The land surrounding Stripes Hall and Lansdowne has a reduced urban influence, however with a strong 'parkland' character, but again, limited influence with the wider countryside to the east by virtue of the mature vegetation patterns that surround them;
- In the vicinity of Lansdowne Farm and areas to its south and east, the Site is more visually open generally, and bears a much stronger relationship with the wider open countryside to the east, notwithstanding the presence of Wyndley Garden Centre;

- This is particularly evident in terms of the visual connectivity from the public footpath adjacent to Lansdowne farm, looking east, and from Grove Lane at the south-western corner of the Site, looking east and north-east along Grove lane and across the southern part of the site;
- The Cuttle Brook corridor contrasts with this being lower lying, but its strong vegetation pattern strengthens its rural character and serves to 'divorce' the land south of it from the remainder of the Site;
- The fact that existing vegetation along Warwick Road is sparser as the route extends south of Wyndley Garden Centre, opening up views across the highway corridor, serves to emphasise the more 'rural' and 'open' character of the southern part of the Site; and
- All these 'experiences' are very evident out in the field when walking the public footpath/bridleway network across the Site.

3.5 In addition Pegasus Group have undertaken their own analysis of the scoring of the site which had previously been undertaken by the Council. This revealed that the Council's approach has significantly underscored the site's significance in Green Belt terms. This principally relates to the Council neglecting to assess individual elements of the site as the approach of SMBC focussed on the whole allocation area in general terms. The Pegasus assessment revealed that those parts of the Site along its western flank, and across its centre to the east and then further north are the more enclosed parts of the Site, and as such, are likely to be able to 'contain' development more successfully. In contrast, those parts further south, from the vicinity of Lansdowne Farm to Grove Road, are more visually and physical open, both across the Site itself and in terms of inter-visibility with off-site areas.

3.6 In addition, the 'ribbon' development descriptor of Grove Road needs more considered examination – as the analysis in the Appraisal notes, its character, notwithstanding the detached dwellings along part of it, is distinctly rural. Consequently, the south-central and southern parts of the Site, when considered separately, are likely to score higher in terms of this purpose of the Green Belt. It is also noted, that in generally applying the Council's criteria, the presence of ribbon development would appear in the Council's scorings to significantly reduce the significance of landscape quality and character. This 'blanket'

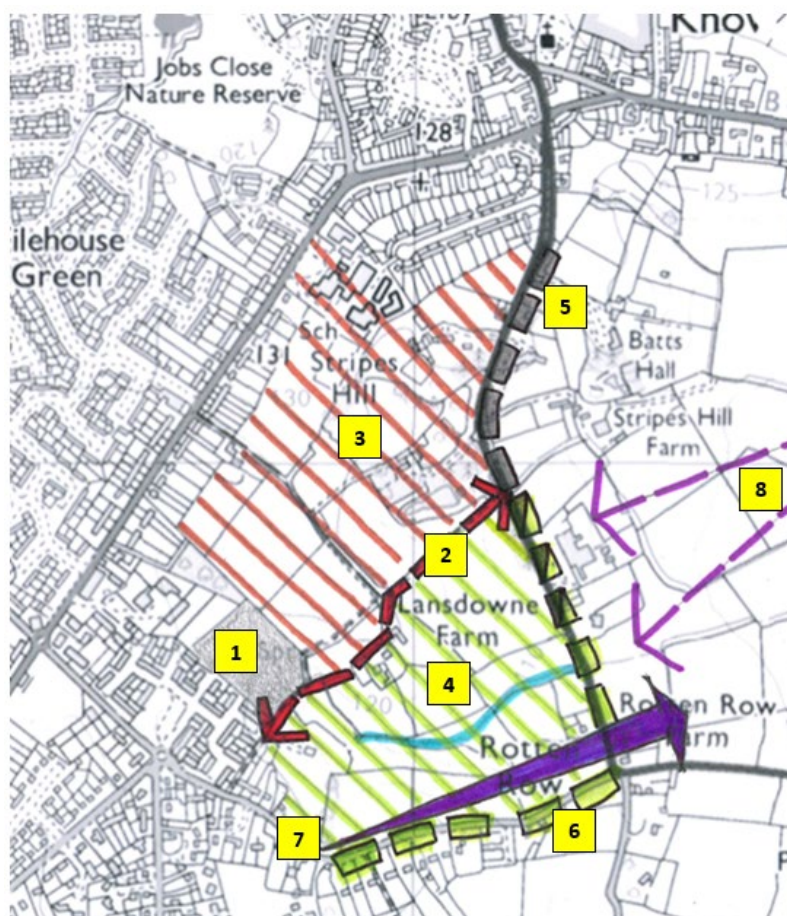
approach to ribbon development is flawed. It is clear from assessing the ribbon development on Grove Road, that it does not follow that the existence of ribbon development in this form must result in an urban type character. The character on Grove Road remains distinctly rural.

- 3.7 In regard to the purpose of Green Belt relating to protecting countryside from encroachment, the southern parts of the Site have a much more visually open character both across the Site itself, and with the wider countryside to the east, including views from the Grand Union Canal towpath, a long- distance public footpath (see View 10 in the analysis), and a visual receptor of very high sensitivity in terms of visual impact assessment. Residential development across these parts of the Site is likely to be visible from this location, mainly in winter, resulting in clear encroachment and a precedent in a visual composition where the current settlement edges do not appear, and where development on the northern and western parts of the Site is also not likely to appear.
- 3.8 In addition the appraisal has revealed there are also long-distance views from Grove Road across the southern part of the Site towards the open countryside to the east, connecting the Site very firmly with the extended countryside. Development across this part of the Site would curtail those views, and in doing so both illustrate clear encroachment.
- 3.9 Consequently, again the south-central and southern parts of the Site, when considered separately, are likely to score higher in terms of this purpose of the Green Belt. The LP should reconsider the scoring of this part of the site.



#### 4. ARDEN TRIANGLE MASTERPLAN- OPTIONS 1 AND 2

- 4.1 The two options illustrate various different distributions of land use, primarily revolving around the relocation of The Arden Academy, or otherwise. Common to both is the extent of the development, running all the way along the long axis of the Site, from north to south, with some areas of Public Open Space and the Cuttle Brook corridor retained as a Local Wildlife Site.
- 4.2 The Draft Masterplan commentary indicates both options can deliver 600 homes at densities ranging from 30-44 dph. It is considered that in landscape and visual, and Green Belt terms, this extent of development is not acceptable.
- 4.3 Based on the more detailed landscape and visual analysis and Green Belt considerations set out in landscape and visual appraisal contained in Appendix A of this Statement, a more appropriate and robust extent of development has been defined. The acceptable extent of development is illustrated on Plate 4 below.



4.4 Based the analysis contained in Appendix A an acceptable form of development would see a "division" between built form (in accordance with site constraints, preferred options re. The Arden Academy etc.) to the north, and retained open space to the south set along the alignment of the existing public footpath that runs across the central/southern part of the Site. It would deviate south of the footpath only at a point directly north of Lansdowne Farm.

4.5 This would effectively:

- Ensure development takes advantage of the more enclosed, visually discrete parts of the Site;
- Retain those areas to the south that contribute more to the purposes and openness of this part of the Green Belt;
- Respect the rural character of Grove lane directly south of the Site;
- Respect the rural character of that part of Warwick Road the south of Wyndley Garden Centre;
- Respect the long-distance views across the southern 'flank' of the Site towards the wider open countryside to the east;
- Avoid any adverse impact on views from the Grand Union Canal corridor; and
- Ensure the integrity of the Cuttle Brook Local Wildlife Site is retained.

4.6 In view of the above the LP and the Arden Triangle allocation and masterplan should be amended as described. Failure to do so would result in an unsound plan as a result of the harm to landscape character of the area and the unjustified deletion of an important element of Green Belt.

## 5. TRANSPORT CONSIDERATIONS

- 5.1 The transport note provided by BWB Consulting (**Appendix B**) identifies that development of both the allocation site at Arden Triangle along with the development of the Blue Lake Road amber site (which is subject to separate representations) will generate around 500-600 vehicles during peak hour traffic. This level of traffic increase is likely to have implications on the local highway network and will require full assessment and mitigation. The transport note identifies that if the two sites are allocated, a large proportion of generated peak hour traffic will route via Knowle High Street to the M42 and beyond. Knowle High Street is identified as being 6 metres wide and subject to frequent congestion. The High Street has been identified as not being suitable for such increases in traffic.
- 5.2 In addition, as set out in the transport note the level of traffic increase in the location of the Arden Triangle and Amber site will require mitigation. This mitigation inevitably will result in an impact on other considerations including landscape character as a consequence of widening of roads, providing visibility displays and allowing for public transport penetration. All the mitigation required will have a significant impact on the character of the area which is already been identified as being sensitive and which merits retention in the green belt. In view of these circumstances, particularly the sensitive nature of the Southern portion of the Arden Triangle site, development should be restricted to that area of that site concentrated towards the North in the vicinity of the existing secondary school. The transport considerations give further support for the reconsideration of the Arden Triangle site and its reduction in scale.
- 5.3 In considering the next iteration of the Masterplan which had been prepared to shape development at the Triangle site, consideration must be given to the BWB transport note which identifies that the vehicular accesses should be avoided from roads to the East which includes Station Road, Grove Road and Knowle Wood Road. These roads should be used to provide traffic free pedestrian and cycle routes. Furthermore the BWB transportation note identifies that the current Masterplan shows vehicular access going on to Station Road and Grove Road, whilst the Amber site vision document shows access on to Knowle Wood Road. All these access positions are considered to be inappropriate and contrary to encouraging sustainable travel.

- 5.4 In order to provide adequate provision for transport, significant improvements will be required to the road network which will inevitably have adverse consequences on other factors such as landscape character. These must be fully assessed before any allocation is fixed for the Arden Triangle site, bearing in mind the particularly sensitive nature of its Southern component. As a result it is recommended that the Council re-visit both the extent of the Arden triangle site and its Masterplan in the context of these factors.

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## **6. CONCLUSIONS**

- 6.1 In view of the above, it is demonstrated that the extent of site 9 as included in the Draft Local Plan Supplementary Consultation is inappropriate and has not been adequately justified. The southern portion of the site is sensitive in both Green Belt and landscape character terms. In addition access arrangements from the South are also particularly difficult and if pursued will inevitably have even greater impact on the sensitive landscape character of this part of the site and impact on the setting of designated heritage assets. In view of these significant considerations the Draft Concept Masterplan for the site must be re-drawn to leave the extent of any built development to the South to extend no further than the existing public footpath linking Warwick Road with Grove Road. Without these amendments the allocation of site 9 is considered to be unsound.

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# APPENDIX A

## **REPRESENTATIONS TO SOLIHULL METROPOLITAN BOROUGH COUNCIL**

# **STATEMENT ON LANDSCAPE, AND GREEN BELT ISSUES**

## **ARDEN TRIANGLE SITE**

**ON BEHALF OF STOFORD PROPERTIES LTD**

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## **FIGURES**

**Figure 1: Photo Location Plan**

**Figure 2: Photographic Viewpoints**



## 1. INTRODUCTION

### Overview

- 1.1. Pegasus Environment, part of The Pegasus Group has been instructed by Stoford Properties to prepare a Landscape and Visual Statement as part of representations to Solihull Metropolitan Borough Council, relative to the Draft Allocation of land at Arden Triangle, Knowle (hereinafter referred to as the 'Site'), for residential development.

### Local Plan Review

- 1.2. Solihull Metropolitan Borough Council (SMBC) adopted their current local plan, the 'Solihull Local Plan', in December 2013. SMBC is undertaking a Local Plan Review (LPR) so as to ensure that an up to date planning framework is in place that addresses potential issues.
- 1.3. Consultation on a supplementary update to the Draft Local Plan (DLP) commenced at the end of January 2019. SMBC state that the consultation is seeking to:
  - Provide an update on local housing need now that national planning policy has changed through the introduction of a standard methodology;
  - Assess the 70+ additional call-for-sites submissions that have been submitted since the DLP was published;
  - Refine the site selection process for assessing which sites should be included in the plan and reassess all sites (c. 320) to ensure that the preferred sites are the most appropriate when considered against the spatial strategy, and existing/new or updated evidence;
  - Publish concept masterplans for the draft allocations;
  - Exploring a different approach to calculating how affordable housing provision should be calculated on an individual site; and
  - Setting out the role of the main settlements in the future and seeking views on the existing pressures and future requirements for infrastructure provision.
- 1.4. The evidence base to the Local Plan includes several documents related to the strategic selection of sites and the Green Belt context to Solihull. These documents have informed the selection of strategic sites to be brought forward under the draft Local Plan.

## **Scope of the Statement**

1.5 This Statement has been prepared by a Chartered Landscape Architect, and has been compiled on the basis of both desk and field survey work. Field survey work was carried out on 13<sup>th</sup> March 2019. With specific regard to desk survey work, the following documents have been consulted:

- Solihull Local Plan review: Draft Landscape Assessment, Character and Open Space (March 2018);
- Solihull Strategic Green Belt Assessment (July 2016);
- Reviewing the Plan for Solihull's Future: Draft Local Plan Supplementary consultation (January 2019);
- Solihull Local Plan Review DRAFT Concept Masterplans (January 2019); and
- Knowle, Dorridge and Bentley Heath Neighbourhood Forum – Arden Triangle Site Specific Landscape and Visual Appraisal (Draft, January 2019)

1.6 This Statement considers only matters of landscape and visual amenity, together with matters of Green Belt (openness and purposes) insofar as these relate to landscape and visual matters. It does not consider matters of cultural heritage or ecology.

1.7 Whilst Green Belt is not a 'landscape' policy as such, there is an inherent connection between Green Belt matters and those relating to landscape and visual issues, particularly in respect of considering the visual and physical dimensions of the Green Belt.

1.8 In terms of methodology and guidance for this Statement, principles related to the appraisal and assessment of landscape and visual matters are set out in the Landscape Institute (LI) and the Institute of Environmental Management (IEMA) Guidelines for Landscape and Visual Impact Assessment (GLVIA3), Third Edition (2013)<sup>1</sup> and reference is made to this document as necessary.

## **Purpose of Statement**

1.9 The purpose of the Statement is to consider the extent of the Draft Allocation at Arden Triangle in Landscape and Visual and Green Belt terms, and draw specific conclusions in respect its acceptability, or otherwise, and in the case of the latter, define clearly what the extent of the Draft Allocation should be.

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<sup>1</sup> Landscape Institute and Institute of Environmental Management and Assessment, Guidelines for Landscape and Visual Impact Assessment 3rd Edition (April, 2013)

## **2 SUMMARY DESCRIPTION OF THE SITE AND ITS CONTEXT**

### **Site Location and Context**

- 2.1 The Site is generally located between the A4141 Warwick Road to the east; properties along the eastern side of Station Road in Dorridge to the west; by the Arden Academy/the settlement edge of Knowle to the north; and by Grove Road to the south.
- 2.2 The urban area of Dorridge extends further to the west, and continues around the northern end of the Site as Dorridge merges into Knowle. Open countryside in mixed agricultural use extends to the east up towards the Grand Union Canal Corridor, with a number of more 'isolated' forms of development including Wyndley Garden centre directly off the Warwick Road; several large private residential dwellings also off Warwick Road; and the small hamlet of Rotten Row at the junction of Grove road and Warwick Road.
- 2.3 The southern boundary of the Site is defined by Grove Road. This is characterised by the presence of a small number of large detached private dwellings set well back from the alignment of the highway.
- 2.4 Topography varies across the Site and local area. The urban edge of Dorridge lies at ca. +130 metres AOD (Above Ordnance Datum), with levels on the southern edge of Knowle at ca. +125 metres AOD. Thereafter, land gradually falls to the south-east, with the Grand Union Canal extending across flatter land at ca. +100 metres AOD. This general fall in topography is further influenced by the course of Cuttle Brook, flowing eastwards across the Site, such that Lansdowne Farm to its north, and Grove Road to its south, sit upon localised soft ridges.
- 2.5 The Site and local area are covered by the West Midlands Green Belt designation, but no other amenity of landscape related designations. There is a listed building just off-site to the south-west, and there are listed buildings at Rotten Row, just off-site to the south-east.
- 2.6 A number of public footpaths cross the Site and local area, of particular note is the Grand Union canal towpath to the east.

### **Site Description**

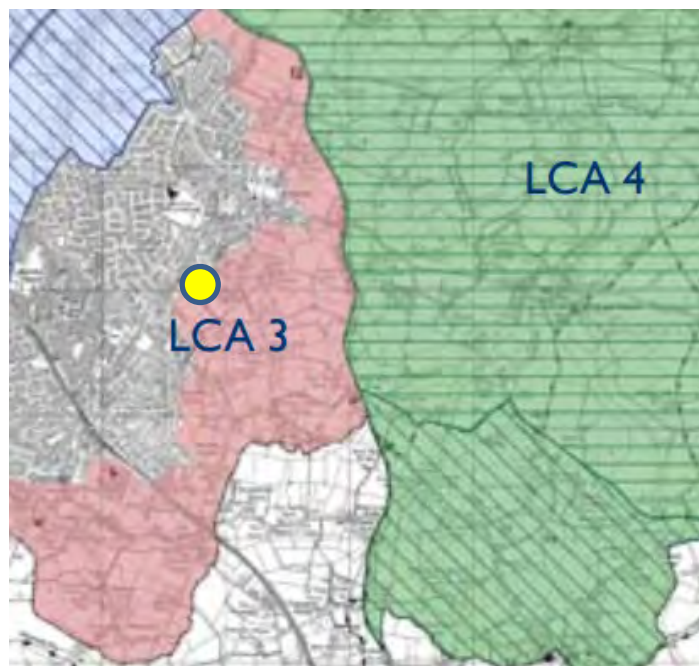
- 2.7 The Site itself extends to ca. 46 Ha. The north-western extent, at ca. +130 metres AOD includes the Arden Academy buildings and playing fields, together with a small garden along the western boundary used by the Charity MIND.

- 2.8 To the east of the Academy infrastructure lies a large building called Stripes Hill House. This is associated with various outbuildings, hard landscape terraces and a tennis court. There is a private drive access to it from Warwick Road. Landform falls south-eastwards across the grounds of Stripes Hill House, which itself sits at ca. +130 metres AOD. The grounds are well populated by mature vegetation including large individual trees of character which combine to form tree belts in some locations.
- 2.9 To the south-east of the Academy infrastructure and south of Stripes Hill House, the Site comprises the grounds of Lansdowne, a large unoccupied house (with outbuildings and some formal garden areas and a lake/fish pond) which extend down to Warwick Road, from where there is a private access road to Lansdowne. Landform falls eastwards across Lansdowne to the Warwick Road at ca. +115 metres AOD. The grounds are also well populated with mature vegetation, in particular a belt of trees between Lansdowne and Stripes Hill, and adjacent to Warwick Road.
- 2.10 South of the grounds of Lansdowne, is Lansdowne Farm. It sits at ca. +125 metres AOD, and comprises two large (redeveloped) modern houses amongst other farm buildings. They are accessed along a private road from Warwick Road. Directly to the north-east and north-west of the Farm lie two agricultural fields, the one to the east sloping significantly down to Warwick Road at ca. +110 metres AOD. Land generally falls to the south towards Cuttle Brook (a Potential Local Wildlife Site – LWS), which flows across the Site from +120 in the west to <+110 metres in the east. It is set amongst a series of smaller pastoral field enclosures, irregular in plan form and well enclosed by mature vegetation that forms the field pattern. At this point, the south-western boundary of the Site is defined by both modern and recently built residential development at Barton Drive, together with a large play area, and attenuation basin.
- 2.11 South of Cuttle Brook, land rises up to Grove Road at ca. +125 metres AOD at the south-western corner of the Site, across a series of arable fields. Vegetation between the access to Lansdowne farm southwards to the Grove Road/Warwick Road junction is more sporadic than that adjacent to Lansdowne and Stripes Hall further north along Warwick Road.
- 2.12 In terms of public access, a public footpath links Warwick Road to the north-east, to Grove Road in the south-west, along the access to Lansdowne Farm and along field edges. Just north of Lansdowne Farm, a bridleway extends northwards to link with Station Road in Dorridge, running between the playing fields of The Arden Academy.

### 3 LANDSCAPE CHARACTER AND VISUAL AMENITY

#### *Landscape Character*

- 3.1 The 'Solihull Borough Landscape Character Assessment' (prepared by Watermans on behalf of SMBC) defines the character of the landscape in this area as 'LCA3, the Knowle and Dorridge Fringe' with a transition to the east into 'LCA4, the Rural Centre' (refer to **Plate 1**). The Arden Triangle Site is located in LCA3, as denoted by the yellow dot.



**Plate 1: Extract from the Solihull Landscape Character Assessment**

- 3.2 The boundary between the two character areas is defined based broadly on the physical alignment of the Grand Union Canal. However, on the ground the interplay between other 'layers' of the physical landscape, including the undulating landform, consistent field patterns, tree belts, hedgerows and woodland vegetation (with remnant areas of parkland/estate land) all contribute to a consistent landscape character at a local level. This consistent local character of the rural area extends across the physical alignment of the Grand Union Canal and away from the settlement edge. In this area the presence of settlement pattern is an integral part of the rural character, but limited to scattered properties and farmsteads (with the urban edge of Knowle and Dorridge not generally prominent).
- 3.3 In respect of LCA3, the character assessment acknowledges that the urban influence of Knowle and Dorridge is more prominent in the northern part of the LCA but states that:

*“A large proportion of the character area remains unspoilt and is distinctively rural in character with pastoral fields despite the close proximity of the urban edge.” (page 26)*

- 3.4 The LCA sets out a series of sensitivities and pressures, which include reference to:
- Possible increase pressure for access to open countryside from edge of Knowle and Dorridge may impact upon the rural character of the area; and
  - Pressure for development close to the urban edge of Knowle and Dorridge. Further development is likely to result in encroachment into the rural area as evident at the edge of Knowle.
- 3.5 In summarising the character of the LCA, the character assessment notes that: (page 29)
- This is a landscape with a strong sense of local connection to the place, defining landscape features and a characteristic pattern;
  - That single track roads and winding lanes enhance rural character of the area and the pastoral character in some parts add to local distinctiveness;
  - This is a locally distinctive landscape containing valued characteristics;
  - The overall sensitivity of LCA3 is defined as ‘medium’, with landscape value also being determined as ‘medium’.
- 3.6 Out in the field, the transition from a character of more urban influence to a more rural influence is clear, in particular along Warwick Road. Characteristic features on the Site include: a number of well-defined small field enclosures and numerous hedgerow Oaks, in particular across the southern part. Grove Road itself, despite the presence of large residential dwellings, also retains the character of a winding country lane. The central and northern part of the Site, across Lansdowne and Stripes Hill House, with their more formal settings and garden spaces, generate more of a localised ‘parkland’ character.

### **Visual Amenity**

- 3.7 In respect of visual sensitivity, whilst the character assessment states that the general visibility in this LCA is contained, short distance and low level, it also notes that the urban interface with Dorridge is well screened. This is readily apparent generally.
- 3.8 Field work also demonstrates that inter-visibility both across the Site itself, and both from and towards the Site, varies significantly dependent upon location and aspect. This is illustrated by reference to a number of photographic panoramas, as illustrated on

**Figure 1: Photo Location Plan;** and **Figure 2: Photographic Viewpoints, 1-10,** attached to this Statement.

- 3.9 **View 1** is taken looking north-west along the public bridleway at that point where it runs between The Arden Academy playing fields, looking north-west towards Station Road in Dorridge. The presence of adjacent built form provides enclosure, and urban fringe influence and limited distance views generally. **View 2**, is taken from the same bridleway, looking south-east. Again, the view is generally enclosed, with the influence of the playing fields. There is a limited visual relationship with the remainder of the Site and very limited visual relationship with the wider countryside to the south and east, notwithstanding the elevation of the view, with on-site vegetation reducing viewing distance.
- 3.10 **View 3** is taken from the same public bridleway, looking east across the grounds of Lansdowne, where the lake/fish pond is visible in part. Whilst the depth of view is greater, the site is still relatively well enclosed, with mature vegetation along Warwick Road limiting more distance views of the open countryside to the east. Wyndley Garden Centre on Warwick Road is also visible, beyond the 'parkland' character of the grounds of Lansdowne.
- 3.11 **View 4** is taken from the same public bridleway, a bit further south, looking south-east towards the recently completed development on Barton Drive. The view is generally enclosed by mature hedgerow vegetation, with the urban edge well-related to the Site and immediately evident, with a balance of mature vegetation.
- 3.12 **View 5** is taken from the public footpath on site, as it extends towards Grove Road in the south, along the frontage of the recently completed residential development. Looking east, at a low point adjacent to Cuttle Brook, the presence of the play area and attenuation infrastructure of the adjacent housing is evident, as is the enclosure generated by the abundant mature vegetation along the Cuttle Brook corridor. Again, this generates enclosure and limits more distant views eastwards.
- 3.13 **View 6** illustrates a complete contrast in visual composition and variety. Taken from a location on the public footpath adjacent to the Lansdowne Farm complex, looking south-eastwards, there are views extending for some distance across the landscape associated with the Grand Union Canal corridor, beyond Wyndley Garden Centre. In the foreground the eastern part of the Site is very evident, both in terms of its open character, scale and slope, with more limited vegetation along Warwick Road offering more distant filtered views further east.

- 3.14 **View 7** illustrates the view from the junction of Warwick Road and the private drive (public footpath) leading up to Lansdowne Farm. Again, the more visually open character of this part of the Site, and its east facing slope, is very evident.
- 3.15 **View 8** is taken from Grove Road at the south western corner of the Site. Looking north-eastwards across the very southern part of the Site, the open character of the Site is very evident, sloping down towards the more vegetated Cuttle Brook corridor, with wider more expansive views to the east and north-east well beyond the Site boundary.
- 3.16 **View 9** is taken from Grove Road, looking west. Over the hedgerow to the left is the Site, with distant views beyond. The character of Grove Road is evident in the form of a narrow country lane, with no kerbs, contained by hedgerow and the large front gardens of the private dwellings.
- 3.17 **View 10** is taken from the towpath on the eastern side of the Grand Union Canal, adjacent to the series of locks. Looking west from ca. 1.1km distant, the flatter topography west of the Canal is evident, in contrast with the more vegetated rising topography across the Site beyond. Wyndley Garden Centre is evident, with the more open aspect of the land adjacent to Lansdowne Farm on Site just above it. Further to the south (left) the more elevated open agricultural fields across the southern part of the Site are visible. To the right of Wyndley Garden Centre, the central/northern sections of the Site are visually contained by mature vegetation both along Warwick road and at other intervening locations.

### **Landscape and Visual Analysis**

- 3.18 Based on the above commentary, and with respect to the proposed extent of residential development indicated across the Draft Allocation on the Concept Masterplans, the following points are considered to bear direct relevant to the acceptability, or otherwise, of that extent.

#### Contextual Analysis

- 3.19 This can be summarised as follows:
- The Site is located in an area where there is an evident 'transition' between urban and rural land use and character;



- The eastern 'flanks' of the existing settlements of Knowle and Dorridge are, dependent upon location and aspect, generally well visually contained in the wider landscape by virtue of the prevalent vegetation patterns;
- Away from the settlement edges, the transition of land use and character is in part characterised by the presence of large private dwellings and/or commercial enterprises e.g. Wyndley garden Centre;
- The Warwick Road corridor comprises a key receptor in the urban/rural transition, running from the south where the experience is more rural, to north into the settlement of Knowle where the urban influence is far more prevalent;
- The more 'rural character' of Warwick Road as it extends southwards is generated not just by absence of built form but also by a sparser nature of roadside vegetation offering views across agricultural fields either side of it;
- Tree planting both on and adjacent to the Site and along the Warwick Road corridor is memorable for its age, character and the profile it creates when seen from greater distance to the east;
- Grove Road retains a strong rural character by virtue of the very low density development on it, set within large front gardens, together with its enclosure by a hedgerow and the presence of open agricultural fields directly north of it;
- There are extensive views eastwards and north-eastwards from Grove Road just south of the Site, which serves to strengthen its rural character; and
- Visibility of the Site is generally well contained in the wider landscape, with inter-visibility increasing between the southern parts of the Site and the landscape to the east across the Grand Union Canal corridor.

#### Site Specific Analysis

3.20 This can be summarised as follows:

- There are a number of different 'localised' areas of landscape character across the Site, generated by physical location in proximity to the settlement edge; prevalent land use; vegetation patterns; topography; and visual amenity;

- Generally, the northern, western and (upper) central parts of the Site are more enclosed and physically and visually contained in comparison to the (lower) central and southern parts of the Site;
- The northern and western parts of the site are particularly influenced by the presence of The Arden Academy and its playing fields, and the emerging residential development, and as such bear a greater relationship with the settlement than the wider countryside to the east;
- The land surrounding Stripes Hall and Lansdowne has a reduced urban influence, however with a strong 'parkland' character, but again, limited influence with the wider countryside to the east by virtue of the mature vegetation patterns that surround them;
- In the vicinity of Lansdowne Farm and areas to its south and east, the Site is more visually open generally, and bears a much stronger relationship with the wider open countryside to the east, notwithstanding the presence of Wyndley Garden Centre;
- This is particularly evident in terms of the visual connectivity from the public footpath adjacent to Lansdowne Farm, looking east, and from Grove Road at the south-western corner of the Site, looking east and north-east along Grove Road and across the southern part of the Site;
- The Cuttle Brook corridor contrast with this being lower lying, but its string vegetation pattern strengthens its rural character and serves to 'divorce' the land south of it from the remainder of the Site;
- The fact that existing vegetation along Warwick Road is sparser as the route extends south of Wyndley Garden Centre, opening up views across the highway corridor, serves to emphasise the more 'rural' and 'open' character of the southern part of the Site; and
- All these 'experiences' are very evident out in the field when walking the public footpath/bridleway network across the Site.

## 4 GREEN BELT CONSIDERATIONS

### Solihull Strategic Green Belt Assessment (2016)

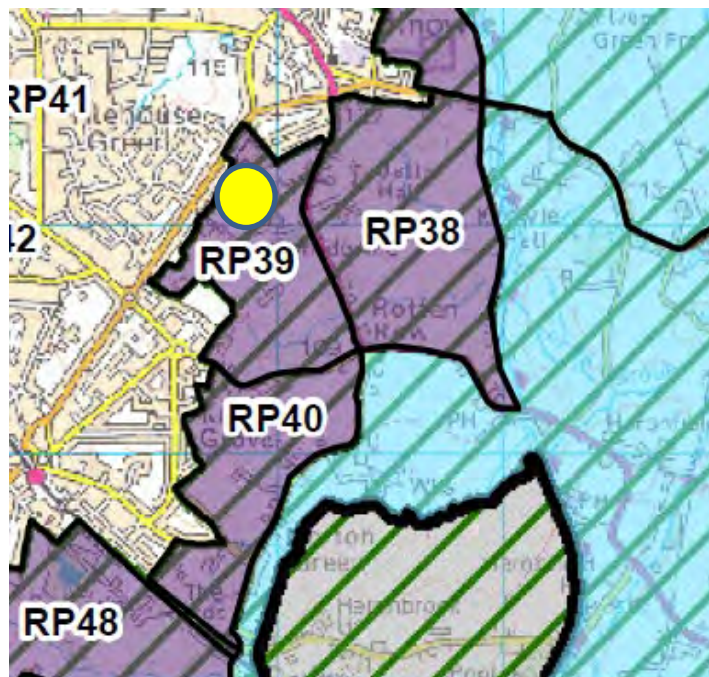
4.1 This document sets out a strategic review of the Green Belt in Solihull. The document states that:

*“Once complete, this Assessment will form the basis for more detailed assessment of Green Belt land within the Borough. This more detailed assessment will include consideration of wider criteria including analysis of constraints, spatial strategy, site selection methodology and other policy considerations.” (Page 1)*

4.2 The document notes some specific exclusions in relation to its scoping, stating that the strategic review: (page 2)

- Does not assess the development potential of land designated as Green Belt;
- Does not make recommendations for amendments to the Green Belt boundary; and
- Does not determine whether or not land should be removed from the Green Belt.

4.3 Consequently, in the absence of any connection to development potential within a given landscape, the strategic review is limited to determining the role and function in Green Belt terms. In the Assessment, the Site is located in parcel RP39 (refer to **Plate 2**).



**Plate 2: Extract from the Solihull Strategic Green Belt Assessment**

4.4 The Strategic Green Belt Assessment (SGBA) states that:

*"Each Refined Parcel and Broad Area has been subject to an assessment against the first four purposes of Green Belt, not assessed against the fifth purpose of Green Belt 'to assist in urban regeneration, by encouraging the recycling of derelict and other urban land' as the study notes that '...all Green Belt land makes an equal contribution to this purpose and therefore inclusion of this purpose would add no value to the Assessment...'"*

4.5 The numerical scoring applied in the SGBA is defined as follows:

- 0 - **does not** perform against the purpose;
- 1 – is **lower performing** against the purpose;
- 2 – is **more moderately performing** against the purpose; and
- 3 – is **higher performing** against the purpose.

4.6 A brief written justification for each scoring criteria against the four purposes of the Green Belt is set out in the Appendices to the SGBA. This is summarised in Table 1 below.

**Table 1: Strategic Green Belt Assessment for RP39**

Green Belt Purpose	SGBA Score	SGBA Commentary
1. Check unrestricted sprawl	1- ribbon/other development is already present and/or other development is detached from the existing built up area with no clear boundary	Residential development is present within the Refined Parcel 39.
2. Prevent merging	1 – represents a gap of more than 5 kilometres between urban area	Refined Parcel 39 forms part of the gap between Knowle and Balsall Common.
3. Safeguarding from encroachment	2 – generally characterised by countryside, is adjoined by countryside and does not contain any development	Refined Parcel 39 is partially adjoined by Knowle Village; however, it is characterised by countryside and only very limited development is present
4. Preserve setting and special character	1 – adjacent to a Conservation Area within an historic town but has no views of landmarks and/or the historic core	Refined Parcel 39 is adjacent to the Knowle Conservation Area but there are no views

### **Purposes: Detailed Assessment and Analysis**

4.7 This gave RP39 an overall score of 5, considering it to be either lower (score 1) or moderately (score 2) performing in terms of Green Belt purposes. Based on a more detailed consideration of the landscape, visual and Green Belt aspects of the Site, it is considered that two of these purposes have been “underscored” for the reasons set out below.

#### Checking Unrestricted Sprawl

4.8 With regard to Purpose 1, checking unrestricted sprawl, the SGBA score was 1, lower performing. That may well be the case for parts of the Site. The analysis in the previous section of this Statement has explained clearly how and why different parts of the Site retain different characters by, amongst other things, enclosure, compartmentalisation and land use.

4.9 Those parts of the Site along its western flank, and across its (upper) centre to the east and then further north are the more enclosed parts of the Site, and as such, are likely to be able to physically and visually ‘contain’ development more successfully. These areas, as the SGBA notes, already have elements of built form on them, and are subject to greater influence from the settlement edge generally.

4.10 In contrast, those parts further south, from the vicinity of Lansdowne Farm to Grove Road, are more visually and physical open, both across the Site itself and in terms of inter-visibility with off-site areas. The presence of Lansdowne Farm as a precedent for existing built form is less justifiable here – farms generally in the middle of the countryside are not considered as a precedent in such a way.

4.11 In addition, the ‘ribbon’ development descriptor of Grove Road needs more considered examination – as the analysis in this Statement notes, its character, notwithstanding the detached dwellings along part of it, is distinctly rural.

4.12 Consequently, the (lower) central and southern parts of the Site, when considered separately, are likely to score higher in terms of this purpose of the Green Belt.

#### Safeguarding from Encroachment

4.13 With regard to purpose 3, safeguarding from encroachment, the SGBA score was 2, moderately performing. The moderation of the scores is based on a more detailed appraisal of the landscape and visual constraints of the site and its context. Again, that

may well be the case for some parts of the Site. Referring back to the analysis in this Statement again, the (lower) central and southern parts of the Site have a much more visually open character both across the Site itself, and with the wider countryside to the east, including views from the Grand Union Canal towpath, a long- distance public footpath (see **View 10** in the analysis), and a visual receptor of very high sensitivity in terms of visual impact assessment (ref. GLVIA3). Residential development across these parts of the Site is likely to be visible from this location, notably in winter, illustrating clear encroachment and setting a precedent in a visual composition where the current settlement edges do not appear, and where development on the northern and western parts of the Site is also not likely to appear.

- 4.14 There are also long-distance views from Grove Road across the southern part of the Site towards the open countryside to the east, connecting the Site very firmly with the extended countryside. Development across this part of the Site would curtail those views, and in doing so both illustrate clear encroachment and 'displace' an important visual corridor across the Green Belt that makes an important contribution to the openness of this part of the Green Belt.
- 4.15 Consequently, again the (lower) central and southern parts of the Site, when considered separately, are likely to score higher in terms of this purpose of the Green Belt.

## 5 RESPONSE TO DRAFT MASTERPLANS

### Solihull Local Plan review Draft Concept masterplans (January 2019)

5.1 As part of the Solihull Local Plan review (January 2019), for The Arden Triangle Site, two development options were put forward (refer to **Plates 3**).



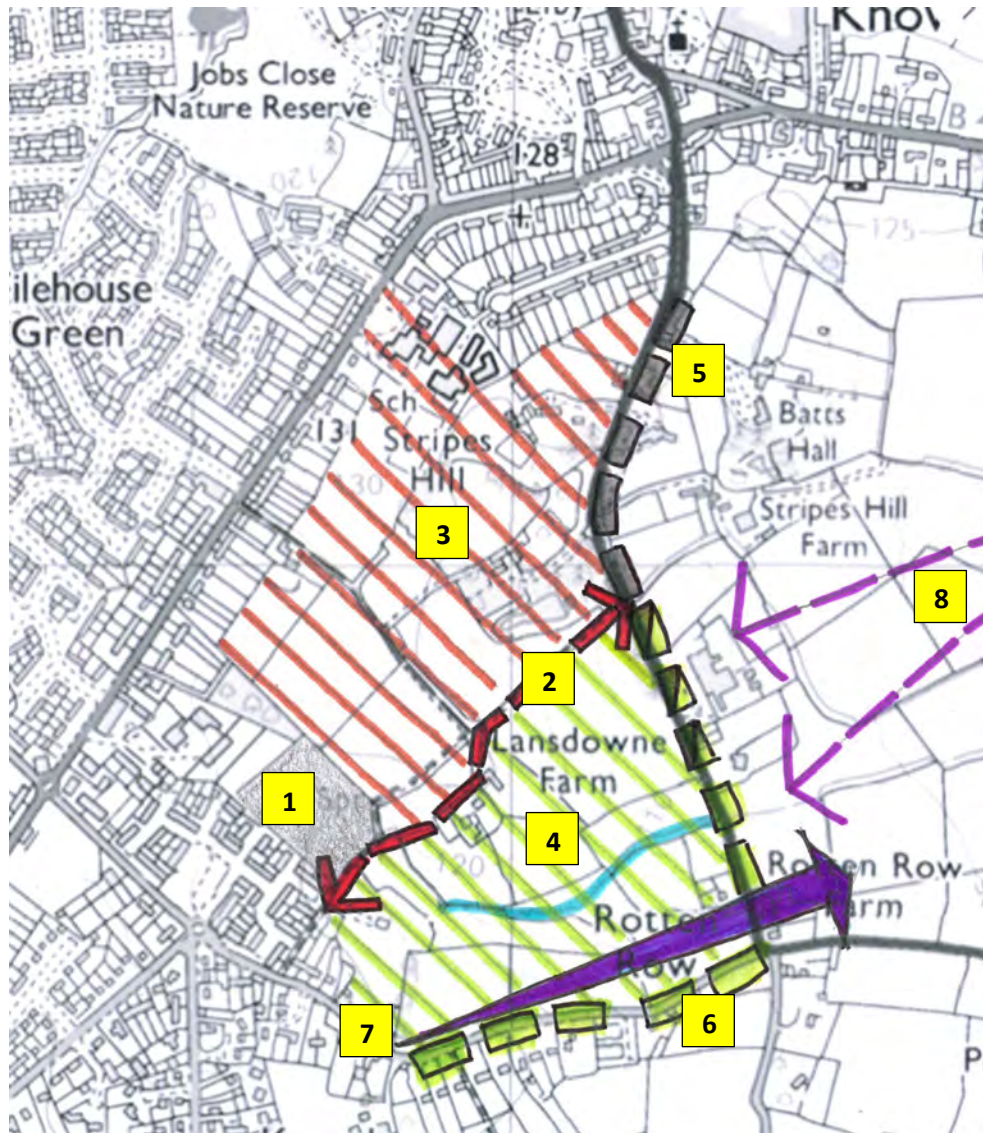
**Plate 3: SMBC Draft Masterplans: The Arden Triangle, Options 1 and 2**

5.2 The two options illustrate various different distributions of land use, primarily revolving around the relocation of The Arden Academy, or otherwise. Common to both is the extent of the development, running all the way along the long axis of the Site, from north to south, with some areas of Public Open Space and the Cuttle Brook corridor retained as a Local Wildlife Site (LWS).

5.3 The Draft Masterplan commentary indicates both options can deliver 600 homes at densities ranging from 30-40 dph. It is considered that in landscape and visual, and Green Belt terms, this extent of development is not acceptable.

## Response

- 5.4 Based on the more detailed landscape and visual analysis and consideration of Green Belt purposes set out in this Statement, an acceptable extent of development is illustrated on **Plate 4** below.



1. Recently built residential development;
2. Acceptable boundary between built form/non-built form;
3. Area for development in accordance with site constraints/preferred option;
4. Area retained as open space/LWS/'Green Belt 'setting' etc.
5. "Urban" edge acknowledged;
6. "Rural" edge acknowledged;
7. Views out across Site recognised and respected;
8. Views form high sensitivity visual receptor recognised and respected.

**Plate 4: Acceptable Development Framework**



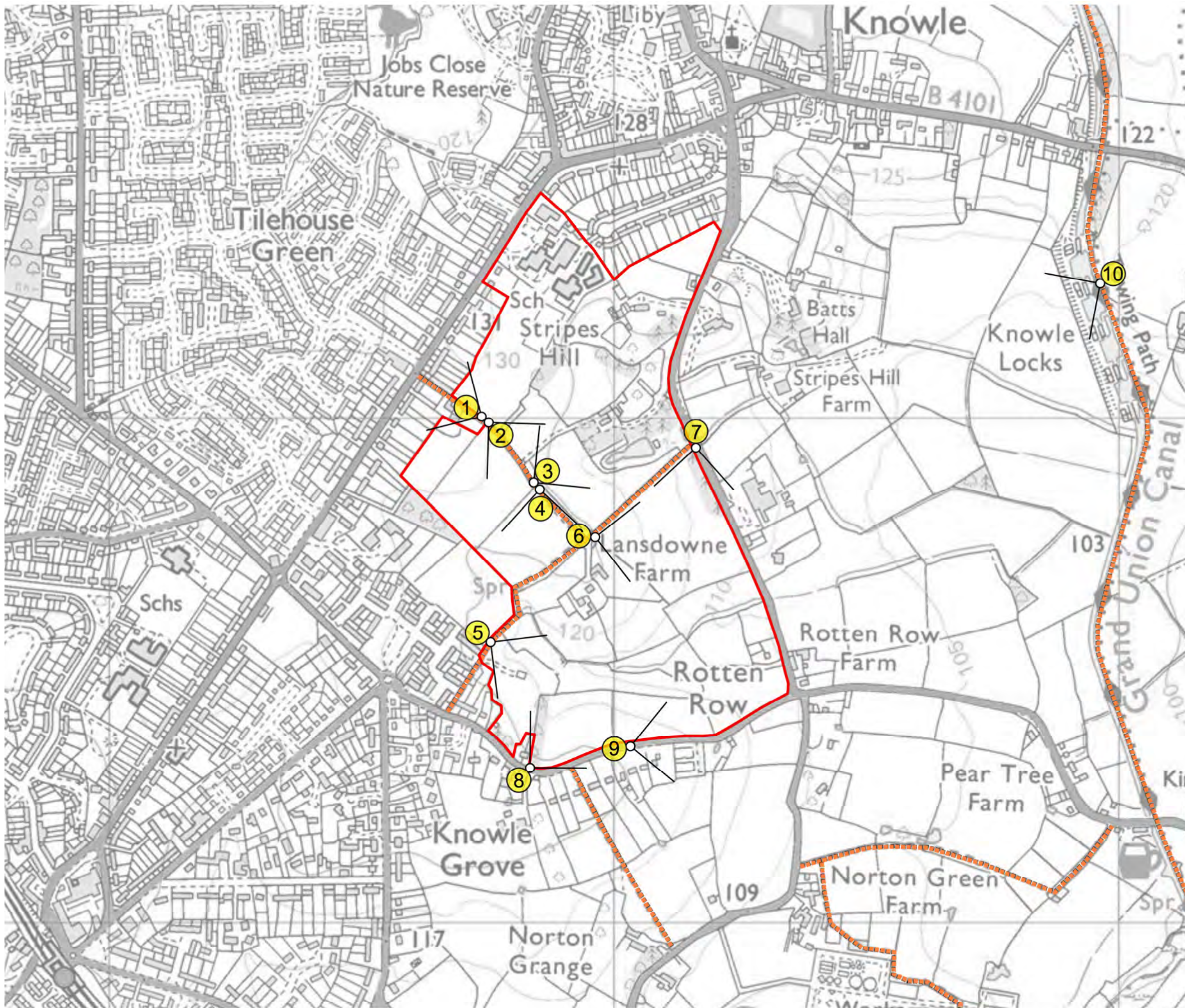
5.5 An acceptable form of development would see a “division” between built form (in accordance with site constraints, preferred options re. The Arden Academy etc.) to the north, and retained open space to the south set along the alignment of the existing public footpath that runs across the central/southern part of the Site. It would deviate south of the footpath only at a point directly north of Lansdowne Farm.

5.6 This would effectively:




- Ensure development takes advantage of the more enclosed, visually discrete parts of the Site;
- Retain those areas to the (lower) central and southern parts of the Site that contribute more to the purposes and openness of this part of the Green Belt;
- Respect the rural character of Grove Road directly south of the Site;
- Respect the rural character of that part of Warwick Road south of Wyndley Garden Centre;
- Respect the long-distance views across the southern ‘flank’ of the Site towards the wider open countryside to the east;
- Avoid any adverse impact on views from the Grand Union Canal corridor; and
- Ensure the integrity of the Cuttle Brook Local Wildlife Site is retained.

## **6 SUMMARY AND CONCLUSIONS**

- 6.1 The Arden Triangle Site is currently a draft allocation in the Draft Solihull Local Plan, and is of a significant scale whereby it may deliver ca. 600 dwellings. There are two Concept Masterplan Options currently drafted and out for consultation, where the overall extent of proposed development is generally the same across both options.
- 6.2 More detailed landscape and visual analysis of the Site concludes that different parts of it have quite different characters in landscape and visual terms, and likewise different parts contribute differently in terms of Green Belt purposes (and openness). Consequently, it is considered that the capacity for development across the Site varies significantly
- 6.3 The western, northern and (upper) central parts of the Site are considered to retain capacity for development generally as set out on the Concept masterplans. In contrast, the (lower) central and southern parts of the Site are not considered appropriate for development either in landscape and visual, or Green Belt terms.
- 6.4 An acceptable level of development would extend from the northern and western parts of the Site, generally down to the alignment of the public footpath (that is in part coincidental with the private access road to Lansdowne Farm).
- 6.5 This would ensure that important landscape and visual attributes of the Site and its context are recognised and protected, together with those parts of the Site that contribute more to the purposes of the Green Belt.



**KEY**

-  Site boundary
-  Viewpoints
-  Public right of way

Arden Triangle Site,  
Warwick Road, Dorridge  
Fig. 1 Photo Location Plan

Drawing Ref: P19-0435\_02  
 Client: STOFORD PROPERTIES  
 Date : 15/03/2019  
 Drawn by : JT  
 Checked by : DRAFT  
 Scale : 1:7500 @ A3





Viewpoint 1	View from the public bridleway on site, looking north west towards Station Road
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17665 76049
Approx elevation	+130m AOD
Distance to site	On site



Viewpoint 2	View from the public bridleway on site, looking south-east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17732 76004
Approx elevation	+130m AOD
Distance to site	On site

Arden Triangle Site,  
Warwick Road, Dorridge  
**Fig. 2: Viewpoint Photographs**

Drawing Ref: **P19-0435\_01**  
Client: **STOFORD PROPERTIES**

Date : 14/03/2019  
Drawn by : LJ  
Checked by : JP





Viewpoint 3	View from the public bridleway, near Lansdowne, looking east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17844 75873
Approx elevation	+126m AOD
Distance to site	On site



Viewpoint 4	View from the public bridleway on site, looking south.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17842 75859
Approx elevation	+126m AOD
Distance to site	On site

Arden Triangle Site,  
 Warwick Road, Dorridge  
**Fig. 2: Viewpoint Photographs**  
 Drawing Ref: P19-0435\_01  
 Client: STOFORD PROPERTIES  
 Date : 14/03/2019  
 Drawn by : LJ  
 Checked by : JP



Play area for adjacent residential development

Cuttle Brook Corridor

Attenuation Basin

Southern part of site

Grove Road



Viewpoint 5	View from the public footpath on site, looking east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17762 75557
Approx elevation	+120m AOD
Distance to site	On site

Warwick Road

Public footpath

Wyndley Garden Centre

Approximate location of Grand Union Canal

Lower central part of the site



Viewpoint 6	View from the public footpath adjacent to Lansdowne Farm, looking east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP17962 75769
Approx elevation	+125m AOD
Distance to site	On site

Arden Triangle Site,  
Warwick Road, Dorridge  
**Fig. 2: Viewpoint Photographs**

Drawing Ref: **P19-0435\_01**  
Client: **STOFORD PROPERTIES**

Date : 14/03/2019  
Drawn by : LJ  
Checked by : JP





Viewpoint 7	View from the public footpath on site at the junction with Warwick Road, looking south.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 18150 75940
Approx elevation	+113m AOD
Distance to site	On site boundary



Viewpoint 8	View from Grove Road at the south-western corner of the site, looking east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2018
Approx grid ref	SP 17836 75307
Approx elevation	+127m AOD
Distance to site	On site boundary

Arden Triangle Site,  
 Warwick Road, Dorridge  
**Fig. 2: Viewpoint Photographs**  
 Drawing Ref: P19-0435\_01  
 Client: STOFORD PROPERTIES  
 Date : 14/03/2019  
 Drawn by : LJ  
 Checked by : JP





Viewpoint 9	View from Grove Road, looking east.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 17957 5330
Approx elevation	+125m AOD
Distance to site	On site boundary



Viewpoint 10	View from the footpath along the Grand Union Canal, looking west.
Camera type	Nikon D3200 with 32mm lens (equivalent focal length)
Date	13th March 2019
Approx grid ref	SP 18981 76203
Approx elevation	+110m AOD
Distance to site	c. 1.1km

Arden Triangle Site,  
Warwick Road, Dorridge  
**Fig. 2: Viewpoint Photographs**

Drawing Ref: **P19-0435\_01**  
Client: **STOFORD PROPERTIES**

Date : 14/03/2019  
Drawn by : LJ  
Checked by : JP





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# APPENDIX B

David Onions  
Pegasus Group  
Unit 5  
The Priory  
London Road  
Sutton Coldfield  
B75 5SH

Our Ref: 190315/AP/BMT2329  
Contact: Andy Passmore  
Direct Dial: 0121 2333322

Date: 15 March 2019

Dear David

ARDEN TRIANGLE, KNOWLE & LAND AT OAK GREEN, DORRIDGE

BWB has been instructed to undertake a preliminary transport review of the proposed Arden Triangle (Allocation Site 9) and the amber site known as Land off Blue Lake Road, Dorridge from the Solihull Metropolitan Borough Council's (SMBC) Draft Solihull Local Plan Review. The review is intended to inform the Draft Local Plan Supplement Consultation.

#### Background

The Arden Triangle comprises 46 hectares of predominately greenfield land to the southeast of Knowle town centre. The site is bounded by Warwick Road to the east; Grove Road to the south and existing development including the Arden Academy to the north and west. The SHELAA estimates the capacity of the site to be 1,158 dwellings, but SMBC's Solihull Local Plan Site Allocations – Masterplans (Jan 2019) document indicates 750 dwellings.

The amber site comprises 24 hectares of predominately greenfield land to the southeast of Knowle town centre. The site is bounded by Norton Green Lane to the east; Blue Lake Road to the south and residential development fronting onto Grove Road and Knowle Wood Road to the north and west. The SHELAA estimates the capacity of the site to be 602 dwellings, but the proposed Vision Document by Heyford Developments indicates 320 dwellings.

#### Location

SMBC' Draft Local Plan Supplementary Consultation document highlights Knowle's easy access to the Motorway network and a lack of local employment opportunities. 2011 Census data from the Solihull 26 Middle Super Output Area (MSOA) indicates that approximately 70% of Knowle residents commute to/from the north during peak periods.

Whilst the SMBC Site Assessments refer to their sustainable locations, it should be noted that the 2011 Census data also indicates that 81% of existing Knowle residents commute by car. This is significantly higher than would be expected in such a location and conflicts with the stated

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[www.bwbconsulting.com](http://www.bwbconsulting.com)

sustainability credentials of the sites. Consequently, significant investment will be required if travel by sustainable modes is to be encouraged and traffic impact minimised.

Even in a sustainable location, 1,080 houses (based on the proposed allocation and the developer's masterplan involved in the amber site) will typically generate between 500 to 600 vehicles during peak hour traffic. This level of traffic increase will have implications on the local highway network and will require full assessment and mitigation. Dispersing the allocations to smaller sites would reduce local transport impact.

If the two sites are allocated, a large proportion of generated peak hour traffic will route via Knowle High Street to the M42 and beyond. Knowle High Street is approximately 6 metres wide and congestion is frequently caused when traffic is delayed by the high levels of pedestrian activity at the three zebra crossings within the main village shopping area.

The High Street is not currently suitable for the such increases in traffic. Consequently, careful consideration will need to be given to improving the highway environment to better balance the competing needs of pedestrians and traffic on this section of road.

#### Site Accesses

The B4101 Station Road is the main route through Knowle and Dorridge. It is a bus route, approximately 6 metres wide and fronted by private dwellings for most of its length. Congestion has been observed during peak times on this route and whilst it has coincided with the start and end of the Arden College school day, the limited carriageway width and numerous sources of conflicting activity means that congestion can occur at any time.

Consequently, it is considered that vehicular accesses to either site should be avoided from roads to the east, such as Station Road, Grove Road and Knowle Wood Road. Rather, these roads should be used to provide traffic-free pedestrian and cycle routes to enable residents to access local facilities including public transport services.

The Arden Triangle Draft Concept Masterplan Option 2 currently shows vehicular access onto Station Road and Grove Road, whilst the amber site vision document shows access onto Knowle Wood Road. These access locations are considered inappropriate and contrary to encouraging sustainable travel

These vehicular access locations should be amended and focused to the east on Warwick Road and Norton Green Lane, with highway improvements provided as necessary. For the amber site, it is likely that Norton Green Lane would need to be widened at existing pinch points and both the Warwick Road/Grove Road and Warwick Road/Norton Green Lane junctions improved to safely accommodate additional traffic. For both sites, it is considered that the Warwick Road/Station Road junction will also require improvement.

The Arden Triangle Concept Masterplan shows two potential access locations on Warwick Road in the northern portion of the site. These will require careful consideration, as the vertical and horizontal alignment of the carriageway could make it difficult to achieve the required visibility standards.

Pedestrian/cycle facilities are generally poor on the frontages to the sites, with little or no footway provision or crossing facilities. These will need to be provided to accord with identified desire lines if travel by these modes is to be encouraged.

Consideration will have to be given to other non-transport related factors such as landscape and countryside character, as the transport improvements necessary to allow for development on either the Arden Triangle or amber sites could have significant impacts on these considerations. These will need separate assessment.

I trust that this preliminary transport review is acceptable for your purposes. However, please do not hesitate to contact me should you require any further information.

Yours sincerely



Andy Passmore  
Director