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

I am unable to comment on the prudent approach taken by Solihull by using the 2014 household projection figures.

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

The methodology is questionable in determining the sites selected in the Borough, specifically Barratt's Farm development in Berkswell Parish, Balsall Common. The Meriden Gap has been sacrosanct in this area to maintain a gap between conurbations. It provides a green space for agriculture and enhances the area at the narrowest point of the Meriden Gap for rural activities and country walks. Site selection for this area must be wrong to regress on green belt usage and virtually close the gap to Coventry and Burton Green. Would it not be better to consider keeping the green strip between conurbations and expand in the west of Balsall Common where builders are confident to deliver.

The impact of HS2 on this area is just beginning, however this project will follow the old Kenilworth rail line at the Eastern side of Balsall Common and Barratt's Farm; it is not new committed development and therefore must not be the reason for taking the farm out of green belt.

Barratt's Farm is not accessible in the short term until an access road is constructed after the HS2 line is built. It has been referred to as a by-pass but 7 years ago a by-pass was rejected for Balsall Common. I have not seen any significant increase in local traffic to justify a by-pass however, only after this access road is built could reasonable access be obtained to build on this site.

Barratt's Farm has now been classified as not performing highly in the greenbelt. There are many poorer performing sites so is much of the final data provided by SMBC very subjective to fit the traffic light system of green for go profile?

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

It is not possible to agree with the infrastructure requirements.

- It is not well placed for growth in excess of its own local needs.
- Due to being a commuter village with the majority of working people travelling away from Balsall to work, most homes have at least 2 cars. It is not unusual for many of the households to have 4 cars per home. Why is this the case, there are no buses after 7pm to Solihull or Coventry. 2 trains per hour do stop north to Birmingham and south to Coventry but there are no buses at anytime to Kenilworth, Birmingham, Leamington or Warwick. Public transport is not a feasible option for most people coming to live in Balsall Common.
- Balsall Common By-pass has not yet been evaluated. If the A452 is moved to Barratt's Farm as a by-pass and built either side of the road as indicated it is unlikely the road will be as far from the new housing as the current Kenilworth Road.

Certainly the vegetation will be less and as such the pollution will be worse for the new residents alongside the by-pass. This calls into question the route of the proposed by pass. Perhaps a proper evaluation of a west side route would offer a better defensible boundary and give better options for housing with easier access to Solihull, new hub, motorways and the NEC business park work areas with less pollution.

- Currently the centre is not working. Parking is inadequate for the village. Deliveries to the shops is difficult and the number of small vans and 4x4 vehicles in parking spaces makes reversing from a space onto the road dangerous. An enhancement to the centre is underestimating the needs of Balsall Common today even before any plans are passed. 1760 houses and a further 3500 vehicles will need exceptional planning.
  - A new primary school needs not just a school but parking provision, space for coaches or buses to access and turn-round at the site etc.
  - The concept master plans for Barratt's Farm does not show the green space between existing and new build as in the NDP from Berkswell. Green space, recreational areas, cycling paths and walking routes to the village centre and preservation of as many natural boundaries and hedgerows needs to be achieved.
  - The plan must be for the whole site to avoid piecemeal development, with no access through residential roads such as Meeting House Lane, Oxhayes Close and Sunnyside to maintain the environment for existing residents.
  - There has always been a footpath from the greenway to the Station. This is no further enhancement to the green belt, but a clever park area such as that at Riddings Hill would be beneficial.
4. Do you believe that Site 1 Barratt's Farm should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?
- No
  - It is at the narrowest part of the Meriden Gap and would be too many houses on 1 new site enclosed by a By-pass and HS2. Pollution and environmental noise would be significant and likely to exceed new standards.
  - The site can't be developed until the by-pass is built and roads put on the site and therefore can't form part of the first 5 years of the SMBC plan. In the first 5 years of the plan some of the smaller sites need to be adopted initially to absorb Solihull's requirements. Sites of 100 or 200 houses from the area need to be adopted at first in Balsall Common and then Barratt's Farm when a whole site plan can be achieved without punching roads through existing housing to access the site to the detriment of existing residents having to cope with excess traffic on local lanes of significance in the area.
  - Any access from Meeting House Lane would change the special quality of a country lane which exists for the most part without pedestrian pathways. Turning circles for delivery vehicles, removal vehicles, waste collection vehicles would all have to turn onto the lane over the middle of the lane causing safety issues as would increased cars from the site. Safety is a major issue with increase in traffic and there must be no direct access onto this quiet and special lane.
  - With ownership of the site held by up to eleven different parties getting a whole site plan can only be achieved with SMBC ensuring the Phasing takes place after the

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main access roads are constructed. If this does not happen planners will try to push for building wherever they can see an early opportunity without consideration for the Berkswell local plan or for existing residents.

5. Do you believe that Site 2 Frog Lane should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?  
Frog Lane will make a good defensible boundary for any development. Being towards the south of Balsall Common building could take place without being constrained by other developments such as HS2 or By-pass. It is easy to travel in all directions from the site by car and is a relatively easy walk down Station Road directly to the Station.
6. Do you believe that Site 3 Windmill Lane should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?  
The site on Kenilworth Road has already been built and the land up to Windmill Lane is not particularly good however any access onto Windmill Lane would need to see improvements to Windmill Lane itself.
7. Do you believe that Site 21 Pheasant Oak Farm should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?  
I would not be opposed to development on the Brownfield area, however the green fields facing Waste Lane would be lost to the detriment of the green space.
8. Do you believe that Site 22 Trevallion Stud should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?  
No comment
9. Do you believe that Site 23 Lavender Hall Farm should be included as allocated site, if not why not? Do you have any comments on the draft concept masterplan for the site?  
No comment
10. Do you have any comments to make on potential changes to the Green Belt boundary east of the settlement that would result in the removal of the 'washed over' Green Belt from those areas not covered by a formal allocation?  
I currently walk from Waste Lane through Pheasant Oak Farm, down Hob Lane and across fields to Evesons Garage on the A452 then back down Windmill Lane about twice a week. This area would be substantially changed with potential build in the future. Any developments would have to take account of the Windmill at the top of the land fronting Windmill Lane and must be appropriate for the area.

44. Are there any other comments you wish to make on the Draft Local Plan Supplementary Consultation.

Balsall Common is a village with an inadequate village centre and poor parking facilities for its current residents. Berkswell station has limited parking spaces which needs today to provide a further 60 places and with 1760 extra houses it would need considerably more parking. A by-pass is a luxury but I'm not convinced replacing 2 roundabouts and 1 set of traffic lights with 4 or 5 roundabouts would be a solution.

Health facilities would need to be increased and the Primary School would need building before all the houses were completed.

Balsall Common could become a small town in time and be ideally placed for even more development when HS2 and the Hub is built. Getting the right development now could make Balsall Common an enviable location to move to with its easy access to the airport, HS2 and

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motorway network. Maintaining its desirability requires quality housing development with appreciation of its current assets and future potential. New facilities are required, a hi tech hub for young people, a recreation facility with gym and swimming pool and plenty of green space with trees to suit the Arden environment for all to enjoy.