

Reviewing the Plan for Solihull's Future

Solihull Local Plan Review

Draft Local Plan

November 2016

Issues and
Options

Draft Plan

Submission
Plan

Examination
of Plan

Adoption of
Plan

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1. Introduction

Purpose

1. At the heart of planning is the need to plan positively for sustainable development. One of the principal ways this is achieved is by having a local plan to guide the development of an area. Having a local plan is key to delivering sustainable development that reflects the vision and aspirations of local communities. The aim is that local authorities should positively seek opportunities, through their local plan, to meet the development needs of their area. The Council's local plan addresses the spatial implications of economic, social and environmental change that is happening to the Borough, both now and in the future.



2. The current local plan, the "Solihull Local Plan" (SLP), was adopted in December 2013 and covers the period 2011 to 2028. Although it is a recently adopted plan, and is up-to-date in many respects, there are three reasons that have triggered the need for an early review of it.
3. Firstly, the successful legal challenge to the local plan post adoption means that the current Local Plan has no overall housing requirement for the Plan period. This makes it difficult to demonstrate that the Borough has a five-year housing land supply, as required by the National Planning Policy Framework (NPPF).
4. Secondly, the examination of the Birmingham Development Plan has made clear that the City Council is unable to meet its own housing need within its boundaries, and that the shortfall will have to be met elsewhere within the Housing Market Area (HMA) (or other nearby areas) such as Solihull. The adopted Solihull Local Plan acknowledges that when work on housing needs identifies a need for further provision in the Borough, a review will be brought forward to address this¹. This is the appropriate time for doing so.
5. Finally, the arrival of HS2 to the Borough, and in particular the Interchange station marks a significant shift from the SLP. The UK Central Masterplan and Prospectus for a 'Garden City' approach to the High Speed 2 Interchange have set out the Council's ambitions for this part of the Borough. The Proposed Local Area Plan² for the High Speed 2 Interchange and Adjoining Area highlighted the need to review the Green Belt boundary to enable the

¹ See paragraphs 8.4.5 and 8.4.6.

² This was a Local Area plan published in November 2014, following which the Council decided to plan for this area through a review of the local plan rather than pursue an area plan.

Interchange Area to be allocated for development. An updated Local Plan addressing this matter is vital if the full potential of the High Speed 2 project is to be realised.

Scope, Issues and Options Consultation

6. The National Planning Policy Framework (NPPF) makes clear that early and meaningful engagement and collaboration with residents, organisations and businesses is essential. This engagement commenced with a consultation on the scope, issues and options to be considered as part of the local plan review.
7. The consultation³ took place from November 2015 to January 2016 and sought to engage with all those who have an interest in shaping the future of the Borough. It focussed on scoping the local plan review; the issues that the review will need to address; and an identification of broad options.
8. The representations⁴ to this initial consultation have helped shape the review of the local plan and have been taken into account in producing this Draft Local Plan – the next stage in planning for the future of the Borough.

The Draft Local Plan

9. This is a draft plan that has been produced under Regulation 18 of the Town & Country Planning (Local Planning) Regulations 2012. It sets out the Council's preferred option for accommodating managed growth in a sustainable manner.
10. As the SLP was relatively recently adopted (post NPPF), many of its policies remain up-to-date and relevant. Whilst it is clear that some policies need fundamental changes as a result of the challenges now faced, others do not. The earlier consultation sought views on the scope of the review, and whilst this remains a 'whole' plan review, the opportunity has been taken, where appropriate, to utilise existing policies, with amendments where necessary. Therefore this plan follows the structure used for the 2013 plan in terms of the policy headings that are used.

How could it affect me?

11. The Local Plan will set out the future spatial strategy for the Borough and will include the allocation of sites to promote development. It will also identify land where development would be inappropriate because of its impact on, for instance, environmental or historic assets; and it will also incorporate a strategy for enhancing the natural, built and historic environment.
12. It is likely that the plan will be of interest to a wide range of residents, businesses, groups and organisations living, working or investing in the Borough, and the Council wishes to encourage all those with an interest to comment on the matters raised in this document.

What will happen if we don't find more development sites?

13. The NPPF requires Local Plans to identify a supply of specific deliverable sites to meet the housing requirement for 5 years with a further supply of developable sites (or at least broad locations for them) for years 6-10 and, where possible, for years 11-15. A Local Plan that does not meet this requirement could be found unsound through the examination process.

³ The consultation document can be found at http://www.solihull.gov.uk/Portals/0/Planning/LPR/LPR_Scope_Issues_and_Options_Consultation_Full.pdf.

⁴ The representations and responses are published at http://www.solihull.gov.uk/Portals/0/Planning/LPR/Scope_Issues_and_Options_Summary_of_Representations_and_Responses.pdf

14. The lack of a demonstrable 5 year housing land supply increases the Borough's vulnerability to speculative housing proposals, and would lead to development and growth taking place in an unplanned manner.

Consultation dates

15. The Draft Local Plan will be open for consultation that will run from **5th December 2016 to 30th January 2017**⁵. Throughout the document a series of questions are posed on key points. For ease of reference all of the questions are also listed together in Appendix B.

Next steps

16. Following the consultation, representations will be considered and the Council's response prepared and agreed. The results of the consultation will then be used, along with other evidence, to assist the Council in preparing the next stage of the plan making process – the publication of the 'submission' version of the plan, which is the plan the Council intends to submit to examination.
17. It is anticipated that the submission version⁶ of the plan will be published in mid 2017 and that examination in public will take place later in the year.

Relationship to Other Plans

18. Once adopted, this plan will replace the Solihull Local Plan (Dec 2013), and its policies will no longer carry any weight. However until that point is reached, the relevant policies in the SLP will continue to be applied as adopted development plan policy. The weight that can be attached to the emerging plan will be dependent upon the stage it reaches; the extent of unresolved objections; and the degree of consistency with the NPPF.
19. The Gypsy and Traveller Site Allocations DPD was adopted in December 2014 and co-exists with the SLP. This DPD will continue to be used to provide a framework for determining relevant applications and will also continue alongside the plan produced as a result of the current review process.
20. Presently there are no adopted Neighbourhood Plans in the Borough. Any that are pursued in the short term will need to reflect the strategic policies of the SLP. But once this plan review is adopted, it will take precedence and subsequent Neighbourhood Plans will need to reflect the strategic policies of the reviewed plan.

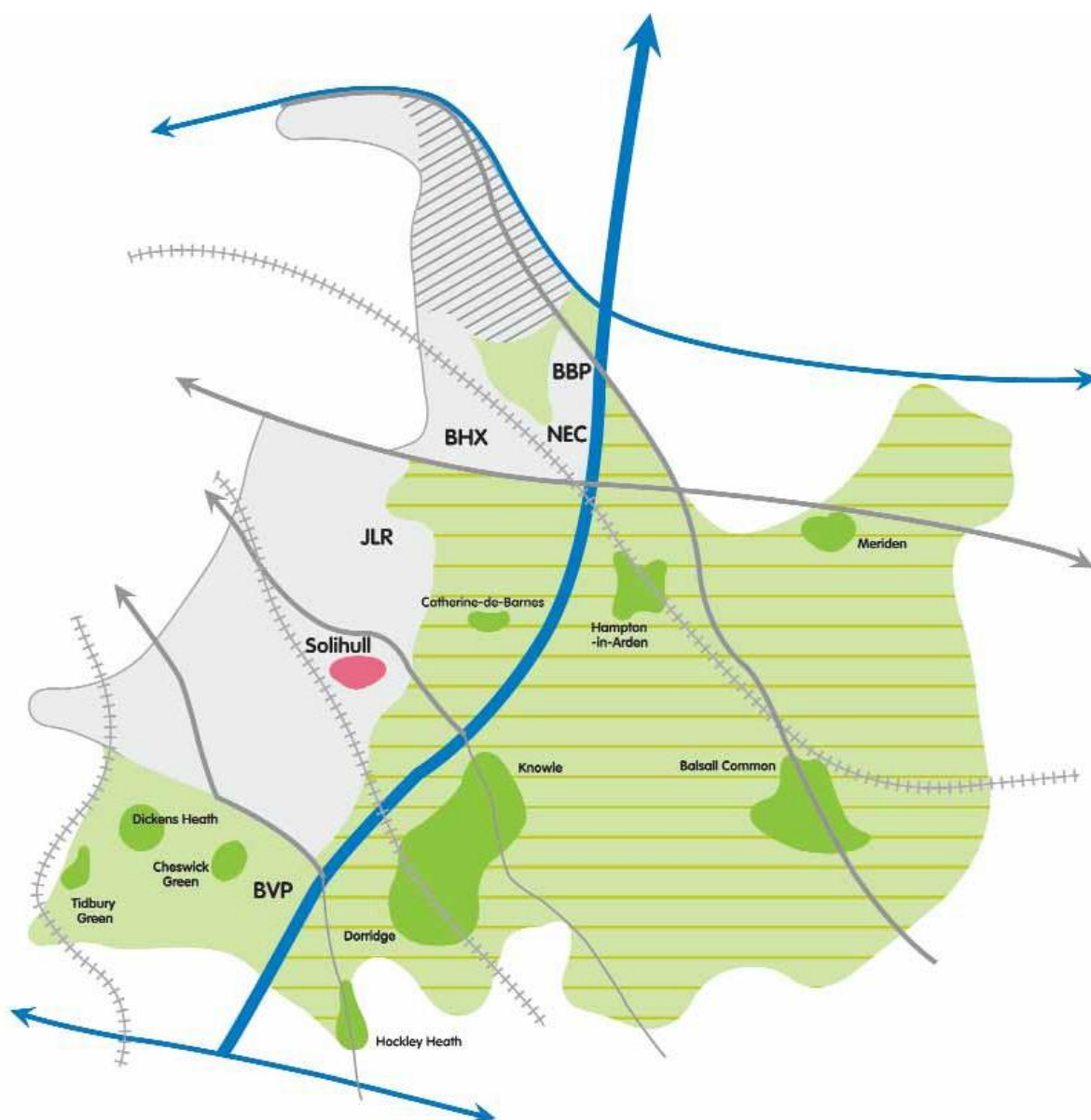
⁵ This is 8 weeks, and whilst there is no statutory timescale for consultation at this stage, this period is based on the statutory minimum 6 weeks given for the submission stage of the plan, with an adjustment recognising that this consultation spans the Christmas period.

⁶ Often referred to as the 'published' version of the plan, as prepared under regulation 19 of the plan making regulations, and is the version the Council intends to submit for examination.

2. Borough Portrait

Overview of the Borough

21. Solihull Metropolitan Borough is located on the southern edge of the West Midlands conurbation, between Birmingham and the Black Country to the west and Coventry to the east. It is bound to the north by the rural area of North Warwickshire and to the south, by rural Bromsgrove, Stratford and Warwick. The Borough is renowned for its key economic assets and strategic transport infrastructure both of regional and national significance; its attractive environment and quality of life; aspirational housing and excellent schools. All of which mean that Solihull is a desirable place in which to live, work and invest. Together, these elements combine to establish Solihull's character of 'town in country' living up to the Borough's motto: "Urbs in Rure".



22. Solihull is part of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), a partnership led by key businesses and Local Authorities to drive sustainable growth and job creation. Solihull is also a constituent member of the newly formed West Midlands Combined Authority (WMCA). The Combined Authority has four priorities relating to economic growth, addressing the skills deficit, provision of a fully integrated rail and rapid transport network, and housing.

23. Solihull is at the heart of the national rail and motorway network with direct rail services to London, Birmingham and the north along the West Coast and Chiltern Mainlines and has excellent access to other regions in the UK through the M42, which links the Borough to the M6 at the northern boundary of the Borough and the M40 to the south. This strategic transport infrastructure, together with Birmingham Airport, has ensured the Borough is the principal national and international gateway to the GBSLEP area and the wider West Midlands area.

Historical Development

24. The development of Solihull was highly influenced by the arrival of the railway stations and the 20th Century expansion of Birmingham south-eastwards. The area now known as Solihull Borough was predominantly rural with small historic towns and villages of medieval origin or earlier at Solihull, Meriden, Berkswell, Barston, Hampton-in-Arden, Knowle and Bickenhill until the end of the 19th Century, when Birmingham began to expand into rural Olton, with houses overlooking Olton Mere. Shirley originally developed from a scattered heathland settlement serving the road from Birmingham to Winchester via Oxford. Development of the Grand Union and Stratford-Upon-Avon canals and the railways also occurred during the Georgian and early Victorian periods, respectively.
25. The Rural Area once formed part of a huge area of wood pasture and ancient farm lands known as Arden and evidence of previous woodland, commons and heaths are often shown in local place names. There were also a number of manor houses and halls associated with large parks situated within the Rural Area, for example, parkland associated with Berkswell Hall was once part of a medieval deer park. Much of the woodland has now been cleared and the landscape character is predominantly agricultural, characterised by a variety of fieldscapes from older, irregular piecemeal enclosure to larger planned enclosure and very large post-war fields.
26. Large settlement expansion from Birmingham into Solihull occurred between 1900 and 1955, particularly during the inter-war period. This resulted in the development of huge semi-detached housing estates at Lyndon, Olton, Elmdon and Shirley stretching towards Solihull and, to a lesser degree, at Castle Bromwich. Detached housing development was more predominant around Solihull. Small settlement expansion also occurred in the Rural Area at Hampton-in-Arden, Marston Green, Hockley Heath, Meriden and on part of Balsall Common. During the inter-war period, large industrial areas relating to the automotive industry developed, such as the Land Rover motor works and the early example of a research and development campus at Shirley, latterly owned by TRW. Birmingham Airport was also developed at this time, opening in 1939 as a municipal airport.
27. After 1945, there was a huge wave of predominantly terraced and multi-storey residential development in the north-west part of the Borough from Castle Bromwich southwards. Residential development at Kingshurst was followed in the 1960s by overspill development from Birmingham into Smiths Wood and Chelmsley Wood. At the same time, Dorridge was 'created' by the expansion of Knowle south and westwards and development around Dorridge railway station. Development at Shirley, Olton, Lyndon and Elmdon towards Solihull continued and by 1955, Solihull had become joined to Birmingham.
28. Since the mid 20th Century, most residential development has occurred at Monkspath and Hillfield, Balsall Common, Cheswick Green, Meriden, Knowle and Dorridge, and most recently, since the late 1990s, at Dickens Heath. Most large scale commercial development occurred at the National Exhibition Centre in the 1970s, Birmingham Business Park since the

late 1980s, Blythe Valley Park since the late 1990s, and more recently, the Touchwood Shopping Centre in Solihull Town Centre.

The Borough Now

29. The Borough is home to several major economic assets including Birmingham Airport, the National Exhibition Centre, Birmingham and Blythe Valley Business Parks, Jaguar Land Rover and Solihull Town Centre. The formation of the WMCA and the forthcoming development of a high speed rail interchange provide further opportunities for significant inward investment, development and employment growth within this area and enhance its role as a regional and nationally significant economic hub.
30. The regional and national impact and role of Solihull's strategic economic assets is significant – supporting an estimated 100,000 jobs and £5.1bn GDP in 2012⁷ – with 50% of the Borough's workforce commuting in, it plays a vital role in the regional economy and labour market. Other illustrations of the Borough's economic success include:
 - Total employment in Solihull increased by just over 6% between in 2015 (+6,500) in excess of the England (2%) and West Midlands averages (1.5%). This was driven by a 12% increase in the number of full time private sector employees (+7,300);
 - Over the five years 2010-2015 Solihull had the fastest growing labour market outside of London;
 - The Borough also ranked 12th out of 152 upper tier Local Authorities in England for private sector employment growth over this period (BRES 2015);
 - At a broad sector level 2015 saw particularly strong employment growth in manufacturing (+1,300, +12%), transport and communications (+1,100, +14%), as well as across all financial, professional and business services;
 - The strength of Solihull's automotive industry is evident by the fact that this manufacturing sub-sector alone added nearly 1,200 jobs to total Borough employment in 2015;
 - The significant influence of the Airport on the Borough's labour market is reflected in strong employment growth in the air transport (+200 jobs) and transport warehousing (+300 jobs) sub-sectors in 2015.
31. Around two thirds of Solihull's 17,800 hectares is countryside and designated Green Belt, which separates the West Midlands conurbation from surrounding settlements. The vital strategic gap between Birmingham/Solihull and Coventry is known as the Meriden Gap. This area is predominantly rural, characterised by a series of settlements, historic villages, hamlets, scattered farmsteads and dwellings set within attractive countryside. This area has been under increasing pressure to accommodate development and infrastructure.
32. These factors combine to make Solihull a highly sought after living environment and, as a result, house prices and land values across most of the Borough are substantially above the regional average.
33. The Borough has a number of distinct areas and these are described in more detail under the following headings:
 - UK Central⁸ Hub and Key Economic Assets
 - North Solihull Regeneration Area

⁷ M42 Economic Gateway Masterplan Report (ARUP *et al.* 2013)

⁸ UKC was formally known as M42 Economic Gateway. It includes the collection of key economic assets principally located around and between junctions 4 and 6 of the M42.

- Mature Suburbs
- Solihull Town Centre
- Rural Area
 - Knowle, Dorridge, Bentley Heath and Hockley Heath
 - Catherine de Barnes, Hampton-in-Arden and Meriden
 - Balsall Common, Berkswell, Barston, Temple Balsall and Chadwick End
 - Dickens Heath, Tidbury Green, Cheswick Green and Blythe Valley Park

UK Central Hub and Key Economic Assets

34. There are four UK Central (UKC) economic opportunity zones:
- Zone 1 – The UKC Hub which includes Birmingham Airport, National Exhibition Centre, Jaguar Land Rover, Birmingham Business Park and the site of the HS2 Interchange (known as Arden Cross)
 - Zone 2 – North Solihull
 - Zone 3 – Solihull Town Centre
 - Zone 4 – Blythe Valley Park
35. These strategic assets, and their collective impact and potential for inward investment to the wider area, are known as “UK Central” – the brand and vision for unlocking their long term economic potential for the Borough as a whole; with Solihull continuing to perform its critical role as a major economic contributor to the region and to the UK as a whole.



36. From 2017 onwards construction will begin on a high speed rail station interchange in the heart of the UK Central Hub on land adjacent to the NEC. It is anticipated that HS2 will be operational from 2026, at which point the journey time from London to UK Central Hub will be less than 40 minutes.
37. The potential of UK Central, to generate further economic and employment growth for the region as a whole is on a nationally significant scale – over 100,000 jobs and £15bn GDP in the West Midlands by 2040 – jobs and growth that are critical to Solihull, its neighbours and to the rebalancing of the national economy. A strategic masterplan produced in 2013 identified that to realise this potential Solihull not only needed to enable appropriate growth of the existing strategic economic assets; but integrate HS2 within its plans and within future development. This should then be underpinned with new investment in connectivity and transport infrastructure; thus enabling wider access to the new

employment opportunities which would be created. Access not only for Borough residents, but across the WMCA area.

38. The WMCA Investment Prospectus 2016 recognises the once in a generation opportunity that the HS2 rail link offers to drive economic growth and prosperity, and the significance of UK Central, particularly the Hub Area around the Interchange station.

Birmingham Airport

39. Birmingham Airport is the principal international gateway into the Region and has a major role in the national airport's infrastructure. It is a key economic growth driver, particularly regarding the knowledge economy, high value-added sectors and overseas inward investment and international trade. The development of new routes to the Far East, America, India and China enabled by the main runway extension, completed in 2014, enhance the Airport's capacity to contribute to local and regional economic growth as a key component of UKC. The HS2 Station will improve the accessibility and attractiveness of the Airport from further afield, particularly London and the South-East.



National Exhibition Centre (NEC)

40. The continued success of the NEC is important to the local and regional economy and is the UK's largest exhibition centre. The role of the NEC has evolved from its early exhibition centre beginnings in the 1970's to become a major events, tourism and leisure venue, serving both business and leisure markets and contributing significantly to Solihull's and the Region's visitor economy. The opening of Resorts World (a £150 million mixed use leisure development) in 2015 is a demonstration of the evolving role that the NEC plays; and the Local Plan Review should provide a framework to allow the complex to take advantage of future opportunities.

Jaguar Land Rover (JLR)

41. Jaguar Land Rover is one of the West Midlands', and UK's, most important businesses and a key driver of economic recovery, as an advanced manufacturing firm developing leading technologies including in low emissions vehicles. The Lode Lane plant in Solihull currently provides about 7,300 jobs and is set to increase to more than 9,000 following substantial new investment in the plant, demonstrating the company's commitment to Solihull.
42. Part of the area beyond the north east of the existing plant has recently been developed to provide a 14ha vehicle despatch area which opened in 2015. The Council considered that there were very special circumstances for allowing this development in the Green Belt. This was to support the operational needs of this internationally significant company that needs to remain competitive in the global vehicles market in order to continue to support significant numbers of jobs in the Region that rely on the success of JLR.

Birmingham and Blythe Valley Business Parks

43. Birmingham and Blythe Valley Business Parks have successfully attracted new investment to Solihull and the Region in accordance with their original role of helping to modernise and diversify the Region's economy by attracting knowledge based employment and combatting decline in the Region's manufacturing base. Birmingham Business Park is well placed near North Solihull and the NEC to encourage new growth and investment linked to North Solihull regeneration. Blythe Valley Business Park is competitive with the south-east and M4 corridor and is capable of developing new facilities to promote and support innovation and entrepreneurship.
44. These two high quality, managed business parks have a key role in Solihull's success in attracting business investment in high value added sectors including ICT, business and professional services, creative industries, construction and engineering. It is important that these high quality sites continue to attract knowledge economy investment to Solihull and the Region, thereby underpinning economic recovery and growth. This includes further realising the potential of Blythe Valley Business Park as a location for innovation uses and new enterprise. There is also potential for Birmingham Business Park to play a greater role in linking investment and employment opportunities to the North Solihull Regeneration Area.



45. To reinvigorate these sites, the range of acceptable uses on them was broadened under the Solihull Local Plan in response to changed market conditions. There is growing competition from town and city centre locations as occupiers realise the benefits to employees of access to a range of facilities and to public transport. Better facilities will be needed if they are to continue to secure appropriate investment.

North Solihull Regeneration Area

46. The Regeneration Area covers three wards (Chelmsley Wood, Kingshurst & Fordbridge, Smith's Wood) to the north of the A45, as well as some adjoining neighbourhoods in the north of Bickenhill ward. A large proportion of local neighbourhoods are in the 10% most deprived in the country, with some in the bottom 5%. The area has a younger population than the rest of the Borough, an above average proportion of single person and lone parent households and far more people living in socially rented housing. Car ownership is the lowest in the Borough and is significantly lower than the national average. There are frequent bus services to Birmingham, although public transport access to many of south Solihull's key employment sites is less good. This is particularly significant as there are few jobs located in North Solihull itself with very limited commercial and employment space having been created as part of the initial development of the area, limited access to jobs,

together with below average working age qualification levels have been major causes of high unemployment, and below average incomes in North Solihull. Poor health is also an issue, with life expectancy lower than the rest of the Borough and proportionally far more working age people not working due to ill health.

47. The area has a distinctive urban form characterised by its 1960s 'Radburn' open plan housing estates arranged around parking courtyards, small green spaces and precinct shopping areas. Pedestrian and car access is often separated so that dual carriageways, subways and footpaths are common. A consequence of this is poorly overlooked amenity areas and pedestrian routes, which exacerbate anti-social behaviour and fear of crime, and a resultant poor quality environment. However, the area has several significant environmental assets including the River Cole and its wider landscaped setting, woodlands, nature reserves and parks, which provide opportunities for enhancement.



48. The area is subject to one of the largest regeneration programmes in England which has, since its inception in 2005, delivered more than 1,350 new homes on over 30 different sites, such as the award winning Burtons Farm Park. This renewal programme has been facilitated by the demolition of a large amount of unsuitable housing stock including five tower blocks. A large proportion of the new homes have been built for social rent, with the remainder made available for home ownership. This has introduced greater choice into the North Solihull housing market. Alongside housing renewal, regeneration has delivered vibrant new schools and colleges as well as new parks, improved green space and play facilities. A new supermarket and improvements to Chelmsley Wood Town Centre have been delivered along with new village centres at North Arran Way and Chelmunds Cross, which includes a new Enterprise Centre for start-up businesses and a new health centre. There has been an improvement in educational attainment in North Solihull's schools relative to those in the rest of the Borough since the SLP was adopted in 2013, although there remains a significant gap.

Mature Suburbs

49. The area contains the popular residential suburbs of Castle Bromwich, Marston Green, Olton, Elmdon, Lyndon, Solihull, Shirley, Monkspath and Hillfield. These areas benefit from good schools, strong local centres and are relatively affluent. The more historic parts of the Mature Suburbs are found in Castle Bromwich, Olton, Solihull and Shirley. These mature areas are characterised by Victorian and Edwardian development, the canal and railway network, a tighter urban grain, extensive gardens and parks. More modern housing estates are characterised by an open plan, cul-de-sac layout with on-plot parking and a predominance of detached and semi-detached properties. Given the popularity of residential areas within the Mature Suburbs, house prices are high and there is a severe lack of affordable housing for first time buyers and those wishing to downsize.
50. However, the overall affluence of the Mature Suburbs masks some local variations, with pockets of deprivation evident in parts of Shirley, Elmdon, Olton and Lyndon. Whilst health is generally good across the area, the population is increasingly ageing, which has implications for the type and tenure of housing required and a greater need for specialist housing and health care.
51. The Mature Suburbs are home to a variety of employment opportunities including ZF TRW and other businesses located in the Solihull and Fore Business Parks, as well as in the established Cranmore and Monkspath area. The area benefits from lower unemployment than the Borough average. The area contains the strategic transport infrastructure of the A34 Stratford Road and the A41 Warwick Road; principal routes into Birmingham, and two railway lines, with stations at Shirley, Olton, Solihull, Widney Manor and Marston Green. Excellent connectivity to strategic road networks has resulted in traffic congestion at key destinations such as Solihull and Shirley Town Centres. In the case of Shirley this was contributing to its decline as a shopping destination. The completion of the mixed-use Parkgate development and public realm improvements are the first stage of a revitalisation programme for Shirley which will include the redevelopment of the former Powergen site.

Solihull Town Centre

52. Solihull Town Centre is a strong, vibrant and regionally important Centre containing a wide variety of shops, businesses and civic services. It is enriched by its attractive historic core of St. Alphege church, the Square and the High Street. To the north and south, the more modern retail developments of the 1960s precinct style Mell Square and the early 21st Century Touchwood development broaden the Centre's offer. Whilst the Centre continues to thrive, accessibility to and from the train and bus interchange is poor, traffic congestion affects key routes to the Centre and there is insufficient diversity of offer in the evenings. Parts of the town centre are looking dated and key gateways into Solihull and linkages to the surrounding parks could be improved.



53. Recent improvements to the town centre include the Solihull Gateway, facilitating better traffic flow and bus access, as well as some refurbishment and development of the Mell Square shopping area. In 2016 Waitrose opened a new store in the town centre. An extension to the Touchwood shopping centre due to begin construction in 2017 will further enhance Solihull's retail and leisure offer.

Rural Areas

54. The Rural Area generally has a high quality built and natural environment, characterised by its Arden landscape setting, attractive countryside, important green corridors such as its canals and rivers and its rich biodiversity. The predominant land use is agriculture, which contrasts with the urban character of the remainder of the Borough and most of the Rural Area is protected by Green Belt. There is a wide variety of villages within the area, from the larger settlements of Knowle, Dorridge and Balsall Common, which have expanded significantly in recent times, to the smaller, historic villages of Hampton-in-Arden, Berkswell, Meriden and Barston hamlets and farmsteads which have grown more organically, and the modern, critically acclaimed new village of Dickens Heath.
55. Generally communities within the Rural Area are affluent and occupy attractive residential environments. The level of car ownership is higher than the Borough and national average at 1.62 cars per household. However, some local rural deprivation is evident in those neighbourhoods where social housing predominates. The Rural Area generally suffers from poor public transport connectivity. Schools perform well within the area but there is a severe shortage of affordable housing and an increasingly ageing population, above the national average, which could create service delivery difficulties. The rural communities are mainly commuter settlements and there is a continued threat of loss of key services and facilities.
56. The Rural Area is also important for sand and gravel aggregates at Berkswell and Meriden quarries. The area also has significant coal reserves. There are waste facilities in the Rural Area but much of the amount of waste arising in the Borough is managed outside of Solihull. Much of the rural employment is focused in the agricultural sector; however, there are some examples of successful farm diversification.

Knowle, Dorridge, Bentley Heath and Hockley Heath

57. The historic medieval core of Knowle is centred on the High Street and the church of St. John the Baptist, St. Lawrence and St. Anne, at the junction of two historic routes, and is protected by Conservation Area designation. Similarly, development from the later Victorian and Edwardian periods around and near to Dorridge railway station benefit from Conservation Area status. The area experienced significant post-war development and there is no obvious settlement boundary between Knowle, Dorridge and Bentley Heath. The dated shopping parade at Dorridge has recently been redeveloped to provide up-dated modern facilities and a new public realm that enhances the centre as a whole.
58. Hockley Heath is separated from Knowle and Dorridge and has a sense of remoteness. The village is largely inter and post-war ribbon development along the A34 Stratford Road but has the characteristics of a semi-rural village. The Stratford-Upon-Avon canal provides a linear heritage asset with a village wharf. The area is affluent, has a high quality residential environment and good, popular schools.

Catherine de Barnes, Hampton-in-Arden and Meriden

59. These three small villages are located at key intervals along the B4102 Hampton Road and are separated by attractive countryside. Both Hampton-in-Arden and Meriden have historic

medieval cores which are protected by Conservation Area designation and have grown organically over time. Hampton Conservation Area is centred on the main High Street, Hampton Manor and the church of St. Mary and St. Bartholomew. At Meriden there are two; one focused on the green at the heart of the village and another around St. Lawrence's church at Meriden Hill, which has spectacular views over the surrounding countryside. Catherine de Barnes, on the other hand, is a smaller village with a more modern feel and which benefits from a canalside setting. The sub-area is generally affluent with some deprivation experienced in Meriden, which has a distinct rural feel to it and strong links to the surrounding farmland and quarries.

Balsall Common, Berkswell, Barston, Temple Balsall and Chadwick End

60. Balsall Common is a large post-war suburban commuter village bisected by the A452 Kenilworth Road. The settlement is characterised by popular, low density residential areas with an open plan, cul-de-sac style layout and good schools. The village has a thriving local centre astride the A452 with a good range of shops, facilities and services, although there are some opportunities to improve the Centre. Berkswell railway station to the north-east of the village provides access to London, Birmingham and Coventry via the West Coast mainline.
61. The remainder of the sub-area is distinctly rural with a series of remote historic villages, hamlets, scattered farmsteads and cottages. The historic settlements of Berkswell, Barston and Temple Balsall are of medieval or earlier origin and Walsal End has houses dating from the 17th Century. All are protected by Conservation Area designation. This part of the Rural Area is characterised by the River Blythe, the wider Arden landscape and distinctive fieldscapes and is a popular area for recreational walking, being home to part of the Heart of England Way and a network of footpaths. Chadwick End has some 19th Century cottages, a public house and village hall with a community post office.

Dickens Heath, Tidbury Green, Cheswick Green and Blythe Valley Park

62. This area consists of distinct villages set within, and separated by, attractive countryside and Green Belt, which gives each village a sense of remoteness. Tidbury Green comprises predominantly inter-war linear development along key roads and Cheswick Green consists almost entirely of post-war development characterised by cul-de-sac, open plan layouts. The modern, multi-award winning village of Dickens Heath was 'created' in the late 1990s and, guided by an architect-led masterplan. It has since undergone rapid expansion with a variety of architectural styles of development and a Village Centre. Whilst housing densities are higher around the Village Centre, the area has an attractive, mature woodland and canalside setting, with a few early cottages adding sporadic visual interest. There is a railway



station close to Dickens Heath at Whitlock's End. Blythe Valley Park comprises a modern campus style commercial development within an attractive parkland setting. There are several award winning signature buildings providing a contemporary and sustainable working environment. As a whole, the sub-area suffers from poor public transport provision with limited bus services between settlements, which perpetuates travel by private car.

Borough Wide Key Statistics

63. The table below sets out some key statistics for the Borough.

Key Statistic	Solihull	West Midlands	National Average
Area of Borough	17,828 (ha)		
Percentage of Borough that is Green Belt	67%		
Population (mid 2015)	210,400	-	-
% Population Aged 65+ (mid 2015)	21%	18%	18%
Households (2014)	86,962	-	-
% Single Person Households (2011)	29%	30%	30%
% Social Rented Households (2011)	15%	19%	18%
Car Ownership – average per household (2011)	1.34	1.20	1.16
Travel to work by public transport (% working residents 2011)	14%	10%	17%
Unemployment Claimant Rate (2016)	1.7%	2.3%	1.7%
Average House Price (2015)	£284,316	£196,751	£271,964

3. Challenges

64. The SLP highlighted significant problems, tensions and challenges facing the Borough. These were used as a basis for developing the strategy and policies in the plan that could be used to address the challenges.
65. The challenges set out in the SLP have been used as a starting point for the local plan review, and consideration has been given as to whether they remain appropriate and up to date, or whether there have been any change in circumstances that need to be addressed. The Scope, Issues and Options consultation invited views on whether these challenges were still appropriate, and whether there were any new ones that needed to be considered.
66. The challenges set out below⁹ are based on the challenges identified in the SLP. Challenges B (Housing Needs) and Challenge G (Shortage of Gypsy and Traveller Sites) have been amended and new challenges M and N have been added to reflect changes in circumstances since 2013.
- A Reducing inequalities in the Borough
 - B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA (Housing Market Area) wide shortfall.
 - C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
 - D Securing sustainable economic growth
 - E Protecting key gaps between urban areas and settlements
 - F Climate change
 - G To maintain a supply of gypsy and traveller sites.
 - H Increasing accessibility and encouraging sustainable travel
 - I Providing sufficient waste management facilities and providing for sand and gravel aggregates
 - J Improving health and well being
 - K Protecting and enhancing our natural assets
 - L Water quality and flood risk
 - M Maximising the economic and social benefits of the High Speed 2 rail link and Interchange
 - N Mitigating the impacts of High Speed 2 and the growth associated with the Interchange area

Challenge A – Reducing Inequalities in the Borough

North Solihull Regeneration Area

- Significant levels of deprivation with higher levels of crime, fear of crime and worklessness than the Borough average.
- Poor public transport links with the south of the Borough, employment areas and poor access by walking and cycling to local services and facilities and economic assets.
- Inadequate supply of business premises, particularly space for small and medium size enterprises.
- Skills / qualifications gap and low educational attainment.
- Poor quality urban environment (including main retail centre), green space and public realm, lack of variety of tenures, lack of market and affordable housing.

⁹ The challenges are not set out in any priority order.

- Poor health, significantly lower life expectancy with a significant gap between the best and the worst wards in the Borough.

Other areas of the Borough

- Pockets of deprivation in the Mature Suburbs and Rural Area: low incomes, unemployment and poor health in parts of Bickenhill, Elmdon, Lyndon, Olton and Shirley.
- Problems of access to housing and local services, particularly in some rural areas.
- Increasing obesity Borough wide, of particular concern amongst children.
- Pockets of anti-social behaviour crime around the Borough.

Objective

- Close the gap of inequality between the most and least affluent wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Area and the rest of the Borough.

Challenge B - Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall

- Meeting the Borough's full objectively assessed housing needs without adversely affecting the quality of its environment and its attractiveness for businesses and residents.
- Accommodating some of the HMA wide housing shortfall without adversely affecting the quality of its environment and its attractiveness for businesses and residents
- Ensuring a supply of housing is available throughout the plan period, especially in the early period.
- A shortage of affordable housing, particularly for rent and first time buyers, in all areas of the Borough but especially the Mature Suburbs and the Rural Areas of the Borough.
- A need to widen the housing offer to ensure the provision of an appropriate mix, type of market housing and encourage intermediate home ownership through the provision of Starter Homes and Shared Ownership.
- A need for a range of affordable housing for older people and for people with learning, physical and sensory disabilities and mental health needs.
- A need to promote opportunities for self and custom house building.

Objectives

- To ensure that the full objectively assessed housing need for the Borough is met for the plan period consistent with the achievement of sustainable development and the other objectives of the Plan.
- To ensure that provision is made for an appropriate proportion of the HMA shortfall in new housing land consistent with the achievement of sustainable development and the other objectives of the Plan.
- Maximise the provision of affordable housing; ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of Solihull residents, particularly needs for affordable housing, including Starter Homes, and supported housing, on a Borough wide basis.
- Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development prioritising locations for development

that will best contribute to building sustainable, linked, mixed use and balanced communities.

- Widen the range of options for older people and for people with learning, physical and sensory disabilities and mental health needs through the provision of accommodation which is designed to meet these diverse needs.
- To provide opportunities for self and custom build as signalled through Solihull's Self and Custom House Building Register.

Challenge C - Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull

- Accommodating additional development, whilst:
 - Continuing to improve the quality of the environment in the North Solihull Regeneration Area and in areas of deprivation in the Mature Suburbs;
 - Conserving the qualities of the Mature Suburbs, rural settlements and characteristics of the wider rural area that make those places attractive areas to live;
 - Ensuring there is sufficient amenity space and opportunities for secure children's play;
 - Providing healthy places which include opportunities for cycling and walking; and
 - Ensuring that residential and other amenities are protected.

Objectives

- Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.
- Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness¹⁰ and the attractiveness of the mature residential suburbs and the rural area.
- Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.
- Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.

Challenge D - Securing sustainable economic growth

Key Economic Assets

- Maintaining Solihull's important regional and sub-regional role.
- Meeting aspirations of key businesses to enable them to maintain competitiveness (Birmingham Airport, National Exhibition Centre, Birmingham Business Park, Blythe Valley Park, Jaguar Land Rover) whilst contributing to sustainable development.
- Retaining a high skilled workforce.
- Impact of congestion on motorways, the strategic highway network and rail from additional growth/housing.
- Impact of pressure for development on the quality of the environment.
- Need to provide opportunities around workplaces for healthy and active lifestyles.

¹⁰ Including ensuring sufficient territory to new buildings and the opportunity to provide adequate landscaping.

- Need for high speed digital connectivity to enhance competitiveness.

Solihull Town Centre

- Pressure for redevelopment and expansion.
- Impact of congestion.
- Maintaining the attractiveness of the Town Centre's historic core and parkland setting.

Shirley Town Centre

- Pressure from out of centre retail development.
- Poor quality shopping environment.
- Impact of high level of through traffic and congestion.

Chelmsley Wood Town Centre

- Dated in appearance and in need of environmental improvements.
- Broader diversity of uses needed to improve attraction to shoppers.
- Maintain its local importance.

Objectives

- Maximise the capacity and benefits of the recently extended runway at Birmingham airport, including through enhancing the passenger experience.
- Support the continued success of other key economic assets such as National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Jaguar Land Rover whilst maintaining the quality of the environment and managing congestion.
- Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.
- Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.

Challenge E - Protecting key gaps between urban areas and settlements

- Maintaining the integrity of the Green Belt and the Borough's attractive rural setting that helps to attract investment, in the context of the significant pressures on agriculture and for development to meet the housing requirements for Solihull including the local and wider Housing Market Area needs.

Objectives

- Maintain the Green Belt and improve the network of green infrastructure in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.

Challenge F - Climate change

- Higher than average greenhouse gas emissions.
- Low potential for wind and biomass.
- Strong potential for decentralised energy and heating networks around Solihull Town Centre, UK Central Hub Area and growth areas where feasible and viable.
- High level of emissions from transport.
- Risk to health of older people and those in fuel poverty in poorly insulated homes.

- Risk of increased surface water flooding in urban areas.
- Urban heating.
- Retrofitting of existing buildings.
- Impact on biodiversity conservation and landscape character.

Objectives

- Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.
- Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.
- Support the implementation of 'Solihull Connected' and encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.
- Promote measures, such as integrated green infrastructure, to improve resilience of existing and new developments to the impacts of climate change.

Challenge G - To maintain a supply of gypsy and traveller sites

- The need to maintain an appropriate level of supply of authorised Gypsy and Traveller sites in Solihull.
- Avoiding the establishment of unauthorised developments and encampments.

Objective

- To ensure adequate provision of authorised pitches to meet the needs of Gypsies and Travellers in the Borough, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.

Challenge H - Increasing accessibility and encouraging sustainable travel

- Difficulties of access to services, facilities and employment leading to social exclusion, in the North Solihull Regeneration Area and for young and elderly in rural areas.
- High car use in the Mature Suburbs and often this is the only form of available transport in rural parts of the Borough.
- Ensuring that expected levels of population growth as well as delivery of HS2 and UK Central do not compound existing levels of peak hour congestion on the principal road network
- Public transport journey times and poor reliability can discourage modal-shift.
- Poor pedestrian and cycle connectivity between communities and retail and employment centres.
- Physical, behavioural and perceptual barriers to more sustainable forms of transport, most notably cycling and bus.
- Poor north-south public transport links.

Objective

- Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.

- Reduce the need to travel.
- Manage transport demand and reduce car reliance.
- Enable and increase the modal share of all forms of sustainable transport.
- De-couple economic growth and increase in car use.

Challenge I - Providing sufficient waste management facilities and providing for sand and gravel aggregates

- Providing sufficient waste management facilities to meet an equivalent tonnage to the waste arising in the Borough and to address a predicted gap between waste arising and capacity of waste management facilities in the Borough.
- Providing for sand and gravel production to meet national and regional targets as apportioned to the West Midlands County sub-region, in the context of limited resources elsewhere in the sub-region.

Objectives

- To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.
- To address the capacity gap between waste arising and the capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.
- To provide for a total of 7.2 to 8.6 million tonnes of primary sand and gravel resources from sources across the West Midlands Metropolitan Area for the Plan period to 2033, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.

Challenge J - Improving health and wellbeing for everyone

- Significant health inequalities in the Borough, particularly between North Solihull and the rest of the Borough.
- Incidence of unhealthy lifestyles and behaviours, particularly in young people; an ageing older population, and the need to improve the physical and mental health and wellbeing of those who visit, work and live in Solihull, in accordance with the Health and Well-Being Strategy.

Objective

- Promote development that contributes to a healthy and safe population by providing for opportunities to enable people to pursue an active lifestyle and make healthier choices.
- Meet local housing and employment needs whilst facilitating the provision of appropriate health care services to create healthier safer communities.
- Ensure development promotes positive outcomes for physical and mental health and wellbeing through its location, layout and design, inclusion of appropriate levels of open space and the protection and improvement of air quality.

Challenge K - Protecting and enhancing our natural assets

- Decline in the levels and quality of biodiversity across the Borough, including sites of national importance such as the River Blythe, loss of sites of local importance, and fragmentation of habitats.
- Degrading of the historic Arden landscape character in parts of the Borough.
- Managing the growth agenda so that ecosystem services provided by natural assets are not harmed and thus undermine the Borough's capacity for growth.

Objectives

- Promote an ecosystem approach to biodiversity conservation aimed at:
 - Halting and reversing decline and loss by conserving and enhancing biodiversity and habitats of value;
 - Contributing to local and sub-regional initiatives to improve the natural environment;
 - Reviewing and updating biodiversity information and the network of local wildlife and geological sites;
 - Addressing gaps in the strategic ecosystem network to support wildlife and green infrastructure; and
 - Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.

Challenge L - Water quality and flood risk

- Poor or moderate quality of the Borough's main water bodies, the Rivers Blythe and Cole and their tributaries, and increasing risk of flooding associated with new development.

Objectives

- To contribute towards improving the quality of the water environment by ensuring that the Plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.
- To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.

Challenge M - Maximising the economic and social benefits of the High Speed 2 rail link and the UKC Hub Area

- Securing amendment to the HS2 proposal for a Parkway style interchange station with surface car parking, which could undermine efforts to maximise the economic and social benefits of the rail link.
- Creating a sense of place and arrival via a well connected and integrated interchange, public realm and development opportunities that help support the HS2 Growth Strategy aspirations for employment, skills, environment and infrastructure.
- Ensuring appropriate infrastructure is in place that allows the Interchange to be well connected to the nearby key economic assets, including Birmingham Airport, the NEC and wider Hub area so that they (and others) can take advantage of the opportunity provided by HS2.

Objective

- To provide an appropriate planning framework so as to ensure that the potential economic and social benefits of growth enabled by the HS2 rail link and interchange station are delivered.
- Creation of a sense of place that draws upon a modern interpretation of 'garden village' principles.

Challenge N - Mitigating the impacts of High Speed 2 and the growth associated with the UKC Hub area

- Impact of construction works on the HS2 rail link and interchange station on the environment, communities and transport network, and subsequently during the operational phase.
- Significant infrastructure requirements associated with the rail link and interchange.
- Impact of the associated economic and housing growth on the Borough's transport network, communities, environment and its Green Belt.

Objective

- To minimise the impacts of HS2 and the associated growth during both the construction and operational phases and to ensure that any unacceptable impacts are satisfactorily mitigated.

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

4. Vision

Council Plan (2014 to 2020)

67. The Council Plan is a corporate wide plan that sets out the direction the Council wants to go in, how it aims to travel on that journey and what is expected at the end of it. It represents a good starting point to develop a vision that can be used to shape the local plan. The Plan vision is one:
- “Where everyone has an equal chance to be healthier, happier, safer and prosperous”.*
68. The Council Plan goes on to set the following priorities:
- Improve health and wellbeing;
 - Build stronger communities;
 - Managed growth; and
 - Deliver value.
69. The Council Plan then identifies a number of key programmes that will help to address these priorities. Not all of the programmes are land use related, but those that are (at least in part) include the following:
- Deliver the North Solihull Regeneration Programme.
 - Define and develop the Council's approach to development of and access to housing.
 - Develop community capacity and enhance engagement and co—production to identify and meet local needs.
 - Working in partnership to enable cleaner, greener, safer and healthier neighbourhoods.
 - Deliver the Green Prospectus to embed sustainability.
 - Improve life chances for all for all by enabling all customers and businesses to be included in the digital economy and digital society.
 - Devolution – delivering and maximising the benefits.
 - Delivering UK Central.
 - Delivering the HS2 Growth Strategy and managing the construction impacts.
 - Deliver the Borough Transport Strategy through Solihull Connected.
 - Shaping the employment and skills system to better to better match the supply and demand for skills.
 - Engaging businesses and supporting enterprise.
 - Local plan delivery and review.
70. The outcomes expected through the Council Plan by (or in) 2020 include:
- We are managing the growth that will deliver Solihull's future economic success which respects the character of Solihull and delivers great places for people.
 - We are playing a leading role in the region and wider economy to enhance Solihull's competitive advantage.
71. The Local Plan is one major tool that can be used to enable the Council Plan vision to be achieved, in doing so the vision for the local plan should complement and build upon (in a land use planning context) the Council Plan vision. This is what is described in the following paragraphs.

Borough Vision - Overview

By 2033, Solihull will have built on its distinct reputation as an attractive and aspirational place to live, learn, invest, work and play. It will have taken advantage of the unique opportunity to maximise the economic and social benefits of the High Speed 2 rail link and interchange both for the Borough and wider area; reflecting the Borough's location at the heart of the national rail and motorway network. In particular the opportunity will have been taken to ensure that the HS2 Interchange is well integrated to the Borough's green infrastructure and key economic assets, including Birmingham Airport, the NEC and JLR to ensure they, and others, can capitalise on this potential. The Borough will play a part in meeting, in a sustainable manner, the needs of its housing market area so that its residents have access to a range and choice of quality accommodation. The Borough will retain its sense of identity, both in its urban and rural area (including appropriate protection of the Green Belt); and the quality of the environment that make it a special place.

This vision will contribute towards the ability for everyone to have an equal chance to be healthier, happier, safer and prosperous, through managed growth.

Borough Vision in Detail

72. It will be a Borough that continues to be economically successful and a driver for sustainable growth within the West Midlands; where the potential for managed growth within the UK Central area is unlocked and the ambitions for the economic assets contained within it are fully realised, without undermining the qualities that make the Borough attractive to people and investment. Essential infrastructure will be delivered to facilitate and underpin sustainable economic growth and the Borough will be a more accessible and integrated place where walking, cycling and public transport are more attractive and convenient alternatives to travel than by car.

73. Solihull will be a fairer and more equal Borough where all existing and future generations live healthier lifestyles, make healthier choices and have equal opportunities to a better range of high quality and affordable housing, education, jobs and an attractive, safe environment. We will have responded to and reduced the Borough's local housing need through the provision of a greater range and type of affordable and market housing; and Solihull's Gypsy and Traveller community will have been provided for. All local communities will have greater involvement in shaping their areas and neighbourhoods, helping to sustain the longevity of rural settlements through the Neighbourhood Plan process.



74. The Borough will continue to be 'Urbs in Rure', realising its ambitions for sustainable economic growth without compromising the quality of its environment, protecting the integrity of the Green Belt and retaining the strategic Meriden Gap between the Birmingham Conurbation and Coventry. The Borough's high quality Mature Suburbs, distinctive rural settlements, villages and wider Rural Area, its historic and natural environment and green infrastructure network will be protected and enhanced. The quality of the housing, public realm and green space will have been improved in the North Solihull Regeneration Area and in "rundown" areas within the Mature Suburbs and Rural Area. New development shall have taken the opportunity to provide additional open space that links into the Borough's green infrastructure to ensure the Borough's 'Urbs in Rure' character is maintained and enhanced.
75. In tackling climate change, the Borough will have significantly reduced its carbon emissions, realised its potential to deliver renewable and low carbon energy schemes and created development which has minimised, and is resilient to the future, impacts of climate change.
76. Solihull will have reduced the amount of waste produced in the Borough through increased recycling and re-use, eliminated the gap between the amount of waste arising and the capacity of its facilities and continued to provide an adequate supply of sand and gravel to help meet local development needs.
77. This Borough wide vision will have local area perspectives as explained in the following paragraphs.

North Solihull Regeneration Area

78. The North Solihull regeneration programme will continue to have made a real difference to people's lives where there will be an increased choice in the housing stock through widening the housing mix, size, type and tenure, and improved quality; improved opportunities and access to employment; a more highly skilled workforce and a better range of jobs. This will include better connections to employment and other opportunities beyond the area through investment in public transport. Local communities will have become healthier, safer and mixed with easier access to thriving community hubs and village centres, enhanced green space and public realm. The River Cole valley and its setting will have been protected and enhanced. Chelmsley Wood Town Centre will have become a vibrant centre with a better range and quality of retail, leisure and community facilities.

Mature Suburbs

79. Additional sustainable development will have been accommodated and a better range and mix of affordable housing provided without damaging the distinctive qualities of the residential suburbs of Castle Bromwich, Marston Green, Olton, Elmdon, Lyndon, Solihull, Hillfield, Monkspath and Shirley. Pockets of deprivation and dereliction within the Mature Suburbs will have been regenerated and the ambitions for and improvements to Shirley Town Centre will have been realised. Higher density development will have been delivered along key public transport corridors, and sustainable urban extensions accommodated to help meet the housing needs of the Borough and its housing market area. The Mature Suburbs will have retained its leafy suburban character and its network of high quality open spaces. Congestion throughout the Mature Suburbs will be better managed and car dependency reduced through improved opportunities for walking, cycling and public transport.

Solihull Town Centre

80. The Town Centre will have been strengthened as a strong, vibrant, accessible and strategically important centre and will continue to be the location of choice for both major and independent retailers and businesses. It will have become a mixed and sustainable community, providing for town centre living and a vibrant evening economy, and also catering for the shopping, employment, cultural and leisure needs of people in and beyond the Borough. The Town Centre's historic medieval core will have been protected and enhanced, together with its historic buildings, structures, spaces and views. Linkages to the surrounding attractive parks and the train station and key gateways into the Town Centre will have been improved. The potential for reducing carbon emissions through renewable and low carbon energy schemes within the Town Centre will have been realised and opportunities for travel by public transport, walking and cycling maximised.

UK Central Hub Area

81. The UK Central initiative captures the potential and ambitions for the Borough as a catalyst for a globally competitive knowledge based economy and driver for sustainable economic growth and employment will have been realised, without compromising the quality of its attractive countryside setting. The High Speed 2 rail link and supporting infrastructure will have been delivered, facilitating major economic and housing growth across the UK Central Hub Area. Investment in physical and green/blue infrastructure critical to the delivery of the plan will have been provided to underpin sustainable development within the area. The juxtaposition between town generating economic activity alongside the beauty of the ancient woodland, natural hedgerows, rolling green fields and wildlife is one of UKC's unique characteristics and greatest strengths, underpinning the 'urbs in rure' character.



82. The NEC will have diversified its offer in leisure and visitor facilities and remained a nationally important centre for exhibitions and major events. Airport capacity and capability will have been maximised through efficient use of the extended runway and through connecting the airport to the HS2 Interchange. JLR will have continued to be an

internationally acclaimed company manufacturing high quality vehicles, whilst opportunities for its expansion and the location of suppliers close to the Solihull works will have been realised. Birmingham Business Park will have diversified its employment offer and have stronger links to the North Solihull Regeneration Area and Blythe Valley Park will have become a mixed and sustainable community with exemplar development and supporting facilities, and stronger links to adjacent communities.

Rural Area

83. The network of strong and vibrant communities across the Rural Area will have been sustained with a range of local facilities and services that are readily accessible on foot and by bicycle and that are appropriate to the scale and hierarchy of the settlement. An increased range of affordable housing will have been provided within each community, commensurate with the size of the settlement and its needs. The Borough will have continued to protect the best of the Green Belt, whilst sustainable extensions to those settlements that are highly accessible or have a wide range of services, and adjustments elsewhere in exceptional circumstances, will provide for the Borough's housing needs. The distinctive historic and natural environment of the Rural Area will have been protected and enhanced. The Borough will have continued to support the farm-based rural economy and encouraged sustainable management of the countryside. Appropriate waste management facilities will have been developed and sufficient sand and gravel extracted to facilitate development. The Rural Area has a number of distinct places that need to be recognised as explained in the following paragraphs.

Knowle, Dorridge, Bentley Heath, Hockley Heath



84. New development in the village centres of Knowle and Dorridge will have ensured that the centres remain strong, vibrant and provide a variety of services and facilities for the local population. The historic core of Knowle will have been protected and enhanced and the local character and distinctiveness of the four settlements conserved, particularly, the Victorian and Edwardian development around and including Dorridge train station and the semi-rural village character of Hockley Heath. A mix of market and affordable housing will have been provided in Knowle, Dorridge and Bentley Heath, with significant new

development on the edge of Knowle and Dorridge; and in Hockley Heath, affordable housing will have been provided to contribute towards meeting the Borough's local housing needs. Schools will have continued to thrive and grow to serve the local area.

Catherine de Barnes, Hampton-in-Arden and Meriden

85. A mix of market and affordable housing will have been provided in Hampton-in-Arden and Meriden to contribute towards meeting the Borough's housing needs and to secure the reclamation of the ammunition depot in the former. Local facilities and services will have been focused in Village Centres so that they are sustained and continue to cater for the needs of the local population. Whilst accommodating some development, the distinctive historic character of the settlements will have been conserved, particularly the Conservation Areas of Bickenhill, Hampton-in-Arden, Meriden Green and Meriden Hill and the separation of the villages within the Arden landscape. The area will have continued to extract sand and gravel and manage waste with facilities assimilated into the countryside, and worked quarries will have been restored.

Balsall Common, Berkswell, Barston, Temple Balsall, Chadwick End

86. A mix of market and affordable housing will have been provided through significant new development on the edge of Balsall Common to contribute towards meeting the Borough's housing need, and the centre of the village will have continued to thrive and cater for the needs of the local community. An alternative route will have been provided to relieve through traffic using the Kenilworth Road in the settlement. Schools will have continued to thrive and grow to serve the local area. The local distinctiveness of the area, characterised by its open countryside setting, sense of remoteness, distinctive fieldscapes, woodland and assets such as the River Blythe, Grand Union Canal and the network of scattered historic hamlets and farmsteads will have been protected and enhanced and the sustainable management of the countryside achieved. The historic almshouses, church, school and home farm of Temple Balsall will continue to be the heart of the hamlet. The special character of Temple Balsall, Berkswell, Walsal End and Barston will have been safeguarded by Conservation Area designation, with limited infilling only within the settlement of Chadwick End.

Dickens Heath, Tidbury Green, Cheswick Green, Blythe Valley Park

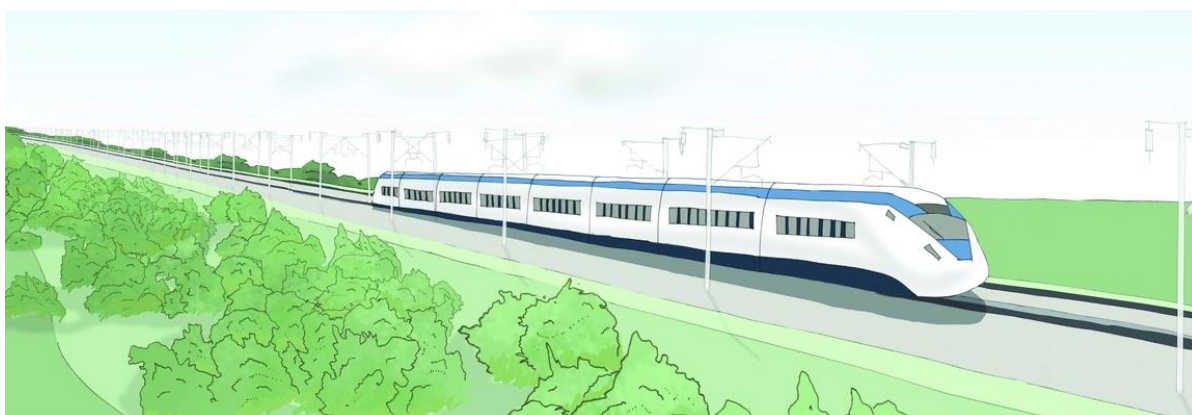
87. The area will have provided new market and affordable housing through significant new development at Dickens Heath, Cheswick Green, and Blythe Valley Park to contribute towards meeting the Borough's housing need, whilst retaining its intrinsic character of distinctive villages separated by open countryside. Blythe Valley Park will have become a mixed and sustainable community and aspirational place to live, work and play, amplified by its exemplar standard of design and construction and distinctive sense of place. Improvements to local facilities, services and public transport will have been realised, encouraging more sustainable travel patterns and improved connectivity to surrounding communities.

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

5. Spatial Strategy for Solihull

Introduction

88. Solihull has an enviable record of promoting and delivering growth in a way which enhances the Borough whilst at the same time not undermining the characteristics that make it special and attractive to investment. The spatial strategy will continue to manage growth and protect these characteristics.
89. The 2013 Local Plan incorporated a spatial strategy that was based on a housing target that reflected the emerging requirements from the revisions to the Regional Spatial Strategy. This was a target that was 'constrained' and wasn't meeting the Borough's own needs. Furthermore it didn't accommodate any of the shortfall that was beginning to occur across the housing market area¹¹. This plan seeks to do so by not only accommodating the Borough's own needs, but also in making a contribution towards accommodating some of the shortfall from the housing market area.



90. At the time the 2013 plan was being prepared, the plans for HS2 had not reached an advanced stage. The plan acknowledged that the high speed rail link could play a key role in the future growth of the Borough, but at the time it would have been wrong to assume its development. Now is the right time to do so with the expectation that Royal Assent for the Bill will be given whilst consultation on this draft plan is underway. The arrival of the high speed link will have a profound effect on the Borough and this local plan review must address how its benefits can be maximised. This is in the context of the unique opportunity that is available to do so; with the interchange being located at the heart of the Boroughs key economic assets and transport infrastructure.
91. The two factors outlined above represent a significant shift from the starting point of the 2013 plan and requires the spatial strategy to be looked at afresh. This is in the context that to deliver the level of growth envisaged, will require significant releases of land from the Green Belt. Solihull is not alone in having to accommodate development within the Green Belt - there are examples within the same housing market area where this has had to be undertaken.
92. The Strategy seeks to develop the potential of each part of the Borough to contribute to the growth agenda through a place making approach aimed at enhancing Solihull as a place where people aspire to live, learn, invest, work and play; whilst recognising and protecting character and local distinctiveness. This includes realising the potential of the UK Central

¹¹ Although it was noted that evidence was emerging, this had not been advanced far enough to be directly accommodated in the 2013 plan, but it warranted a modification to acknowledge that this may be sufficient to trigger an early review of the plan.

Area to drive growth and recognising the needs and growth potential of all communities in the Borough. Opportunities for development to meet these needs will be balanced with the importance of protecting the Mature Suburbs and the open countryside within the Solihull Green Belt.

Developing the Spatial Strategy

93. The Scope, Issues and Options consultation indicated that whilst many elements of the spatial strategy in the Local Plan 2013 remained relevant, the Review is being undertaken in a different strategic context and needs to accommodate a substantial increase in the level of growth to be accommodated. A significant number of representations considered that the 2013 spatial strategy was no longer appropriate, as it needed to be amended to reflect the increased emphasis on economic and housing growth. Whilst this is accepted, it would not be right to suggest that accommodating growth at all costs is an appropriate response. Rather the balance between these potentially competing demands needs a shift towards accommodating additional growth – in a managed fashion; and provided an appropriate balance is maintained (by ensuring a sustainable pattern of development is achieved), this would be an acceptable approach.
94. In order to update the Spatial Strategy some 'strategic objectives' have been developed. These can then be used to help determine the locations where growth should be directed towards. As a supplement to these strategic objectives, some 'guiding principles' have also been developed which can be used when assessing individual sites or locations as to whether they should be allocated in the plan.

Strategic Objectives

95. The purpose of the strategic objectives is to ensure that a strategy is arrived at that makes effective use of land and creates a pattern of development that focusses significant development in locations that are, or can be made, sustainable.
96. The strategic objectives set out a sequential approach to directing growth in locations as follows:
- a. Non Green Belt:
 - i. Previously Developed Land – if highly or moderately accessible location.
 - ii. Greenfield - if not in reasonable beneficial existing use (e.g. avoid loss of open space, unless compensated for) - if highly or moderately accessible location.
 - b. Green Belt:
 - i. Previously Developed Land – if highly or moderately accessible location
 - ii. Greenfield - if highly or moderately accessible location and is being lost as a result of committed development.
 - iii. Greenfield – other.
97. This hierarchy has been adopted to ensure that first preference is given to appropriate sites not located in the Green Belt, and only then sites that are located in the Green Belt. This also has the advantage that most non-Green Belt land is likely to be in a highly or moderately accessible location (i.e. within the urban area or within an existing settlement¹²).

¹² Although the accessibility of settlements does differ (as does the range of services they provide), it is not anticipated that opportunities for significant development within their existing boundaries will come forward.

98. This reflects the guidance in the NPPF. Mostly notably core planning principles under the 8th and 11th bullet points of paragraph 17.
99. It is also recognised that that some further structure is needed to assess sites that fall within category (b)(iii). In doing so, a balance should be struck between concentrating development in a relatively small number of locations and dispersing development over a greater number of locations.
100. This balanced approach between concentration and dispersal has a number of advantages:
- Concentration could support the UK Central masterplan and HS2 growth strategy, and the investment priorities in 'Solihull Connected';
 - Focussing on urban areas and sustainable urban extensions provides the best opportunity for achieving accessibility and delivering public transport improvements;
 - Larger scale developments offer the opportunity for significant infrastructure improvements;
 - Provision for some smaller sites will assist the early delivery of housing during the Plan period and support existing services;
 - A totally dispersed pattern of growth would be unlikely to deliver the scale of growth required and be more likely to result in adverse impacts associated with piecemeal development which would affect a greater area.
101. Therefore the following additional criteria are suggested for category (b)(iii) so that development will be focussed in locations which are:
- Located adjacent to a highly accessible settlement or;
 - Located adjacent to a settlement that although it may be less accessible, it has a wide range of local services (including a secondary school) or;
 - Development that would be a proportionate addition adjacent to an existing settlement that although is less accessible still has a limited range of services available within it (including a primary school).
102. This approach would thus discourage development that is:
- Isolated from any settlement;
 - A disproportionate addition to a settlement that only has a limited range of facilities;
 - Occurs in relatively less accessible locations;

Guiding Principles

103. In addition to the strategic objectives outlined above, some guiding principles have been identified which can be used to help identify locations where development can be appropriately located, and locations where development should be discouraged. Both the strategic and guiding principles can then be used to assess broad options identified in the Scope, Issues and Option consultation, together with assessing the call for sites submissions/SHELAA outputs.
104. The guiding principles fall into two categories, either a consideration that may be in support of a particular location/site or one that would indicate that the location/site is not supported. Often there will be a balance to be struck and these considerations should be seen in the 'round' rather than simple isolated assessments.

Guiding Principles Generally in Support

- Enabling the delivery of the UK Central Masterplan and HS2 Growth Strategy, including the major growth opportunity and place making potential around the HS2 Interchange station;
- Releasing land from the Green Belt to maximise the growth potential from HS2;
- Recognising the longer time scales involved in delivering larger scale developments;
- Optimising opportunities to bring forward developments that address identified issues within communities and contribute to wider community benefits;
- Making sustainable use of natural resources, including waste and minerals;
- Designing and integrating new developments into existing communities so as to minimise longer term impacts; and
- Contributing to the health and well-being of communities.

Guiding Principles Generally Not in Support

- Protecting the strategic purposes of the Green Belt;
- Areas of the Green Belt that perform well against the purposes of including land in the Green Belt,
- Protecting, conserving, enhancing and restoring environmental assets;

Assessing the Broad Options for Growth & Development

105. The Scope, Issues and Options consultation set out 7 broad options for accommodating growth as follows¹³:
- Growth Option A – High Frequency Public Transport Corridors & Hubs
 - Growth Option B – Solihull Town Centre
 - Growth Option C – North Solihull/Chelmsley Wood
 - Growth Option D – Shirley Town Centre & the A34 Corridor
 - Growth Option E – The UK Central Hub Area & HS2
 - Growth Option F – Limited Expansion of Rural Villages/Settlements
 - Growth Option G – New Settlements, Large Scale Urban Extensions or Significant Expansion of Rural Villages/Settlements
106. It is considered that the strategic objectives and guiding principles outlined above are sufficient to enable opportunities/proposals that may come forward under options A to D to be appropriately assessed, particularly those that can be accommodated in the urban area without needing land to be released from the Green Belt. However, for options E, F & G it is thought that it would be helpful to set out in a spatial manner the outcome of an exercise that has looked at the options for accommodating growth against the objectives and principles identified above.
107. Using the LPR evidence base (including the Green Belt Assessment, accessibility mapping and constraint mapping), areas of opportunity for development in accordance with options E, F & G have been assessed. This included looking along the urban edge for opportunities for a large scale urban extension; and looking around the edge of the settlements in the rural area for either limited or significant expansions of them. This exercise is undertaken and explained in full in the 'Reviewing the Options for Growth and Site Selection Process Topic Paper'. The result is an indication as to the areas where development should not be

¹³ It should be noted that individual development opportunities/proposals could fall into more than one of the options identified.

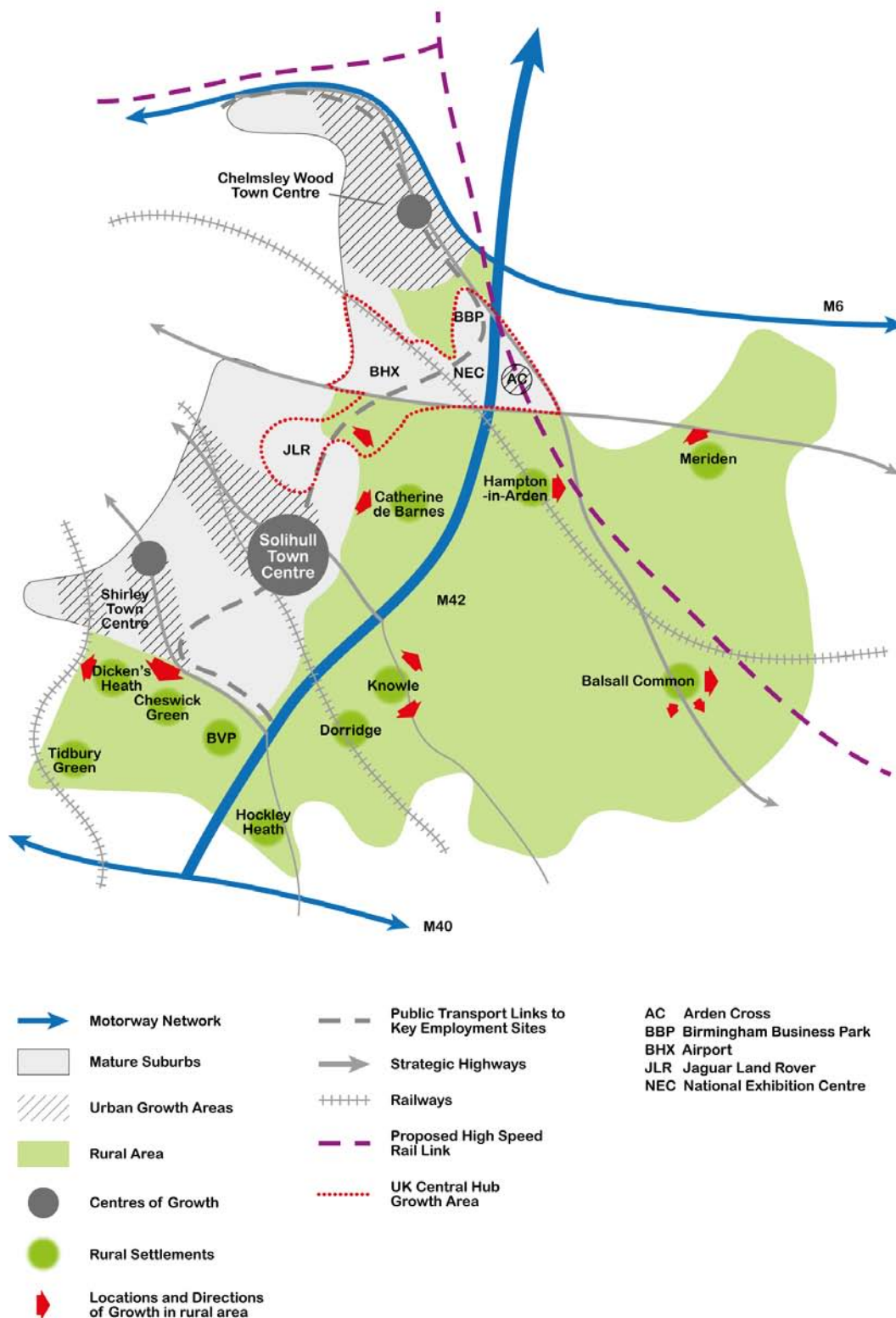
located and land retained in the Green Belt; and areas where development should be focussed and land released from the Green Belt to allow this to occur.

108. This exercise has revealed that appropriate growth opportunities are available under these options. The locations where growth should be focussed and land released from the Green Belt are as follows:

- Growth Option E (The UK Central Hub Area & HS2):
 - Land to the east of the NEC
- Growth Option F – Limited Expansion of Rural Villages/Settlements:
 - Land to the east of Hampton-in-Arden
 - Land to the west of Meriden
 - Land south and south east of Balsall Common
- Growth Option G – Large Scale Urban Extensions:
 - Land to the north east of Damson Parkway
 - Land south of Shirley (either side of Tanworth Lane)
 - Land east of Solihull (between Lugtrout Lane and Hampton Lane)
- Growth Option G –Significant Expansion of Rural Villages/Settlements:
 - Land west of Dickens Heath
 - Land south of Knowle
 - Land north east of Knowle
 - Land north east of Balsall Common



109. These growth locations are shown in the following spatial strategy key diagram:



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

6. Sustainable Economic Growth

Introduction

110. Solihull has one of the most productive economies in the Midlands. The presence of its key economic assets combined with Solihull's central location on the national motorway and rail networks and the quality of its environment, have been key to its success in attracting investment, particularly in high value-added sectors that include automotive manufacturing, ICT, business and professional services, creative industries and construction. The attractiveness of the Borough to businesses and investors is set to take a significant leap forward with the arrival of the high speed rail link and the Interchange station that is to be accommodated in the Borough.



UK Central

111. The UK Central proposals present a unique opportunity on a nationally significant scale to bring forward major growth. This will contribute to wider strategic ambitions and in doing so make a substantial contribution to the economic growth aims of not just the Council, but also both the WMCA and the GBSLEP. The UK Central area, including The Hub, where key economic assets are located, also encompasses the proposed High Speed 2 Interchange railway station within the triangle of land bounded by the A45, A452 and the M42, now known as Arden Cross.
112. The UKC Masterplan (June 2013) highlights the opportunity as follows:

“At the heart of the proposition is the notion that, by capitalising on one of the strongest economic bases in the country today, the area has the potential to underpin a national economic resurgence. By targeting investment in local infrastructure and committing to deliver an expanded Airport and proposed HS2 station, the benefits for the area and the UK are not only startlingly significant but also very exciting at a time when the country is moving out of one of the worst economic cycles in modern history.”

113. The GBSLEP's HS2 Growth Strategy (July 2015) also outlined how to fully maximise the benefits of one of the largest infrastructure projects in Europe – including the need to take advantage of the opportunity for development around the interchange station to create a:
- “high value, mixed activity economic growth hub in a highly accessible, well serviced and concentrated urban environment. Through taking an innovative and modern approach to ‘garden city’ principles that are fit for the current and future era, the development of ‘lifestyle districts’ in and around the Interchange Station will embrace a range of mixed uses; sustainability techniques; the very best infrastructure; and accessibility.”*
114. Now that the area's potential has been recognised, it is important that every opportunity is taken to ensure that the vision is realised and delivery gets underway. To help achieve this an appropriate planning framework is needed that can encourage, guide and facilitate development to take place in a managed and coordinated manner. The approach of this Local Plan Review recognises that delivery of the area's potential will take place over many years and it must remain flexible to ensure that no future opportunities are lost.
115. Delivery isn't just about having an appropriate planning framework in place, and it's in this context that in 2016 the Council established the UK Central Urban Growth Company (UGC) to lead the delivery of the project. In particular its aims are:
- To focus on securing the necessary infrastructure, connectivity and infrastructure improvements to create the optimum environment for investment, new jobs and homes.
 - To co-ordinate planning, sequencing and delivery of the infrastructure and wider public transport connectivity across the UK Central Hub Area.
 - To work collaboratively with the land owners to inform the masterplan process to optimise financial, social and economic value.
 - To work commercially and to realise the development opportunity of the Arden Cross site and the wider benefits this will bring to the Hub.
116. The UGC is bringing together the key stakeholders from The Hub area to develop a concept framework that will illustrate the key components and growth aspirations of the partners; together with an indication of the infrastructure needed to support delivery of the project. The UGC will have an opportunity, through responding to this plan, an opportunity to feed this work into the Local Plan Review process as more detail emerges, and is another reason why a degree of flexibility is required, especially at this stage.
117. It is clear from what has already been described that the Hub area embraces a unique concentration of economic assets and potential which holds out the prospect of making a significant contribution to the Government's aims for job creation and growth. What is needed as part of this plan is a policy approach that allows these assets to flourish whilst providing a framework to ensure that the resulting developments provide a well integrated sense of place, with easy access through the area, and is supported by appropriate infrastructure. The focus of the policy is to ensure these existing, new and expanded assets work together as part of a whole. This will ensure that the 'whole is greater than the sum of the parts'.

Policy P1 UK Central Hub Area

The UKC Hub Growth Area (as indicated on the spatial strategy) embraces Birmingham Airport, the NEC, Arden Cross, Birmingham Business Park and JLR (which are each key economic assets) and seeks to support their future aspirations in a holistic, well connected way, together with the development of the HS2 Interchange Station.

Development proposals within the growth area will be expected to demonstrate how they achieve the following key objectives :

- Contribute towards growth and place making aspirations of the area,
- Ensure that connectivity within and beyond the site creates an integrated approach to movement throughout the Hub area,
- Make an appropriate contribution towards infrastructure provision
- Do not impede the provision of infrastructure necessary to support development elsewhere in the Hub area, or otherwise prevent or hinder development occurring in other parts of the Hub area.
- Encourages the use of modes of travel other than the private car,
- Incorporate high quality design aspirations for both the development and public realm.
- Contribute towards the strategic green infrastructure network across the Hub area,
- Encompasses sustainability principles, including support for growth and innovation, the development of strong, vibrant and healthy communities, minimising the use of natural resources and incorporating low carbon and renewable energy principles.

In addition to the above, the Council will also take into account the following:

Arden Cross

The Council will support and encourage the development of the Arden Cross land as an exemplary international station, with new public realm that supports the creation of a sense of place supporting the potential for commercial and residential opportunities, that will be well integrated into the surrounding environment, seamlessly linking to Birmingham Airport and the NEC in a well co-ordinated way.

The Council will support proposals that include passenger facilities, offices, and residential (together with associated ancillary uses (including retail developments of an appropriate scale)).

Land bounded by the M42, A452 and A45 will be removed from the Green Belt to facilitate the use of the site in its contribution towards the aims of the UKC Hub Growth Area. This area of land is shown in the appendices to this plan as site 19.

National Exhibition Centre (NEC)

To enable the NEC to meet its future aspirations and to drive economic and employment growth, the Council will enable a broad range of developments to enhance visitor offer, diversify facilities and increase international competitiveness.

Development the Council will support and encourage will include that needed for operational purposes such as new or refurbished exhibition halls, transport facilities and other development needed to enable the NEC to enhance its international competitiveness.

The Council will also support a broad range of ancillary and complementary facilities needed to enhance visitor experience and support operational needs. These will include hotels, administrative offices, warehouses, catering, meeting space, appropriate leisure and other supporting development, provided it is justified in terms of scale, its support for the NEC as a whole and is appropriately located within the NEC.

The Council will also support proposals that contribute towards wider place making objectives including residential development and other business uses. This will particularly be the case in circumstances where it can be demonstrated that surface level car parking is surplus to requirements, or where appropriate compensatory provisions can be made elsewhere (including the use of decked parking).

Birmingham Airport

The Council will support and encourage further development needed for operational purposes such as passenger and freight facilities, terminals, transport facilities and other development that supports operational needs, or which allows the capacity of the extended runway to be maximised.

The Council will also support a broad range of ancillary and complementary facilities including hotels, administrative offices car parks and other appropriate facilities needed to serve the needs of air travellers using the Airport. Proposals should be justified in terms of scale and in terms of supporting the Airport function and be appropriately located so as not to detract from Airport function.

Jaguar Land Rover (JLR)

The Council will support JLR to compete and further its success in the global vehicles industry. To achieve this JLR site will need to continue to evolve and where necessary expand, the only realistic opportunity for significant expansion is to the north east.

The Council will support and encourage the development of JLR within its boundary defined in this Local Plan. This will include a broad range of development needed to maintain or enhance the function of Jaguar Land Rover as a major manufacturer of vehicles.

In order to make specific provision for JLR needs during the plan period the Council proposes to release land from the Green Belt to the north east as indicated in Appendix C. The land will be protected (at least in part) for JLR operational needs or to enable JLR component suppliers, needed to directly support JLR operational needs, to be located close to the plant. It will be expected that proposals for development of the area will be promoted in a comprehensive and coordinated manner that can make provision for a phased approach, if required.

Birmingham Business Park

The Council will support and encourage the development of Birmingham Business Park within its boundary defined in this Local Plan to support its role as a prime employment location and enhance its important role as a high quality, managed business park.

Development will be supported that includes uses falling in the Business Use Classes (B1, B2 and B8). The Council will expect development to progress in a well planned way that will maintain the attractiveness of the business park to investors and that will protect and enhance the environment including the natural environment.

The Council will also support a broad range of ancillary or complementary uses needed to enhance the attraction of the business park to occupiers. These could include hotels, health and fitness, leisure, childcare facilities and local facilities falling within use classes A1 to A5 of a scale that does not compete with existing or planned facilities outside of Birmingham Business Park.

Justification

118. The policy reflects the Government's commitment, as set out in the NPPF, to securing sustainable economic growth in order to create jobs and prosperity, building on the area's strengths and meeting the challenges of global competition and a low carbon future.

UKC Hub Growth Area

119. The establishment of the UGC is a key factor assisting in the delivery of the development potential of the area. The development of a concept framework plan, by the UGC, for the area will assist in ensuring a comprehensive and coordinated approach is followed. The concept framework will be a non-statutory plan which will be updated from time to time in response to changing circumstances. The need for flexibility is important given the time period development is expected to come forward in the area – i.e. from 2016 to beyond the plan period.
120. A Concept Framework produced on a collaborative basis and supported by all stakeholders will show at a high level how the key objectives set out in Policy P1 will be met. The concept framework will then be expected to be used by those promoting development via planning applications to demonstrate, in greater detail, how the criteria in Policy P1 have been met.
121. It is recognised that given the time span for development to be undertaken, and the uncertainties about what may take place in the later years, there needs to be an increased emphasis on monitoring what does come forward, and what the implications are for the plan. Therefore a bespoke regime will be put in place and this will be overseen by appropriate governance arrangements that the Council will put in place.
122. For purposes relating to housing land supply (which is dealt with in chapter 7), it has been assumed that across the whole UKC Hub Growth Area there will be 1,000 dwellings coming forward in the plan period.

Arden Cross

123. The Arden Cross proposals focus on the HS2 interchange station and the triangle of land east of the NEC bounded by the A45, A452 and M42 (some 140ha in area) and present an important and unique opportunity to maximise economic and social benefits. The prospectus for a Garden City Approach (July 2014) envisages a well planned and vibrant new place. Development is to be guided by strong urban design principles and provision for strong connectivity. It will be a place of combined national and international assets with investment potential and full integration into the environment and economic landscape
124. It will be a place of design excellence offering investment and businesses the potential to benefit from proximity to international significant leaders in high tech industries, space for large-scale campus style opportunities for companies and a digitally connected business environment where a diverse range of large and small businesses can network.
125. The Arden Cross proposals require land to be taken from the Green Belt. The proposals are vitally important to the aim of maximising the economic growth and job creation potential of the Hub area that is of national significance. These will meet the aim of the NPPF to proactively promote economic growth; and through improved connectivity with North

Solihull will hold out the prospect of improved access to employment from an area of persistently high unemployment. Arden Cross is a vitally important part of the Hub proposals that seek to meet the needs of key economic assets. It is also important to maximise the efficient use of the Arden Cross land that would not have been possible if the land were not removed from the Green Belt and a simple parkway station developed instead¹⁴. The Arden Cross Proposals are site specific in that they rely on the development of HS2 and its interchange station that will be built in the Green Belt and will address the needs of key economic assets that are of crucial significance to the local and regional economy. The land will be bounded by main roads that provide strong defensible Green Belt boundaries. There are therefore exceptional circumstances for releasing the Arden Cross land defined in this plan from the Green Belt.

Birmingham Airport

126. The Airport Master Plan (2007)¹⁵ forecasts that passenger related air transport movement will grow substantially over the plan period (2016 throughput 11.6m passengers/year, 2030 throughput 27.2m passengers /year). Forecasts for airport activity and its continuing development indicate a strong market for new investment as evidenced by the extension to the main runway that was completed in 2014.
127. In order to enable the Airport to meet its aspirations a variety of operational development will be required and ancillary and complementary developments to serve the needs of travelling passengers. Appropriate types of development are described in Policy P1.
128. "The Future of Air Transport" White Paper (2003) suggested a second runway may be needed to serve the Airport. Whilst the White paper suggested that the new runway could be needed as early as 2016, it left it for the Airport operator to determine when the project would be commercially viable. Subsequent work by the Airport into passenger forecasts and existing runway capacity indicated that a second runway would not be needed until after 2030 and this position is reflected in the current Airport Master Plan.
129. In October 2016 the Government indicated that it would publish a draft Airports National Planning Statement (NPS) early in 2017. The local plan review will need to respond to this if, and when, necessary. In the meantime the Council believes it is right that the airport should be supported to maximise the capacity and capability of the existing extended runway.

National Exhibition Centre

130. The role of the National Exhibition Centre has evolved since opening in 1976. The NEC is now acknowledged as a venue for major exhibitions, events, tourism and leisure and an important driver of the visitor economy. In order for the NEC to remain competitive in a market where key competitors are international it will need to respond to changing markets and expectation and provide an improved offer. The NEC aspires to maintain its competitive position in the market for hosting major events but also intends to widen its product offer to encompass a wide range of major leisure and entertainment uses. The NEC aims to fulfil its ambitions by:
 - Maximising commercial opportunities of current footfall through enhanced activities to increase dwell time at the NEC site;
 - Creating new footfall by introducing new facilities as an attractor to the NEC;

¹⁴ The parkway station is the design in the HS2 Bill, but through a change control process, an alternative design for the rail and station infrastructure is being pursued that would allow the wider, none rail related, development to be accommodated in line with the visions and strategies set out.

¹⁵ As the Airport update the masterplan, the local plan review will need to respond accordingly.

- Providing a more compelling sense of arrival to the Region;
- Increasing reputation and brand of the NEC and the Region through partnerships;
- Providing a site that has appeal across ages, cultures and social types.

131. This will require new investment to refurbish or replace halls, create new floorspace and meet new challenges in meeting visitor expectations and on site experiences including improved visitor management, upgraded choice in its food offer and greater opportunities for relaxation and entertainment.



132. There is therefore a need for flexibility to enable a broad range of development that will support operational needs but also a need for ancillary and complementary supporting facilities together with provision for sustainable transport and links to employment opportunities.
133. Developments at the NEC will play a key part in the place-making role that is expected across the Hub area, especially given its position between the Airport and Arden Cross.

Jaguar Land Rover (JLR)

134. The Council will continue to support the further development and modernisation of the vehicles plant in order to enable its continued success in the competitive global vehicles market. Land Rover is constrained in terms of its ability to expand by its location within the main urban area. To reflect this and having regard to the vital importance of Jaguar Land Rover to the region's economy and to job creation, Policy P1 includes proposals to remove land from the Green Belt to support this aim.
135. The land indicated to be removed from the Green Belt also includes land on the south eastern side of Damson Parkway/Old Damson Lane. Given its location it may be attractive to businesses and investments which support the automotive and motorsport industries.
136. The exceptional circumstances to justify this approach are as follows:

- Jaguar Land Rover is a major international business and one of the largest employers in the West Midlands, whose continued growth and success are of vital importance to the local and regional economy, and to the aspirations in the UK Central Masterplan. Failure to provide for future growth and expansion would put the Company at a competitive disadvantage with its motor manufacturing rivals and jeopardise the significant potential for new employment;
- The Lode Lane plant is severely constrained by surrounding residential areas, Elmdon Park and local nature reserves, and the only realistic option for expansion and redevelopment is to the east on Green Belt land;
- There is no suitable alternative that meets the Company's need for contiguous growth to consolidate a single comprehensive site;
- The need for sites in close proximity to the Lode Lane plant to provide opportunities for key supply chain businesses to locate so as to minimise the potential impact of transport delays;
- A significant part of the site already has planning permission for use as a despatch facility which was justified with very special circumstances;
- The land performs only moderately in the Solihull Strategic Green Belt Assessment 2016;
- The creation of a logical and defensible boundary to the Green Belt beyond Damson Parkway/Old Damson Lane that acknowledges the development that has taken place in the area and the area of land taken out of the Green Belt to accommodate the gypsy and traveller site¹⁶.



137. It will be expected that a concept masterplan will be developed for this allocation in a similar manner as to the concept masterplans being sought in relation to the housing allocations detailed in a later chapter.

¹⁶ Through the Gypsy and Traveller Site Allocations Plan.

Birmingham Business Park

138. Most of the remaining area of the business park is committed to development through detailed planning consents. To supplement the land offer of the business park and potentially accelerate the delivery of new employment opportunities and enable stronger links to North Solihull, especially by public transport, a 9.0 hectare site at the south west corner of the business park was allocated in the SLP. This would facilitate a development with a buffer zone of green space between the business park and the residential development along Coleshill Road and Blackfirs Lane. This buffer, together with that existing to the north west of the business park, is to be positively managed and enhanced. This would facilitate public transport access to the site from North Solihull via a new bus link into the business park from Blackfirs Lane that would also link to the National Exhibition Centre.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk
- M Maximising the economic and social benefits of the High Speed 2 rail link and Interchange
- N Mitigating the impacts of High Speed 2 and the growth associated with the Interchange area

4. Do you agree with Policy P1? If not why not, and what alternative would you suggest?

5. Do you agree with the key objectives that development is expected to meet as identified in Policy P1 are appropriate? If not why not? Are there any others you think should be included?

Policy P1A Blythe Valley Business Park

The Council will support and encourage the development of Blythe Valley Business Park within its boundary defined in this Local Plan to support its role as a mixed use development including as a prime employment location (to enhance its important role as a high quality, managed business park) and residential community. Development that will be supported and encouraged as follows:

Business development for uses falling in the Business Use Classes (B1, B2 and B8). The Council will expect development to progress in a well planned way that will maintain the attractiveness of the Business Park to investors and that will protect and enhance the environment including the natural environment.

The Council will also support a broad range of supporting ancillary or complementary uses needed to enhance the attraction of the business park to occupiers. These could include hotels, health and fitness, leisure, childcare facilities and local facilities falling within use classes A1 to A5 (of the Use Classes Order) of a scale that does not compete with existing or planned facilities outside the business park.

At Blythe Valley Business Park the Council will support and encourage the delivery of a major quantity of employment floorspace by improving the attractiveness of the park to investors through an improved range of amenities, supported by well planned residential development that will create an overall sense of place and a more sustainable location.

The Council will expect new facilities, including the residential element of Blythe Valley Park, to be developed within the context of a masterplan to demonstrate how integration would be achieved between existing and planned facilities and with the network of villages that lie nearby and that the business park looks outwards as well as inwards in terms of connectivity to facilities beyond the business park and how any new facilities could be provided in a way that benefits the wider area including nearby communities.

Justification

139. Blythe Valley Business Park did not begin to be developed until the late 1990s and has a different character to Birmingham Business Park in terms of its architecture and occupiers. It has attracted large buildings for corporate occupiers though more recently has catered for smaller scale uses whilst retaining its commitment to distinctive high quality design.
140. The Business Park has a substantial area of land remaining to be developed. The Business Park has aspirations to increase vitality and provide a greater sense of place by broadening the business use offer and enabling a range of supporting facilities that will help to make the business park attractive to investors and occupiers and making the business park more sustainable.
141. This was recognised in the SLP which included a substantial residential allocation at the park that was expected to deliver some 600 dwellings. This was intended to help to reinvigorate the park by helping to support a broader range of on-site facilities, supporting the vitality of the park and accelerating job delivery. It would also provide the opportunity to develop a real sense of place and improved public transport facilities to villages in the area, better links to the main urban area of Solihull, improved pedestrian and cycle links and increased accessibility for local communities. Through the efficient use of land the Council will expect a substantial quantity of employment development to be brought forward sufficient to reflect the primary purpose of the site as a business park
142. To pursue the SLP allocation a vision document was prepared by the then new site owners (IM Properties) and submitted to the Council in 2015. This was endorsed by the Council as a vision shared by the authority for the future development of the park. A planning application has now been submitted and is due to be determined shortly.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements

F	Climate change
J	Improving health and well being

6. Do you agree with Policy P1A? If not why not, and what alternative would you suggest?

Policy P2 Maintain Strong, Competitive Town Centres

Solihull Town Centre

Solihull Town Centre will be developed and sustained as a place of quality and distinction. It will provide the civic heart of the Borough and the principal focus of commercial activity and public transport. It will be shaped and managed to ensure continued economic growth and success. The extent of Solihull Town Centre is defined on the Proposals Map.

The character and quality of the town will be protected and enhanced through the promotion and careful control of new development which balances the sometimes conflicting needs for growth and infrastructure investment with quality of place.

The town centre masterplan establishes a number of principles:

- The desire to diversify Solihull Town Centre through the introduction of new commercial and residential uses to attract more people throughout the day and to meet changing demands. To create a broader mixture of land uses, across different areas of the town centre, which blend together and create a positive and distinct identity whilst ensuring that the existing character of Solihull is preserved and strengthened.
- The benefits that could be realised if the train station were to be relocated to an alternative site including; improvements in connectivity with the core of the town centre, creation of a bespoke station which responds to its surroundings and acts as an important new landmark within the town centre; and the associated opportunities that would emerge for transformational changes to the commercial and business quarter around Homer Road and Princes Way.
- The desire to strengthen connectivity by providing improved routes for pedestrians, cyclists and public transport that are high quality, legible and safe. This includes the need to strengthen the "place" element of the transport network in Solihull town centre including those areas where the needs of pedestrians, cyclists and public transport users are to be prioritised.
- The need to ensure that the provision of parking in the town centre meets the needs of retailers and businesses, whilst not acting as a constraint to development or mode shift.
- The need to mark the town's gateways through the creation of unique landmark buildings, and to create well designed street with attractive active frontages which encourage vibrant and active street life and create characterful and well defined spaces and routes.
- The value of good urban design and green infrastructure for the town centre, and the importance of creating legible, distinctive, flexible, attractive, safe and inclusive public realm throughout the town centre.
- Opportunity sites which might accommodate significant additional growth and improvements to the connectivity of the town centre. In total, new development in the town centre could deliver:

- o Up to 11,700 sqm of commercial and leisure development
- o Up to 74,620 sqm of new office development
- o 1400 new homes in the town centre, with potential for over 100 additional homes on land near the train station.

Development proposals that fulfil the principles listed above will be supported.

All new development will be expected to make a reasonable and proportionate contribution to the cost of providing and maintaining necessary town centre infrastructure, especially for walking and cycling access, public transport, the public realm and on key highway links & junctions within & serving the town centre.

Demand for and provision of public and private parking will be considered within the context of a parking strategy which sets out the requirements for parking provision in the town centre.

SHIRLEY TOWN CENTRE

Shirley Town Centre will be developed and sustained as a focus of commercial activity & services for the local community. It will be shaped and managed to secure its regeneration and economic success; whilst recognising the need to create an environment that will also be attractive to residential uses.

The extent of Shirley Town Centre is defined on the Proposals Map. The boundary focuses commercial activity south of the junction between Stratford Road and Haslucks Green Road and in a new development west of Stratford Road which creates a new heart to the Centre and better links into Shirley Park.

Retail activity will be focused within the town centre boundary and will be required to front onto Stratford Road or the new public realm between Stratford Road and the Park. No substantial retail development will be granted planning permission elsewhere within the centre.

The former Powergen site on the Stratford Road North of Haslucks Green Road will be developed in a manner which effectively connects to and complements the town centre that may include a mix of residential, office, hotel, leisure or community uses but shall not include any substantial retail floorspace.

All new development should be sensitive to local character and enhance the public realm. Where appropriate, the opportunity shall be taken to promote public realm improvements, which shall be undertaken in a coordinated manner.

CHELMSLEY WOOD TOWN CENTRE

Chelmsley Wood Town Centre will be developed and sustained as a focus of commercial activity, services and public transport. It will be shaped and managed to secure its regeneration and economic growth and to provide a focus for the local community and an identity of which it can be proud.

The extent of the Town Centre is defined on the Proposals Map and retail activity will be focused within it.

New development on the edge of the Town Centre will be encouraged to assist regeneration of both the Town Centre and the wider area of North Solihull. It will also be encouraged to better link the Town Centre to Meriden Park and Cole Valley; and enhance the public realm in and around the centre.

MAIN TOWN CENTRE USES ELSEWHERE

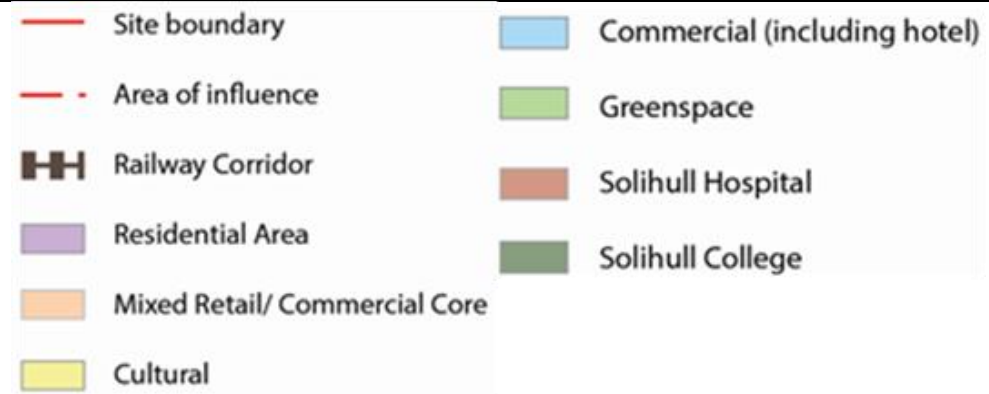
The Plan seeks to ensure the vitality of its town centres as the heart of their communities. Proposals for main town centre uses will be expected to locate in Solihull Town Centre and/or Shirley and Chelmsley Wood town centres. Proposals for main town centre uses elsewhere, that do not accord with the policies and proposals of this local plan, will be considered in the light of the requirements of the National Planning Policy Framework.

Justification – Solihull Town Centre

- 143. Solihull Town Centre is strategically important in the West Midlands and the principal focus of community, civic and business activity in the Borough. It is of crucial importance to the economic and social well-being of Solihull and to the achievement of a sustainable pattern of development.
- 144. The National Planning Policy Framework promotes the vitality and viability of town centres as important locations for sustainable economic growth and in creating sustainable patterns of development that enables ease of access by a variety of transport modes, particularly public transport. It also recognises the important role that residential development has in supporting the vitality of centres.
- 145. The existing Land Use Plan shows how the town centre is predominantly arranged around large single use areas. Future development should deliver complementary mixed land uses, which can deliver multiple benefits including greater promotion of walking and cycling, enhanced vitality and development of an area's unique identity.

Existing Land Use Plan:

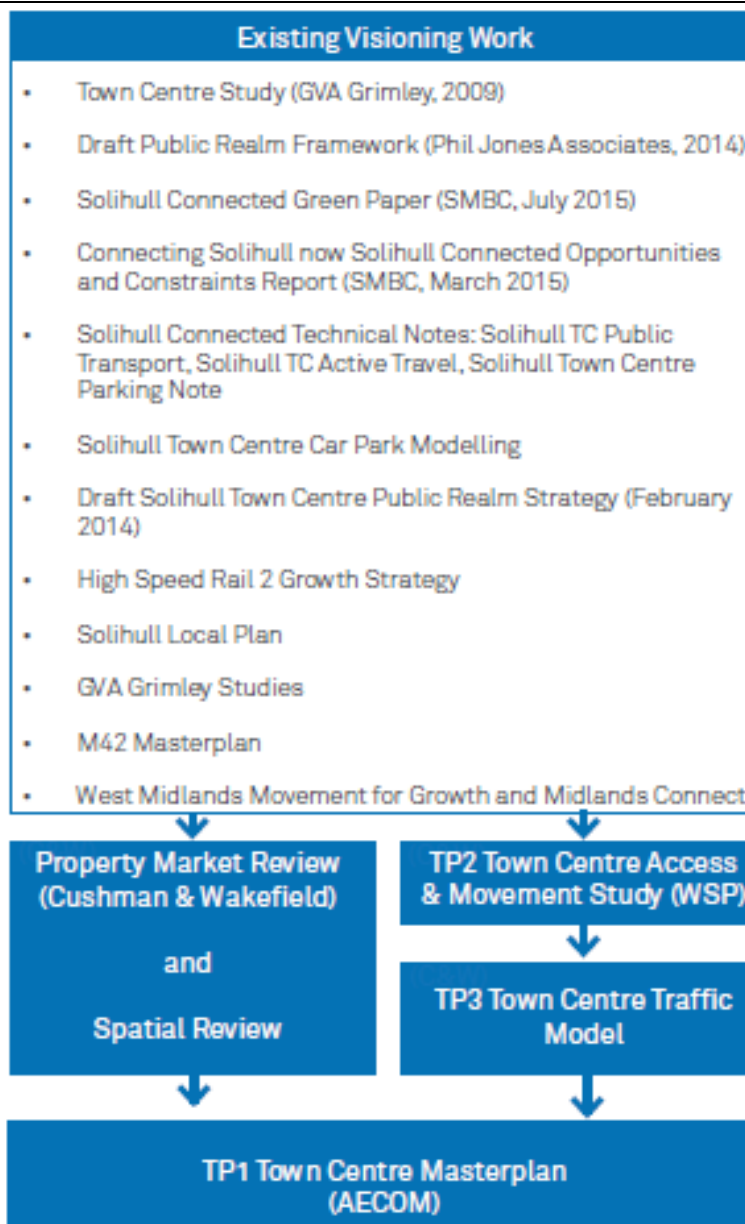




146. In order to strengthen the role of the centre and enhance its appearance, it is important to make appropriate planned provision for development needs over the period of the Local Plan, building on opportunities to improve access, the public realm and the range and quality of services that it offers so that it will be sustained as a place of quality and distinction.

- Residential - The introduction of new residential uses in the heart of the town centre will support existing commercial and leisure uses, whilst also providing additional activity and vibrancy outside normal shopping and working hours.
- Retail – In order to maintain the current success of the High Street, there is a need to keep the retail circuit tight, and therefore an opportunity site should only be developed as retail, leisure, food and beverage if the site has a quality that can present something unique to the town centre and relates well to the circuit. Primary retail frontages where retailing activity will be expected to be the main street level use are largely in line with the current situation :
 - High Street No's 1-161 and 12-134
 - Poplar Way, Mill Lane and Drury Lane 10-58 and 5-45
 - Warwick Road No 700
 - Mell Square and Touchwood.
- Office – Opportunity sites have been identified which intensify the provision of office accommodation around Homer Road and Princes Way, which have excellent access to the town centre amenities and the train station (current and potential location), such accessibility being increasingly important to corporate occupiers.

147. In 2016 SMBC commissioned the development of a Town Centre Masterplan which would provide a blueprint for future investment and development which maximises the opportunities for Solihull Town Centre, capitalises on its existing assets, and sets out a clear vision for Solihull 2036; as a vibrant, sustainable, aspirational and diverse 21st century town. The masterplan has been informed by the findings and proposals of a number of previous and concurrently run studies. These studies and the inter-relationship between them are shown below:



148. The evidence base that supports the masterplan has been informed by discussions and engagement with a wide range of town centre stakeholders through one on one, and group workshop sessions. The proposals of the draft masterplan have been presented for public consultation during August and September 2016, and the responses have helped inform the development of the final preferred masterplan. This draft masterplan has helped shape the proposals of the town centre policy. The centre is contained within clearly defined boundaries, the Chiltern railway and Prince’s Way to the south-west, Blossomfield Road, Lode Lane to the north-west, Warwick Road to the north, New Road and Churchill Road to the east.
149. Near the centre, to the west, is Solihull railway station and to the south and east Tudor Grange and Malvern Parks respectively. The High street is an important principal pedestrian route through the centre providing pedestrian links to the modern Touchwood shopping mall on the south side and to the older Mell Square precinct to the North. It also links the Poplar Road bus interchange area in the direction of the railway station with St Alphege Church and the attractive historic core along the High Street.
150. The Town Centre is an appropriate location for a broad range of town centre uses including retail, leisure and entertainment facilities, appropriate sport and recreation uses, offices,

arts, culture and tourism and residential. It is important that opportunities for development improve the centre, adding to vitality and vibrancy, whilst retaining or enhancing important characteristics.

- 151. High quality urban design will therefore be expected to ensure that development will protect the character of the Centre's historic heritage, improve public realm and improve pedestrian movement around the centre, for example, to improve links to the Centre's parks and provide improved articulation between Touchwood and nearby open spaces and improve the pedestrian link between Mell Square and the Warwick Road Morrison's store which has poor public realm. Design principles that developers will be expected to follow are identified in the policy.
- 152. The timing of development will maintain a balance of activity throughout the centre over the Plan period and to ensure continued success either side of the High Street and to fit with provision of new infrastructure, including public transport improvements and traffic management measures. The area to the south of the High Street has been the focus of activity in more recent times, with the development of Touchwood and current proposals for its extension and the recently opened Waitrose store, but parts of the Centre are becoming outdated in appearance and would benefit from new development to modernise it and increase its attraction.

Illustrative Master Plan:



- 153. The Illustrative Town Centre Masterplan Diagram a number of opportunity sites where development has the potential to come forward within the period of the local plan and beyond. The sites represent the opportunity to improve the attractiveness of the Centre as a place of quality and distinction reflecting strong urban design principles.

154. The sites are identified in the Town Centre Masterplan 2016-2036 which was informed by a market review carried out in 2016 by Cushman and Wakefield which found that:

- There is latent demand for office space in the town centre, especially for 'headquarter style' offices characterised by large floorplates which efficiently serve the operational requirements of the occupier
- There is continued market interest in apartment buildings with well-located apartments comfortably achieving values which would make the provision of one floor of basement parking viable, which has the potential to impact on achievable development densities.
- The retail function of the town centre should be strengthened through the introduction and addition of complementary town centre uses in appropriate places with new office and residential development playing an important role in increasing visits and use of the town centre as a whole.



155. The level and type of development identified for each site has been developed as an urban design response in the first instance, and then tested through an iterative review which considered the capacity, deliverability and viability of each site. The masterplan evidence base confirms that in broad terms these sites could support the level of residential development indicated in mixed and standalone developments, and that there would be capacity for the level of retail and office development indicated:

- Residential – up to 860 new homes within the town centre. The masterplan identifies the capacity to deliver up to 1,400 new homes, however a cautious approach has been taken and only capacity on those sites where there is a reasonable level of confidence that they will be delivered within the plan period have been included in this number

- Office – up to 74,620m² of new office development
 - Commercial and Leisure – up to 11,700m² of new commercial and leisure development.
156. A diverse evening economy can help shape the attraction of the Town Centre as a place that is vibrant and inclusive. The Council will encourage, through the development management process, a broad age spectrum of residents into the centre to enjoy a wide variety of leisure and entertainment facilities.
157. The scale of the changes envisaged for Solihull Town Centre will inevitably take some time to realise and will be realised gradually throughout the life of the plan, and beyond. The timescales within which the opportunity sites are delivered will be influenced by a range of factors, including land ownership, predicted longevity of existing uses and market conditions. Sites already in public ownership or currently being considered for development are likely to come forward in the short term, and will need to be supported by upgrades to the public realm and connectivity. This will help to create a setting for investment in large scale developments in the medium to long term, on sites outside public ownership or with more complex land assembly requirements. There is also the opportunity to bring forward developments in support of Policy P9 (Mitigating and Adapting to Climate Change), particularly through district energy and/or heat networks.

Solihull Town Centre Masterplan Opportunity Sites

Monkspath Hall Road

Design Principles:

- Located just south of the town centre and adjacent to Tudor Grange Park, Monkspath Hall Road Car Park represents a strategically significant opportunity to accommodate a relocated train station, and substantial new development, within a few minutes' walk of the town centre.
- A relocated train station could span the railway line providing easy access between a new civic square and associated development to the south and the town centre to the north.
- A new multi-storey would provide car parking for commuters and visitors, and the creation of a new transport interchange would ensure a linked public transport system for Solihull.
- The creation of a new civic square would be complemented by surrounding commercial development which could enhance the user experience by providing places to eat, drink and browse overlooking the square.
- There is opportunity to provide family housing to the south of the site, which could come forward prior to the station relocation, with higher density residential development coming forward and infilling around the station once it has been relocated.

Potential capacity and preferred use for the site:

- Up to 1,900m² of leisure / commercial uses
- A new multi-storey car park providing up to 950 spaces
- Up to 398 new high density homes (to the north) incorporating up to 398 basement car parking spaces
- Up to 54 new medium density family homes (to the south) incorporating on plot parking
- Relocated train station and transport interchange

Homer Road Triangle

Design Principles:

- Located on Lode Lane/ Blossomfield Road roundabout, Homer Road Triangle is situated on a prominent gateway into the town centre and provides opportunity to create an attractive new arrival point into Solihull's business and commercial quarter.
- Development should deliver new 'Grade A' offices providing larger floorplate 'headquarter type space' particularly on the corner affronting the Blossomfield Road, Lode Lane, Princes Way Roundabout, to emphasise the scale and prominence of the development.
- Development should include enhancements to the public realm around Lode Lane/Blossomfield Road roundabout which improve pedestrian connectivity and provide an attractive setting for new development.

The potential capacity and preferred use for the site:

- Up to 32,320m² of new office development
- Accommodated on buildings between four and six storeys in height
- Up to 497 surface car parking spaces to serve the development

Homer Road Civic Buildings

Design Principles

- Situated along Homer Road in the heart of the business and commercial area of the town centre, this site provides the opportunity for large scale redevelopment, if the police station were to be relocated and developed along with the Magistrates Court which is currently being marketed
- Development of this site could strengthen Solihull's current residential offer integrating new urban living opportunities to create a vibrant mixed use area. This combination of living and working uses will breathe life into the area beyond traditional office hours.
- Development of the site also provides a key opportunity to create a north-south pedestrian and cycle link between Touchwood and Homer Road, which in the long term could be extended to Princes Way and the station if it were to be relocated.

The potential capacity and preferred use for the site are:

- Up to 226 new homes
- Accommodated on buildings approximately 4-6 stories in height
- Up to 226 basement car parking spaces to serve the development

Mell Square East

Design Principles:

- Forming the north eastern edge of the town centre and fronting Warwick Road, this prominent site has the long term potential to accommodate large scale redevelopment for high density urban living.
- Providing attractive new frontage onto Warwick Road, new residential development should present an opportunity to enhance the existing public realm and tie in with future Mell Square proposals to improve pedestrian connectivity.
- There are opportunities to bring forward the site in stages to align with when sites become available, however it will be important to ensure that

- the overall development has a common character and links together.
- The masterplan identifies additional capacity in this site to deliver further residential development in future phases.

The potential capacity and preferred use for the site are:

- Up to 123 new homes
- Accommodated on buildings up to five storeys in height
- Up to 123 car parking spaces (mixture of surface and basement) to serve the development

Mell Square

Design Principles

- Development of Mell Square should seek to create a retail loop encompassing Touchwood, High street, Drury lane, Mell Square, Mill lane to complete the town centre shopping experience;
- Development should uplift the identity of the area establishing it as a destination, with increased dwell time attracting and high quality retailers and restaurateurs.
- Development should maximise pedestrian linkages and views to Warwick Road and Poplar Road by direct, attractive and active routes and should open up opportunities to improve pedestrian linkages to Mell Square East
- Development will create a legible and attractive environment for visitors through the scale and massing of buildings to the detailing of the landscaping, street furniture and signage.
- Development should provide the right environment to support high quality new apartment living in the Square.

The preferred use for the site is includes:

- Elements of retail, offices, civic accommodation and high density residential accommodation, with the potential capacity to deliver 147 new homes.

Job Centre Site

Design principles

- Located within the historic St Alphege Quarter, the job centre site has the potential to accommodate comprehensive future redevelopment.
- New development would provide an attractive frontage onto New Road, providing an attractive entrance to the heart of the town centre.
- Development should sit sensitively within the existing historical and characterful context of the area and provide similar typologies to those that already exist along New Road.

The preferred use for the site is:

- Medium density family housing could be developed, with the capacity to deliver 11 new homes.

158. The following table indicates potential phasing¹⁷:

Site and Indicative Phasing	Estimated Capacity
Short Term (0-5 years)	
Homer Road	226
Mell Square	147
Monkspath Hall Road (Low density element)	54
Medium Term (5-10 years)	
Job Centre Site	11
Long Term (10-15 years)	
Monkspath Hall Road (medium)	300 ¹⁸
Mell Square East	123
Total Potential Capacity	861

Justification - Shirley Town Centre

159. Shirley Town Centre is the Borough's second largest shopping centre and an important centre for commercial activity and services to a broad local catchment. The Centre faces competition from nearby out of centre retailing in the A34 corridor and from increased offer in Solihull Town Centre. It is a long, linear centre arranged either side of the A34, with a number of foodstores anchoring mini-clusters. It has a variety of convenience and comparison goods retailers and continues to maintain its vitality and viability.
160. The Centre lacked a substantial retail core that will help to provide a 'heart' for the Centre that could strengthen its competitive position. To remedy this weakness a mixed use scheme (known as Parkgate) anchored by a food-based superstore, and including a variety of comparison retail units designed to meet modern retailer requirements and residential accommodation, was developed and is now trading. The scheme also improves links to Shirley Park as an important local amenity that improves the attractiveness of the Centre to shoppers.
161. Near to the Town Centre on the corner of Haslucks Green Road and Stratford road is the former Powergen offices site. The site has been vacant for well over a decade but the development of Parkgate has stimulated interest in its development and permission has now been granted for a largely residential scheme.
162. Nationally, the traditional high street faces numerous strategic challenges, including the growth of on-line retailing in particular. Consequently, there is a need for town centres to reinvent themselves as places to visit, with attractive public realm, open spaces and core retail offer supported by a mix of civic and leisure facilities. Interest has been expressed by businesses within the town centre to explore the feasibility of establishing a Business Improvement District (BID) to address the strategic challenges. This will be considered through an economic plan for Shirley, which the Council will prepare.

Justification - Chelmsley Wood Town Centre

163. Chelmsley Wood Town Centre is the main centre for North Solihull and is an important centre of commercial activity and services and for its public transport accessibility. The

¹⁷ For purposes of housing land supply, a more cautious approach will be assumed to the delivery of the sites indicated in the short term and it will be assumed they won't be delivered until years 5-10.

¹⁸ Based on train station remaining in current location freeing up land earmarked for its relocation for delivery as medium density housing. If the station was to be relocated to this site, higher density units would be appropriate and up to an additional 99 homes could be delivered.

main part is a purpose built precinct that opened in 1971 to serve the Birmingham overspill estates that are now part of North Solihull. The performance of the Centre deteriorated between 1998 and 2006 but then improved following increased investment in and management of the Centre. The Centre is anchored by a recently constructed food-based superstore that is part of other improvements that have included a new library, housing/social services offices, bus interchange and public realm improvements. Further limited comparison retail development is also included. New development can bring opportunities to strengthen the role of the Centre in serving the community by improving links to North Solihull and to nearby open spaces.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being

7. Do you agree with Policy P2? If not why not, and what alternative would you suggest?

8. Do you believe the right scale and location of development has been identified? If not why not?

Policy P3 Provision of Land for General Business and Premises

To encourage sustainable economic growth and provide a broad range of employment opportunities the Council will plan for a continuing supply of employment land. The table below identifies the strategic sites that comprise the Council's supply of main employment land for this purpose, adopting a plan monitor and manage approach to avoid over allocating land that may lead to unnecessary loss of Green Belt.

The Council will support the allocated sites for purposes set out in the table. Small-scale supporting facilities may be allowed where needed to specifically enhance or complement business use in the particular business locality and are compatible with sustainable development principles.

To ensure that an adequate supply of land remains available for employment purposes, sites will be protected for their allocated purposes. Non-allocated employment sites will also be protected for employment use (Classes B1, B2, B8 and, where appropriate, waste management). Alternative uses may be allowed where the following criteria are met:

- The site is relatively isolated from other business premises or is out of place in the context of other neighbouring uses, such as residential; or
- It is clearly demonstrated that there is no longer a need to retain the site/premises for their intended business class purpose; or
- In the case of vacant premises, there is no longer a reasonable prospect of attracting business development in market terms;

- The alternative use will support sustainable development principles and will directly support employment locally;
- There is no conflict with other policies of the Local Plan or National Planning Policy.

The Council will encourage the retention of small and medium sized enterprises, and the creation of new ones, both in urban and rural areas as a key economic driver and to help facilitate growth in a broad variety of locations, including North Solihull as a priority, subject to the following criteria:

- Form, use and scale are appropriate to the character of the particular location.
- There is no significant harm to the local environment, including landscape quality and character.
- Proposals for home-working are compatible with the character of the local environment and are consistent with the amenity policies of the Local Plan.
- The land or premises are not in the Green Belt or are compliant with Green Belt policy.
- In the case of development in rural areas, it is consistent with the Council's countryside policies and does not undermine the quality and character of the natural environment.

The Council will expect development proposals on business sites to include the necessary infrastructure to accommodate high capacity digital communication.

In order to encourage sustainable access to business developments and reduce the need to travel, applicants for planning permission for business use will be expected to demonstrate the anticipated level of employment that will be generated and how this will be of benefit to meet local employment needs.

Employment development will not be allowed where it sterilises natural resources or key sites needed to secure sustainable development, particularly in regard to provision for distributed heat and energy networks.

Justification

164. The Borough is home to a number of business sites of more local significance of varying age and quality. These are important for local employment opportunities to provide a broad range of business accommodation in terms of type and size and a number of them have land that remains to be developed, for instance Fore . Other older sites, such as Cranmore Industrial Estate, Boulton Road and Elmdon Trading Estate, provide some further opportunities through redevelopment of older outmoded premises.

165. The table below includes existing allocations to be carried forward from the SLP and new allocations. Although these new allocations have come forward in support of Policy P1, they are included here for completeness.

Site	Site no ¹⁹ .	Available allocated area (ha)	Readily available allocated area (ha)	Preferred Use Classes
Blythe Valley Business Park	SLP 10	See footnote ²⁰		B1, B2, B8
TRW/The Green, Stratford Road, Shirley	SLP 25	18.5 ²¹	18.5 ²¹	B1, B2, B8
Fore, Stratford Road, adj M42	SLP27	2.0	2.0	B1
Chep/Higginson, Bickenhill Lane, Bickenhill	SLP 28	4.0	0.0	B1, B2, B8
Land north of Clock Interchange, Coventry Road	SLP 29	2.0	1.0	B1
Land adj Birmingham Business Park	SLP 31	9.0	9.0	B1, B2, B8
Land at HS2 Interchange	LPR 19	c140		See Policy P1
Land at Damson Parkway	LPR 20	c94 ²²		See Policy P1

166. Allocated provision comprises land remaining to be developed on existing employment sites. The evidence base supports the approach of using existing allocations with a broad range of employment uses where possible so that there is less reliance on the B1 use class. This is supported by market trends that show a preference for town centres as office locations.
167. The above table also includes two allocations (LPR 19 & 20) which will necessitate land to be removed from the Green Belt. The justification for Policy P1 provides the exceptional circumstances for this approach.
168. In addition to the allocated employment sites, Solihull has a number of employment sites where opportunities to recycle employment land may come forward. For example, substantial recycling of land has already occurred in older premises at Cranmore Industrial Estate (Monkspath) to create new offices and modern industrial/warehouse units and similar opportunities may come forward elsewhere, such as within Elmdon Trading Estate (near the Airport).

¹⁹ SLP references refer to the numbers given to the sites in the SLP.

²⁰ The current planning application for the site proposes B1/B2/B8 development of between 59,000 sqm and 99,000 sqm to come forward as part of a mixed use scheme

²¹ This represents the area available identified through the SLP, but through this local plan review this will be reduced to accommodate the residential allocation detailed in a later chapter. Once a concept masterplan has been developed for the next iteration of the plan, it will be clearer how much employment floorspace can be accommodated on the site as part of a mixed use scheme.

²² For all of this area to be available it will be necessary to demonstrate that the sport/recreational uses on the wider area are either surplus or can be re-provided elsewhere.

169. Birmingham and Blythe Valley Business Parks have about 29²³ hectares remaining to be developed. This should be sufficient land for the plan period. The evidence base suggests average annual take up 2001-2016 has been about 1.6ha on these sites collectively. However, this may increase as a result of enabling a broader range of development.



170. For the purposes of the Local Plan employment uses are business class uses and appropriate waste management facilities. Planning applications for waste management facilities will be considered in the context of effects on local environment and amenity both within the employment site and its broader surroundings and the nature of waste management operation, for example, the extent that it takes place within the confines of a building, the amenity and traffic or transport effects on the road network and effects on pollution.
171. Solihull does not have substantial amounts of previously developed land that would be suitable or available for employment purposes. It is therefore important to protect the limited supply of employment land and premises from alternative uses, including types of economic development that would be more appropriate in a town centre environment.
172. The policy sets out the particular circumstances when alternative development may be accepted. These include, for example, small isolated premises in predominantly residential surroundings that render the premises out of context and better able to support sustainable development principles in an alternative use.
173. Mixed business uses may be enabled on employment sites where this will help to support sustainable development principles. Business class uses should predominate. Other uses of an ancillary nature may be enabled provided they are small scale in the context of the mixed use development and justified in terms of supporting the business function of the mixed use development and do not conflict with National Planning Policy, particularly in regard to its aims of supporting sustainable economic development and growth and supporting town centres.

²³ Including the expansion land at BBP allocated under the SLP, but excluding land to be used for housing at BVP.

174. Small and medium sized enterprises will be encouraged in all areas of the Borough, including rural areas, North Solihull and within established business sites, through redevelopment and creation of other opportunities for the development of small business space, provided they meet the criteria in the Policy that seek to protect the environment, local amenity and the Green Belt.
175. Digital connectivity and high capacity communication networks are key to commercial success in the 21st Century. Solihull is committed to increasing digital capacity across the Borough to help in remaining competitive, attracting inward investment, reducing inequalities and remaining a leading centre of enterprise.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being

9. Do you agree with Policy P3? If not why not, and what alternative would you suggest?

10. Do you believe the right scale and location of development has been identified? If not why not?

7. Providing Homes for All

Introduction

176. A well functioning housing market is essential for Solihull to meet its full potential as an area which is a good place to live and for its future economic success. It is also recognised that the Borough is not an isolated housing market and that it operates as part of a wider housing market area (HMA) based on Birmingham and 13 surrounding authorities.
177. Good housing is essential for social, environmental and economic wellbeing. A broad range of housing of different types and sizes, of different values and tenures are required to create and maintain mixed and balanced communities.
178. Solihull provides some of the best housing in the West Midlands, with values consistently above the regional average. It is a strong attractor of households, given its location and connectivity, the strength of the local economy and local employment opportunities.
179. These advantages are enhanced by the quality of the Borough's residential environments, and particularly strong offers on retail and education. However, there are areas of the Borough, particularly North Solihull, where there is a need to provide more attractive choices of home and community environments, to encourage economically active and independent households to stay.
180. More housing is needed because the number of households in the Borough is increasing. Population is projected to increase by around 22,900 (2014-2033); more people are staying single longer; more couples and families are separating and people are living longer and continuing to live in their own home, often alone. The number of households is projected to increase by 11,600 over the period 2014 to 2033. It is expected that by 2033 around 31% of all households will be single people including those over pensionable age, people with disabilities and households re-forming. Many of these households are likely to require affordable rather than market housing (SHMA 2016).
181. The number of households represented by the over 75s is projected to increase by 7,000 between 2014 and 2033 to comprise 22% of all the Borough's households. This leads to market demand for specialist and supported housing together with homes which can provide opportunities for households to 'downsize', thereby releasing family housing for resale and re-letting.
182. There is a Borough wide shortage of homes which are affordable and homes which are suitable for older people and specially designed homes for people with learning and physical disabilities. This leads to a strong local Borough need for family-sized affordable rented housing and intermediate tenure homes together with



both smaller and lower cost market housing. It is important that housing of the right type is delivered to meet these needs and the Council will seek to achieve this through use of a range of approaches, including Supplementary Planning Documents and how it brings forward and disposes of its own land²⁴.

183. Affordable housing need is exceptionally high as Solihull has one of the most severe affordability problems in the West Midlands Region. The shortage of affordable housing is particularly acute in parts of the Mature Suburbs and the Rural Area. Department for Communities and Local Government (DCLG) data shows that the ratio of lower quartile house prices to lower quartile earnings in 2015 was 8.45. This is notably higher than the average for England (7.02).
184. The provision of new homes should address the needs of all types of household, including families, single people, older and disabled people and those who want to build their own home. New homes should be affordable by those who are seeking a first home and those who wish to move home. There must be increased provision of affordable housing for rent and intermediate tenure to meet the growing needs of households which cannot afford market solutions. In the North Solihull Regeneration Area there is a limited range of homes for owner-occupation, particularly larger homes, which will meet the aspirations of local households.
185. The Council aims to ensure that everyone has the opportunity of access to a decent and safe home within a quality living environment, by:
- identifying deliverable housing land supply for fifteen years from the date the Plan will be adopted and ensuring that at least a five-year supply of housing land is available for development;
 - prioritising locations for development that will best contribute to building sustainable, linked, mixed use and balanced communities;
 - ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of Solihull's residents, particularly needs for affordable housing, including Starter Homes, and supported housing, on a Borough wide basis;
 - promoting opportunities for self and custom build.

Policy P4 Meeting Housing Needs

A Affordable Housing

The Council will require developers of allocated and unidentified sites to make a contribution to affordable housing on residential sites of 11 units or more, or which have a maximum combined gross floor space of more than 1,000sqm to meet the housing needs of the Borough. Affordable housing includes social rented, affordable rented, intermediate tenure and Starter Homes, which is available at below market price or rent and which is affordable to households whose needs are not met by the market.

The Borough definition of 'affordable' is set out in a Meeting Housing Needs Supplementary Planning Document (SPD) which will be updated periodically to reflect changes in local incomes and house prices.

Contributions will be expected to be made in the form of 50% affordable dwelling units on

²⁴ Including, where appropriate, for uses that fall within class C2 of the Use Classes Order.

each development site, but will take into account:

- Site size;
- Accessibility to local services and facilities and access to public transport;
- The economics of provision, including particular costs that may threaten the viability of the site;
- Whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;
- The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and
- The need to achieve a successful housing development.

Where on-site provision is not feasible or viable there will be a financial contribution towards the provision of affordable housing that would not otherwise be provided, elsewhere within the Borough.

The extent of affordable housing that should be provided in relation to developments that either re-use existing buildings or include the demolition of existing buildings will be assessed according to the 'vacant building credit'. The approach to calculating the vacant building credit is set out in the Meeting Housing Needs Supplementary Planning Document. This policy applies to all qualifying sites across the Borough and includes Gypsy and Traveller sites.

The policy applies to all development in the 'C3' use class. The policy will also apply to 'C2' development that provides individual self-contained units that can be counted as part of the Borough's overall housing numbers. In addition to requiring a proportion of the homes to be 'affordable', the Council will identify the tenure, mix and type of the homes and any requirements for homes to be designed to meet specific needs such as those of older or disabled people.

B Rural Exceptions

The provision of affordable housing developments on green belt land to meet the local needs of households in that Parish or neighbourhood will be supported in circumstances where:

- The development proposal is consistent with the Village, Parish or Neighbourhood Plan; or
- There is evidence that people with a local connection to the Parish area have a housing need that cannot be met through affordable housing provision on an allocated housing site and the proposed development is supported by the Parish Council or Neighbourhood Forum.

C Market Housing

Where the Council issues a development brief for a site this will include details of the likely profile of household types requiring market housing, e.g. multi-person, including families and children (x%), single persons (y%) and couples (z%), as identified by the latest Strategic Housing Market Assessment. In assessing the housing mix of allocated and unidentified sites, the Council will, in negotiations, have regard to:

- Site size;
- The existing mix of market housing and local housing demand in the area as guided

by the Strategic Housing Market Assessment;

- Accessibility to local services and facilities and access to public transport;
- The economics of provision, including particular costs that may threaten the viability of the site;
- The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and
- The need to achieve a successful housing development.

D Self and Custom Housebuilding

Option 1

The Council will allocate a site(s) to provide for the requirements of Solihull's Self and Custom Housebuilding Register as required by the Housing and Planning Act.

Or

Option 2

The Council will require developers of allocated sites to make a contribution to Self and Custom Build Housing on residential sites of 100 units or more. Contributions will be expected to be made in the form of 5% of open market dwellings in the form of Self and Custom Build Plots on each development site, but will take into account:

- Site size;
- Accessibility to local services and facilities and access to public transport;
- The economics of provision, including particular costs that may threaten the viability of the site;
- Whether the provision of self and custom build plots would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;
- The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and
- The need to achieve a successful and functional housing development.

The Council expects these plots to be offered for sale with outline planning permission, services to the boundary and access to the highway for period of 12 months to those Registered on Solihull's Self and Custom Build Housing Register. The value of the plots will be subject to an independent valuation by a Registered Surveyor.

The mechanisms and criteria for delivery of Policy P4 will be set out in the Meeting Housing Needs Supplementary Planning Document.

Justification

Policy 4(A) - Affordable Housing

186. Policy 4 (a) is set on a Borough wide basis. This reflects the fact that needs cannot always be met where they arise, so use has to be made of the development opportunities that become available. Therefore any development may need to provide for needs arising in another part of the Borough. The only exception to this may be on rural 'exceptions' sites where housing may be reserved for those with a local connection.
187. The requirement for the provision of affordable housing is justified on the basis that Solihull has a high level of unmet housing need, as evidenced in the Strategic Housing Market Assessment (SHMA). This is supported by official data produced by DCLG and local Borough wide data on housing need.

188. The SHMA also demonstrated a growing need for homes which are suitable for older people and those with disabilities (physical, sensory and learning). This is also evidenced by local Borough wide data and the Independent Living and Extra Care Housing Strategy.
189. The level of need for affordable housing is high in relation to the level of new provision. Provision of affordable homes is limited by the proportion of development that takes place, and will continue to take place, on sites below the national affordable housing threshold. The site size threshold below which there is no requirement to provide affordable housing will result in many sites which could reasonably have provided affordable homes being fully developed only with market housing.
190. The affordable housing threshold adopted in the 2013 Solihull Local Plan was 0.2 hectares or 3 or more net dwellings. This threshold did not discourage development of small sites or the replacement of individual homes at the end of their lifespan, and the Council considered that it was appropriate to Solihull's local circumstances
191. The new threshold is dictated by changes to National Planning Policy Guidance and is consistent with this. Setting the threshold at developments of 11 units or more, or which have a maximum combined gross floor space of more than 1,000 sqm is justified on the basis that housing developments at and above this level should contribute to meeting the need for affordable housing.
192. Since the adoption of a 40% affordable housing target (Policy H4 in the Solihull UDP, February 2006 and Policy P4 in the Solihull Local Plan, December 2013), a wide range of privately led residential developments have made provision at this level. The implementation of the policy has had due regard to the suitability of each site and its capacity to provide affordable homes. It is therefore considered appropriate to the Borough's local circumstances.
193. Evidence of housing need from the 2016 SHMA, the higher threshold and the requirement to provide Starter Homes as a part of the affordable housing has resulted in the Council reviewing the affordable housing target. The target has been set at 50%. This reflects the requirement that 20% must be provided through Starter Homes. The remaining 30% of the affordable housing obligation will be shared as evidenced by the SHMA by rent of 22% and shared ownership of 8%. It is anticipated that the greater value from starter homes will be able to support this approach, but further evidence will be pursued to justify this.
194. The Council recognises that provision of affordable housing will result in a cost to developers and so the implementation of this policy requires a reasonable and flexible approach, reflecting individual site characteristics. Where there are factors that could threaten the viability of developments as a result of site specific constraints or circumstances these will be considered in negotiations. However, the overall target is that 50% of all new housing built in the Borough will be affordable housing.
195. The Council is justified in adopting its definition of affordability because it provides clear guidance to developers on what is required. The definition will be based on Borough data on incomes and house prices, subject to monitoring and review.
196. The Council is justified in defining the tenure of 'affordable' homes on the basis that a spread of tenure options is required to satisfy needs and aspirations of households.
197. Most households in housing need are only able to afford to rent below market level, so the provision of homes at social rent or affordable rent is the most important aspect of affordable housing provision. In view of the greater cost to land value of rented provision, the ability to require a proportion of any affordable provision to be for rent is essential. The

objective will be to maximise housing provision for those in most need whilst producing balanced communities and to secure a level and mix of provision which is viable and practicable to the developer.

198. The Council also wishes to promote opportunity for affordable home ownership through Starter Homes and shared ownership. The policy therefore provides a range of affordable housing provision.
199. The Council is justified in requiring the provision of homes which are designed to meet specific needs of older and/or disabled people (including people with learning and/or physical or sensory disabilities) because of the outstanding need for such accommodation and the relatively high cost of provision.
200. Because of the age and disability of many of those who require specialist or supported housing, the required provision is most often social or affordable rent. Insofar as this is the case on any development the provision will be part of the affordable housing requirement.
201. It is recognised that this provision can be relatively expensive to Registered Providers so a policy requirement which secures a reasonable level of provision on suitable sites is appropriate.
202. The Council is justified in requiring the on-site provision of affordable housing wherever feasible in order to maximise the provision of affordable homes on sites of all values. It is recognised that the provision of affordable housing in some parts of the Borough can present challenges to developers because of existing use values. These are often in parts of the Borough where affordable homes are in particularly short supply so insistence on on-site provision is justified to ensure that homes are provided in these locations.
203. This policy is consistent with the Government's policy that where local authorities have identified that affordable housing is required they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities.

Policy 4(B) – Rural Exceptions

204. Policy 4(b) responds to the identified need in some Parish and Neighbourhood Plan areas of providing affordable housing for people with a local connection to the Parish or Neighbourhood Plan area and the importance of development in helping to sustain local community services.
205. The policy supports the provision of affordable housing where there is evidence of need that cannot be met through affordable housing provision on an allocated housing site. The provision of affordable housing developments to meet the needs of people with a local connection to the Parish or neighbourhood will be supported on green belt land. The policy will ensure that the most suitable site in the village is used as outlined in the Parish or Neighbourhood Plan. All sites will be assessed for their accessibility to services and facilities, the impact of development on the Green Belt and environmental considerations.
206. The policy is justified by the acknowledged role that providing homes for local people in these Parishes or Neighbourhood Plan areas has in supporting communities and maintaining the vitality of rural settlements through retaining population which supports local services and facilities.

Policy 4(C) – Market Housing

207. The Council is justified in requiring the mix of market housing to reflect the types of households requiring market housing to ensure that market provision reflects local Borough demand and to sustain mixed and balanced communities.

Policy 4 (D) – Self and Custom Build

208. The Council is considering how best to ensure that the needs of the self and custom build market are catered for and is seeking views through this consultation on whether all the provision ought to be made on one (or at least a small number of sites), or whether all sites of a certain threshold should make provision. These are options 1 and 2 as set out in Policy P4(D).
209. The Council is justified in making provision for self and custom build housing in order to comply with the Self and Custom Housebuilding Act, the Housing and Planning Act, National Planning Policy Guidance and the needs on the self-build register.
210. The Self and Custom Housebuilding Register was established in Solihull in March 2016. As at the 30 September 2016 there were 91 people Registered.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- J Improving health and well being

11. Do you agree with Policy P4? If not why not, and what alternative would you suggest?

12. Do you agree with the level of affordable housing being sought in Policy P4? If not why not, and what alternative would you suggest?

13. Which option for delivering self and custom housebuilding do you favour and why? If neither do you have any other suggestions?

Policy P5 Provision of Land for Housing

The Council will allocate sufficient land for at least 6,522 net additional homes to ensure sufficient housing land supply to deliver 15,029 additional homes in the period 2014-2033. The allocations will be part of the overall housing land supply detailed in the table below.

The annual housing land provision target is 791 net additional homes per year (2014-2033). A trajectory showing how this target will be delivered from all sources of housing land supply is shown below. It will be subject to annual review through the AMR.

New housing will be supported on unidentified sites in accessible locations where they contribute towards meeting borough-wide housing needs and towards enhancing local character and distinctiveness. Unless there are exceptional circumstances, new housing will not be permitted in locations where accessibility to employment, centres and a range of services and facilities is poor.

The density of new housing will make the most efficient use of land whilst providing an appropriate mix and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations.

The submission version of the plan will include a phasing designation for each of the allocations. Sites will not be released for development before they reach their specified phase, unless existing housing land supply falls below national planning policy deliverable housing land supply requirements

Justification

211. A strategic housing needs study (SHNS) for the whole HMA was undertaken in 2015. It indicated that there is a shortfall across the area of some 37,500 dwellings over the period 2011-2031. Under the Duty to Cooperate the Council has been working with its partners to address this shortfall. This shortfall included 2,654 dwellings arising from Solihull as the Borough was not meeting its own needs. Whilst the outcome is yet to be finalised, a direction of travel that has received a measure of support is indicating that the Council ought to be testing, through this local plan review, the potential to accommodate a further 2,000 dwellings from the shortfall, in addition to accommodating the Borough's own needs²⁵.



212. As the SHNS provides a consistent basis for considering housing need in the HMA from 2011, the Council is mindful of wishing to avoid any of the housing expected to be provided in the Borough from 2011 to 2014 (the base date for this plan) being 'lost' or otherwise added to the HMA shortfall noted above. It has therefore decided to include within its housing target an allowance of 1,184 dwellings to cover the period 2011 to 2014²⁶.

²⁵ This effectively means that through the housing target in this plan, the 37,500 shortfall identified in the SHNS will be reduced by some 4,600 dwellings (2,600 from the Council now accommodating all of its own needs and 2,000 as the Borough's additional contribution towards accommodating shortfall that arises within the HMA but not from within Solihull).

²⁶ These are the dwellings the SHNS assumes would be built in Solihull in the period 2011-14, less the number of completions in the period.

213. The Council's full objectively assessed need is based upon the 2014 based household projections published by DCLG in July 2016 and includes a 10% uplift due to market signals²⁷. This is set out in the 2016 Strategic Housing Market Assessment.
214. The housing land provision target of 14,905 net additional dwellings (2014-2033) therefore reflects the full objectively assessed housing need (OAN) for the Borough, a contribution to the wider HMA shortfall and an allowance to ensure consistency with the SHNS for the period 2011-14. This target has been weighed against the Borough's capacity for growth over the plan period.
215. Solihull is recognised for its high quality environment which attracts residents and investors to the sub-region. These include green infrastructure assets such as the Arden Landscape, the River Blythe SSSI, tree-lined suburbs and principal parks as well as major transport and economic assets such as UK Central, the M42 corridor and forthcoming HS2 Interchange. Growth needs to be managed at a sustainable rate so that the success of these assets are not compromised and can continue to deliver their economic and ecosystem services.



216. The proposed level of growth is significantly more than previously planned for and is a recognition that the SLP 2013 used a constrained figure. The Council is now not only seeking to accommodate its own needs, but also help to accommodate some of the shortfall occurring in the HMA.
217. This housing growth can be delivered through sites with planning permission, suitable deliverable sites identified within the Strategic Housing and Economic Land Availability Assessment, locations proposed for allocation by this policy and unidentified windfall sites, predominantly within South Solihull. The following table provides an overview of housing land supply:

²⁷ This 10% uplift has also been applied to the SHNS expectations for the period 2011 to 2014.

Solihull Housing Land Supply 2014-2033 (as of 1st April 2016)

Source	Estimated Capacity
1 Housing completions (2014-2016)	1,385
<i>Future Housing Land Supply:</i>	
2 Sites with planning permission (started)	795
3 Sites with planning permission (not started)	1,467
4 Sites identified in land availability assessments	286
5 Solihull Local Plan allocations without planning permission at 1 st April 2016	2,640
6 Less a 10% to sites with planning permission (not started), sites identified in land availability assessments and SLP sites	-439
7 Windfall housing land supply (2018-2033)	2,250
Subtotal of above (rows 1-7)	8,384
8 Local Plan Review Proposed Sites (new allocations)	6,150
9 UK Central Hub Area	1,000
Total Estimated Capacity (rows 1-9)	15,534

218. This estimated capacity of 15,534 exceeds the requirement (15,029) by 505 dwellings. This represents a margin of 8% compared with the number of additional dwellings being allocated through this local plan review. This represents a cautious approach to ensure that the housing requirement figure will be met.

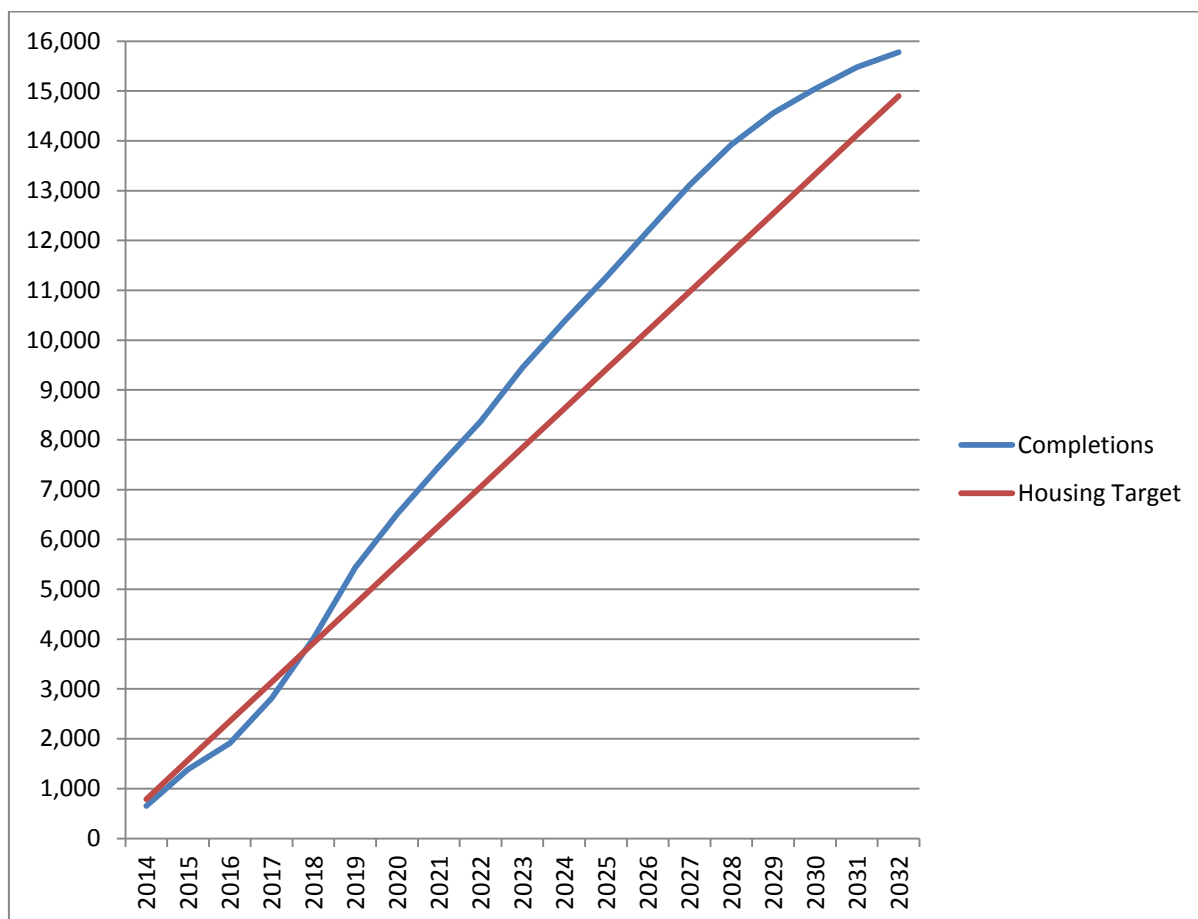
Windfall Housing Supply

219. Windfall housing sites are sites that will become available for residential development during the Plan period that cannot be identified now. There is compelling evidence that windfall sites consistently become available in Solihull. The NPPF introduced policy to resist inappropriate development in residential gardens, however this has been a policy objective for the Council since 2003 when the Council adopted supplementary planning guidance for such development "New Housing in Context". In any event the Local Plan windfall housing assumption is cautious in comparison to long-term past trends. The windfall supply included in the table above amounts to 15 years worth and is in recognition that to avoid double counting with existing permissions (that will include windfall sites), the future completions from presently unknown sites is likely to commence from 2018 onwards.

Housing Trajectory

220. To ensure that an adequate supply of housing will be available throughout the plan period consideration has been given to the likely delivery rates of both existing commitments and the proposed allocations. Soon after the LPR is expected to be adopted (and sites released

from the Green Belt are available), the level of completions is expected to be ahead of the requirement. This is indicated in the cumulative chart indicated below.



Spatial Distribution of Housing – Phasing

- 221. It is recognised that the local plan review should ensure that there is a continuous supply of new housing throughout the plan period, and a particular challenge is that there are sufficient opportunities for sites to come forward early in the plan period. However, Solihull's strong housing market characteristics could lead to the early delivery of too many sites with unsustainable infrastructure capacity and pressure for further growth in undesirable locations later in the Plan period. Supply would outstrip the Borough's demand and lead to increased migration from other parts of the West Midlands. Therefore an element of phasing will be required and this will be explored when delivery rates from the allocated sites become clearer.
- 222. Phasing also has a role to play in protecting the Borough's communities from an excessive extent of construction traffic associated not only with the house building being accommodated, but also from the largest infrastructure project the Borough has accommodated in recent times in the form of HS2. This is about 'managing the growth'.

Summary Table of Allocated Sites

223. Appendix C contains a detailed schedule of the new allocated housing sites, the following table is provided as a summary.

Area ²⁸	Ref.	Site Name	Green Belt	Site Area (ha)	Indicative Capacity
Balsall Common	1	Barratt's Farm	Yes	57	800
	2	Frog Lane	Yes	6	150
	3	Windmill Lane/Kenilworth Road	Yes	11	200
Dickens Heath	4	West of Dickens Heath (off Tythe Barn Lane, Tile House Lane and Birchy Leasowes Lane)	Yes	41	700
Fordbridge	5	Chester Road/Moorend Avenue	Yes	4	100
Hampton in Arden	6	Meriden Road	Yes	7	100
Kingshurst	7	Kingshurst Village Centre	No	4	100
Knowle	8	Hampton Road	Yes	13	300
	9	South of Knowle (between Station Road, Warwick Road and Grove Road)	Yes	46	750
Meriden	10	West of Meriden (between Birmingham Road and Maxstoke Lane)	Yes	3	50
Shirley	11	TRW/The Green , The Green, Stratford Road	No	19	400
	12	South of Dog Kennel Lane	Yes	42	850
	13	South of Shirley (between Whitlocks End Farm and Dickens Heath Road)	Yes	30	600
Smith's Wood	14	Arran Way	No	2	50
	15	Jensen House, Auckland Drive	No	4	100

²⁸ The area or settlement the allocation is adjacent to (not necessarily the ward or parish it falls within).

Area ²⁸	Ref.	Site Name	Green Belt	Site Area (ha)	Indicative Capacity
Solihull	16	East of Solihull (between Lugtrout Lane and Hampton Lane)	Yes	39	650
	17	Moat Lane/Vulcan Road	No	5	150
	18	Sharmans Cross Road	No	3	100
<i>Non Green Belt Sites</i>				<i>37</i>	<i>900</i>
<i>Green Belt Sites</i>				<i>299²⁹</i>	<i>5,250</i>
Total				336	6,150

224. These sites are indicated on a series of maps in the appendices. At this stage it should be noted that the boundaries of the sites are **not** fixed and further work will be undertaken on the options to be taken forward and included in the submission version of the plan³⁰. This further work will be undertaken in conjunction with the site promoters/land owners and local communities (including Parish Councils and Neighbourhood Planning Forums) and will include:

- A clear objective/aim for what is intended to be achieved in the overall development.
- That key site constraints have been identified (both those that are fixed (i.e. to be accommodated within the scheme (e.g. important open spaces)) and those that need to be overcome or mitigated).
- That all the different land uses/proposals and their scale that the site is to accommodate (including dwelling capacity) have been identified (this will include key green infrastructure/open space (including, where relevant, areas of biodiversity value that are to be retained) either within the site or adjacent to it).
- Key access and movement routes to and through the site.
- The infrastructure that is required to make that development an attractive and sustainable location has been identified.
- A clear phasing and delivery programme (and this may demonstrate the need for critical infrastructure to be in place before occupation of certain phases).
- Establishing a clear and logical boundary to identify precisely the land to be released from the Green Belt (for those allocations which require land to be removed from the Green Belt). This does not mean that all of the site will be developed as it is

²⁹ The Borough has 11,945ha of land in the Green Belt, 299ha of land to be released for residential development amounts to 2.5%

³⁰ The inclusion of a particular parcel of land within the allocated area does not necessarily mean that it is to be developed. In some instances the plans represent the area of land to be removed from the Green Belt, and to create logical defensible boundaries will mean that some existing buildings/uses that are not intended to be redeveloped will be removed from the Green Belt.

necessary to ensure a clear, logical and defensible boundary to the Green Belt is formed.

225. The outcome from the above will be a concept masterplan for each of the allocations that will be incorporated into the submission version of the local plan. This will not only help to illustrate the form the development will take, but also to demonstrate its delivery.
226. It will be expected that where there are multiple ownerships involved, the concept masterplan will show a coordinated and comprehensive approach to the development of the site. This needn't necessarily preclude a phased approach where one parcel of land or part of the site may be available for development in advance of another.
227. The indicative capacities are currently based on:
- Overall site area leading to a gross developable area (when physical site constraints (such as waterways, woodlands, floodplain, existing buildings to be retained) are excluded);
 - The gross developable area leading to a net developable area (where land for infrastructure such as estate roads, open space, utilities or new facilities etc. is excluded);
 - Average density of 36dph across the site, to include a mix of types, size and tenures.
228. It is recognised that the final capacities are likely to vary from these indicative numbers as the concept masterplans are advanced. This may mean that some sites can accommodate more than currently indicated, or less; but this will be established through a design-led approach rather than relying on a crude application of a density to an overall site area. At this stage a cautious approach to indicative capacities has been used to ensure that the final version of the plan will be able to accommodate the level of growth envisaged in Policy P5.
229. The table of allocated sites includes a number that will require land to be released from the Green Belt to enable them to be delivered. It is considered that the scale of housing growth to be accommodated, and the lack of alternative sites that are not located in the Green Belt, provide the exceptional circumstances required to justify this approach.
230. The following table is a schedule of the SLP allocated sites which have not yet commenced development and will be retained as allocations in this review.

Ref ³¹ .	Site Name	Site Area (ha)	Indicative Capacity
3	Simon Digby, Chelmsley Wood	4.57	200
8	Solihull Town Centre		861 ³²
9	Chelmsley Lane, Marston Green	1.96	80
11	Powergen	3.84	374 ³³

³¹ Site reference number as used in the SLP.

³² The SLP was based on 950 units coming forward in the plan period. The updated masterplan described in an earlier chapter revises this to 861.

³³ The SLP estimated that the site would yield 130 units. The planning application approval provides for a development that accommodates 374 units.

Ref ³¹ .	Site Name	Site Area (ha)	Indicative Capacity
10	Blythe Valley Park	12.25	950 ³⁴
19	Riddings Hill, Balsall Common	1.61	65
24	Meriden Road, Hampton-in-Arden	2.79	110
Total			2,640

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- E Protecting key gaps between urban areas and settlements
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

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

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

16. Do you believe we have identified the infrastructure³⁵ required to support these developments? If not why not? Are there any additional facilities you believe are required, if so what are they?

Sites for Gypsy & Travellers

231. The SLP set out a need for 38 permanent pitches to 2027; the need being identified in the 2012 Gypsy & Traveller Accommodation Assessment. The provision of pitches to meet this need was made through the Gypsy and Traveller Site Allocations Plan, adopted in December 2014. Most of these pitches now have planning permission and have been implemented.
232. Should it be demonstrated that additional pitches are required in the future, then the criteria set out in the policy below will be used when allocating sites.

³⁴ The SLP estimated that the site would yield 600 dwellings, the current planning application proposes up to 1,000 units (750 dwellings and an extra care proposal of 250 units).

³⁵ This is set out under each allocation in the appendices.

Policy P6 Provision of Sites for Gypsies and Travellers

The following criteria will be used in the allocation of future sites:

- The size and scale of the site and the number of caravans stationed is appropriate to the size and density of the local settled community;
- Any unacceptable adverse visual impact can be adequately minimised;
- The site is not in an area prone to flooding;
- Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated;
- There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;
- The site has safe and convenient access to the highway network;
- Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.

Sites in the Green Belt will not be permitted unless other locations have been considered and then only in "very special circumstances."

Justification

233. It is recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The Government and the Council acknowledge that these inequalities must be addressed, but it is crucial to ensure that the planning system is not abused and that development is located in the most appropriate locations.
234. The Council has demonstrated a positive and proactive approach to making sure that the needs of the gypsy and traveller community have been met, and it will continue to do so. It can be demonstrated that there is an up-to-date supply of pitches to satisfy the five year requirement set out in "Planning Policy for Travellers Sites" (DCLG August 2015). Indeed the supply is not only met, but exceeded by a considerable margin – as of 1st January 2016, the need has been met and exceeded by a further 5.8 years supply.
235. In due course, the Gypsy and Traveller Accommodation Assessment will be updated and should it demonstrate the need to provide additional pitches, either to meet the need to 2027, or beyond then, then the Council will bring forward a review of the Gypsy and Traveller Allocations Plan. If a review of the allocations plan is necessary, then the criteria for assessing potential sites will be as set out in Policy P6.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- G To maintain a supply of gypsy and traveller sites.

17. Do you agree with Policy P6? If not why not, and what alternative would you suggest?

8. Improving Accessibility and Encouraging Sustainable Travel

Introduction

236. To make provision for sustainable communities and to realise the future economic ambitions of Solihull it is critical there is an integrated approach to transport and development across the borough. Easy access to services and facilities such as jobs, education, fresh food retailers and open space by all modes; and an efficient, safe and attractive street and highway network are crucial to supporting these ambitions. The development of policies in this section of the draft local plan have had regard to Solihull's role in the wider area recognising that both national road and rail networks cross through the Borough.



237. The Borough Portrait and Challenges identify the local transport issues in the Borough. This includes the difficulty in achieving sustainable modes of transport in the rural parts of the Borough, due to the number of small settlements and dispersed population, whilst many of the Borough's roads suffer from congestion during peak hours. As well as creating social exclusions these issues can in turn detract from Solihull's attractiveness as a place to live, work and learn whilst also suppressing its economic potential. Effective land use planning can, however, make a positive contribution towards re-balancing the transport system by influencing the location of development, supporting rural transport and encouraging take up of sustainable modes of transport.
238. Solihull Council is embarking on a strategy of 'Managed Growth' through the promotion of 'UK Central'. UK Central brings together all of the Borough's key economic assets, including regional business parks, town centres, Jaguar Land Rover, the Airport, future HS2 interchange station and the NEC. A key component to making UK Central a reality will be a balanced approach to transport - one that recognises the need to cater for cars and places appropriately as well as increasing emphasis on alternative transport modes.
239. The West Midlands Combined Authority, has through its 'Movement for Growth' strategy set out the strategic direction for the region, while the Council's transport strategy 'Solihull Connected' (adopted 2016) sets out the strategic vision for managing the quality and performance of the transport system within Solihull and connections with the rest of the region and the UK.

240. Solihull Connected has five primary objectives:

- Ensure that major transport investment enables and manages growth to achieve the Council priorities for homes and jobs;
- Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking;
- Contribute to the Council priorities to support people's everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment;
- Identify a prioritised short, medium and long term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough;
- Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.

241. Both 'Movement for Growth' and Solihull Connected set out a vision of an inter-connected network of rapid-transit for the region, comprising Metro (light rapid transit) and SPRINT (bus rapid transit). In addition, Midlands Connect, of which Solihull is a partner, will, through its strategic transport strategy, identify the key road and rail infrastructure with the greatest economic impact across the whole (East & West) Midlands region.

Policy P7 Accessibility and Ease of Access

All new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

The Council will expect development proposals to fulfil the following:

- demonstrate how access to the site will be achieved in a sustainable manner by a range and choice of transport modes.
- for residential development over 100 dwellings, provide access to a bus service offering at least a 30 minute daytime, evening and weekend frequency within 400m of the site;
- for all other development, provide access to a bus service offering at least a 30 minute daytime frequency within 400m of the site;
- provide on-site transport infrastructure that promotes ease of access and enhances accessibility levels;
- provide, contribute to and/or enhance off-site transport infrastructure schemes where appropriate and viable;
- are consistent with, and contribute to, the implementation of the 'Solihull Connected' strategy;
- for offices, retail and leisure development, are directed to locations in town centres, or other established locations including Birmingham Business Park, Blythe Valley Business Park, Birmingham Airport and NEC, as defined in Policies P1, P2 and P19;

Access to all development will be required to demonstrate that:

- it is safe, attractive and suitable for all people by all modes.
- opportunities for sustainable transport modes have been taken up.
- assessed in accordance with Policy P8 'Managing Travel Demand and Reducing Congestion' and Policy P15 'Securing Design Quality' in the Local Plan.

Policy P8 Managing Travel Demand and Reducing Congestion

The Council will support development proposals which:

- are located in accordance with the spatial strategy in seeking to reduce the need to travel and that essential travel can be met by forms of sustainable transport in addition to the private car;
- promote linked trips by encouraging mixed use development where appropriate;
- do not result in the reduction of safety for users of the highway or other transport network;
- takes an evidence-based approach to demonstrate appropriate car parking provision, taking account of location, trip rates and, where relevant, travel plan targets and forecast levels of car ownership;

The Council is unlikely to support developments:

- where the impacts of increased delay to vehicles, pedestrians or cyclists, taking account of the residual cumulative transport effects of development, are severe.
- where they will result in a reduction in safety for any users of the highway or other transport network.

The Council will support proposals for local Park and Ride at appropriate railway stations subject to other policies in the Local Plan.

Off-site parking provision proposed in association with economically important sites will be supported, subject to other policies in the Local Plan, where sustainable transport links between those sites and the parking provision are of a good quality, direct and attractive to use.

The Council will require Transport Assessments and/or Travel Plans to accompany planning applications that include proposals which may generate significant traffic volumes or otherwise likely to have a significant impact on the highway network.

Policy P8A Rapid Transit

The Council will support proposals for the delivery of METRO and SPRINT as part of an inter-connected network of rapid-transit lines across the region, particularly along the following three corridors in Solihull that provide access to the UK Central Hub:

- Eastern Corridor Metro Extension to UK Central Hub
- Birmingham City Centre to UK Central Hub SPRINT
- Hall Green to UK Central Hub/North Solihull SPRINT

Justification - Locating Development

242. NPPF sets out the principle that Local Plans should support development which facilitates, where possible, the use of sustainable modes of transport. In addition, local authorities are expected to work with neighbouring authorities and key stakeholders to develop strategies for the provision of viable infrastructure necessary to support sustainable development.
243. Paragraph 34 of the NPPF states that *“plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised”*. However, it also recognises (at

paragraph 29) that different policies and measures will be required in different communities, and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Careful choice of location and layout of new development, combined with appropriate design and management measures (including adequate provision for pedestrians, cyclists and users of public transport) in all new development can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking a cycling, a more healthy) alternative means of travel for leisure or functional purposes.



244. Improvement to existing public transport such as rail and bus service along with the development of new public transport modes such as light rapid transit and bus rapid transit can offer enhanced access for communities to jobs, service and leisure opportunities. This can reduce reliance on private cars for travel and lead to lowering in traffic levels arising from new development. To be most effective they should provide direct links between main areas of population, and retail and employment centres; complemented by high quality inter-changes with other modes of transport.
245. Without reliable access to local services, healthy and affordable food, jobs, education, open space, medical and leisure facilities; communities can become disadvantaged and enter into a cycle of social exclusion. For example, 18-24 year olds in North Solihull experience high levels of unemployment, but also low car ownership, leaving them reliant on other transport modes to access jobs, education and training opportunities. Further exacerbating their circumstance is the poor connection between North Solihull and employment locations in the south of the Borough, especially Solihull town centre. Together with Solihull Connected and Movement for Growth, the Local Plan will work to improve accessibility and ease of movement within, and from, the Regeneration Area to create opportunities for improved connectivity to key centres for employment and education.
246. Policy P7 directs residential development to the most accessible locations that benefit from realistic, commercially and environmentally sustainable opportunities to access local services and jobs; and non-residential development to locations where it can be readily accessed by non-car modes but particularly by public transport.
247. In assessing access to bus services, access to frequent and reliable services are critical in ensuring the bus is considered a realistic mode of travel. In this respect Policy P7 sets out an expectation that all new development is located within a 400m walking distance of a bus service offering at least a 30 minute daytime frequency.

248. Further to the location of development, consideration must be given to the quality of access to it by sustainable transport modes, and ease of access in, around and to that development for different users. Policy P7 expects high quality access by non-car modes to be designed into developments in order for public transport, walking or cycling to become the preferred modes of travel. Access routes that are well connected, attractive, legible and safe, as well as facilities to encourage travel by sustainable transport modes, such as provision of cycle storage, will be required where they do not exist.
249. The Council is committed to ensuring that new developments are located in locations with the highest accessibility where reliance on the private car is low and take up of sustainable modes is high, thereby not materially adding to existing highway congestion. Planning can influence road safety through its control and influence on the design of new development and consideration should be given to pedestrian and cycle links in terms of personal safety, ensuring neither a sense of fear nor crime encouraged through an isolation of the routes from other activities and street users which may discourage the use of the connecting links. Developers should consider the safety and needs of everyone in the community.

Managing Demand for Travel

250. The expected increase in travel demand arising from population growth, HS2 and UK Central will introduce transport challenges which, without application of effective land use planning, are likely to further compound congestion on the Borough's road network during peak hours. To ensure that transport does not in itself become a barrier to growth, the local plan sets a framework for promotion and facilitation of sustainable development where housing, jobs, local services and facilities are connected through a range and choice of transport modes.
251. Furthermore, increased availability and uptake of public transport, walking and cycling can complement wider accessibility and social inclusion, particularly in helping narrow income and health equality gaps between North Solihull and the remainder of the Borough. Worklessness and health inequalities can be reduced through increasing opportunities to travel via non-car modes through the increased levels of activity involved in travelling by non-car modes. Enabling people to access their local area in a variety of ways can help to provide a sense of belonging and community cohesion as people become familiar with the area and build social networks.
252. Policy P7 sets out a framework under which development will be located in the most accessible locations. It therefore provides the primary step in managing travel demands associated with development from the outset, by ensuring that realistic opportunities are available to travel by non-car modes.
253. Policy P8 seeks thereafter to ensure that the travel demands associated with new development are managed in a sustainable manner and that subsequent traffic generated does not create or exacerbate network congestion to a point of severe highway impact, when taking account of the residual cumulative impacts of development. Provision of safe and secure access to new development remains paramount. Transport Assessments and Travel Plans will be required in association with particular types and scale of development to forecast the transport impacts associated with development, ensure that detrimental impacts are adequately mitigated and secure the implementation of, or contributions towards, appropriate measures to encourage and enable travel by non-car modes.
254. The Council will expect an evidence-based approach in forecasting parking demand and servicing provision which uses established evidences bases and/or, where relevant, first principles.

High Speed 2 Rail

255. Upon enactment, the High Speed Rail (London – West Midlands) Bill will provide the Department for Transport with the powers and land necessary to construct and operate High Speed 2. Detailed matters relating to design and construction arrangements will be submitted to, and considered by, the Council as the approval body (termed 'Qualifying Authority') under the HS2 Planning Regime.
256. However, the Act also 'disapplies' many aspects of national, regional and local legislation and policy, replacing it with that which is more directly relevant to the design and delivery of the railway. Specific grounds are set out upon which HS2 related applications can be considered, conditioned or refused; meaning that the policies set out in this Plan cannot be applied by the Council when considering such applications.
257. There will be, in broad terms, two main sets of grounds upon which works may be considered for refusal or conditions by a Qualifying Authority. These are:
- That the design or external appearance of the works ought to be modified (and is reasonably capable of being so modified):
 - to preserve the local environment or local amenity; and / or
 - to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area; and / or
 - to preserve a site of archaeological or historic interest or nature conservation value.
 - That the development ought to, and could reasonably, be carried out elsewhere on land within the Act limits.
258. The Council will continue to work with HS2 Ltd on measures to minimise impacts on communities and the environment as a result of the construction of the railway and associated infrastructure.
259. Other policies in the plan (most notably Policy P1 "UK Central Hub Area"), provide the policy framework for considering development proposals associated with the railway, such that no further policies are required in this chapter.

Rapid Transit

260. An efficient and accessible inter-connected rapid-transit network can play a vital role in improving the current transport system both locally and regionally whilst accommodating forecast increases in travel demand. The network can also help support wider urban regeneration and, in a more local context, go some way to reducing the transport severance between North and South Solihull.
261. A detailed technical study is currently underway by Transport for West Midlands to examine how rapid-transit corridors can be accommodated on Solihull's roads, which will include a recommendation as to what level of priority should be given to public transport in different locations across the network. This study will provide a prioritised list of mass-transit corridors which focus on bringing forward routes which best support the economic growth of the Borough and will comprise of either Metro (Light Rapid Transit) or SPRINT (Bus Rapid Transit). Delivery of rapid transit schemes is subject to further approval by the West Midlands Combined Authority and realising a successful business case. Policy P8A recognises the importance of rapid-transit in delivering wider social and economic transport

objectives and supports its roll-out in the Borough as a mechanism to improve accessibility and further underpinning policies P7 and P8.

Freight

262. Freight is a major user of our road network and implementing a system that controls and manages the flow of freight will be important for safety, congestion and environmental purposes. It is also advantageous for businesses to have detailed information on road space and loading/unloading slots available in order to optimise their operations and remain competitive.
263. The West Midlands Metropolitan Freight Strategy (2013) includes proposals which affect Solihull directly, including encouraging greater freight use of the M6 Toll, the development of an Urban Road Freight Network and efficient and reliable access to national airports. Other proposals include Freight Consolidation Centres, enhanced local deliveries and strategic rail freight interchanges. This strategy is currently being updated and a key component of this is the ambition to make the West Midlands a hub of logistics best practice, attracting investment while reducing impacts on communities and the environment.
264. The impact of freight movements generated onto the highway network must be managed and minimised by a Freight Management Strategy produced as part of the Transport Assessment/Travel Plan process.
265. The movement of freight by sustainable modes will be encouraged, particularly via rail and canal networks.

Bypass Improvement Lines

266. The 2006 UDP sought to safeguard the lines of three longstanding potential by-passes to Balsall Common, Hockley Heath and Knowle. The 2013 SLP concluded that the need to retain safeguarding of the lines was no longer justified. In relation to Hockley Heath and Knowle, there is nothing to suggest that this conclusion needs to be revisited. However this is not necessarily the case in relation to Balsall Common.
267. The traffic associated with the HS2 Interchange site (and wider Hub area), and growth potential south of Coventry, especially when combined with traffic generated from new housing in the area, is likely to have an effect on the A452 as it passes through Balsall Common. This is expected to justify the provision of an alternative route that could accommodate through traffic, and provide a basis for new residential developments to access the network in an appropriate manner. This alternative route will be pursued through the local plan review, although at this stage a specific line is not being proposed. Further scoping/feasibility work will be undertaken to assess costs, benefits and potential funding/delivery options and timescales for its provision. This work will be taken forward through the later stages of the local plan review.

Motorway Service Areas (MSA)

268. In 2001 the Secretary of State (SoS) was minded to grant permission for an on-line MSA to serve the M42 near to Catherine de Barnes. It was judged that the need for the services outweighed the harm to the Green Belt that had been identified. However, in 2005 prior to the formal decision being made, the SoS was of the view that due to material change in circumstances since the original inquiry that the inquiry ought to be re-opened.
269. The inquiry re-opened in 2008 and the MSA proposals near to Catherine de Barnes were considered alongside alternative proposals for an off line facility at junction 4. At the re-

opened inquiry the Highways Agency's (as Highways England was then known) primary concern was to ensure that the safe and efficient operation of the strategic highway network would not be compromised by an MSA; and this included the operation of the Active Traffic Management (ATM) which had been bought into use after the initial inquiry.

270. In 2009 the Secretary of State dismissed the two appeals. Although the SoS concluded that there was still a significant unmet need, this need did not constitute the 'very special circumstances' that would be sufficient to clearly outweigh the substantial harm that had been identified in relation to both schemes. In relation to the Catherine de Barnes proposals, she did not consider that the proposals before her were compatible with the safe and efficient working of the ATM system.
271. Since then revised planning applications have been submitted and are currently being assessed by the Council and Highways England. Whilst the applications are under active and detailed consideration it is not considered necessary to address the issue further through this review of the development plan.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- D Securing sustainable economic growth
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being

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

9. Protecting and Enhancing Our Environment

Introduction

272. The national definition of sustainable development aims to enable people to meet their needs without compromising the quality of life of future generations, and includes protection and enhancement of the physical and natural environment, and efficient use of resources and energy. The NPPF states that the purpose of the planning system is to contribute to sustainable development, which includes the need to protect and enhance the natural environment, use natural resources more prudently, and to mitigate and adapt to climate change, thereby moving to a low carbon economy.
273. Since the SLP was adopted, the Council has developed a "Green Prospectus" which captures how the Council is delivering a sustainable, low carbon Solihull. The prospectus sets out the Council's vision for the future, along key themes that are essential if the Borough is to become more sustainable. They are:
- Greening the Economy
 - Energy and Resources
 - Building and Efficiency
 - Transport and Mobility
 - Natural Capital and Adaptation
 - Communications, Education and Engagement
274. It is recognised that the Green Prospectus has a number of cross cutting themes, in a similar way that the local plan does, and so its contribution should be seen in a holistic manner contributing in a number of ways; for example to climate change, biodiversity and health. Where these areas have a land use dimension, the opportunity has been taken to either incorporate them into the policies of this plan or provided added justification for them.
275. Climate change is one of the greatest challenges facing the nation, and is reflected in the challenges and objectives in this plan. Mitigation means reducing or preventing the causes of climate change, such as promoting renewable or low-carbon energy sources and reducing energy consumption. Adaptation refers to dealing with the impacts of climate change that are occurring now and will continue to affect our people and places.
276. Planning can help to support the transition to a low carbon economy and to provide resilience to impacts from a changing climate. The location and design of new development in the Borough will help to minimise greenhouse gas emissions, the risk of flooding, and other impacts from a changing climate, whilst policies will encourage the use of renewable and low carbon energy. The WMCA recognises the value of supporting the demand and supply chain of the environmental technologies sector for the regional economy.
277. The Borough's high quality green and blue infrastructure (GI) is one of its greatest assets. Our longest river, the River Blythe, is a designated SSSI, 14 of our parks have Green Flag awards and our suburbs are characterised by tree-lined streets. High quality, well-connected GI is our Natural Capital and has multiple benefits, which include:
- Attracting Investment
 - Creating Sense of Place
 - Providing opportunities for recreation and play
 - Improving health and well-being
 - Habitat for wildlife

- Flood prevention and alleviation
- Addressing Climate Change
- Urban cooling
- Filtering air and soil pollution
- Reducing noise impacts

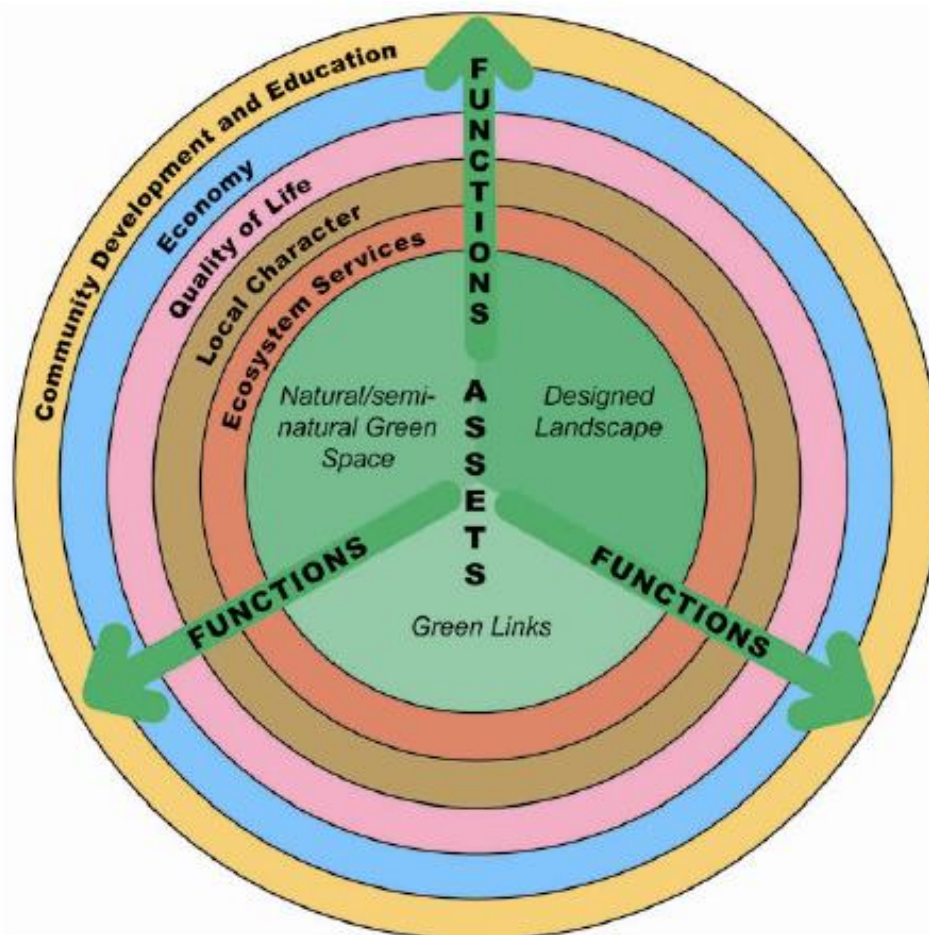


Diagram 1: The relationship between GI assets and their multifunctional nature

278. GI is not just our parks and countryside, but is a network of green and blue spaces made up of street trees, gardens, ponds, rivers, canals, hedgerows, woodlands, playing pitches, public rights of way and more.
279. The Government recognises the need for “more, bigger, better and joined” habitats to address fragmentation, degradation and the consequent decline in biodiversity. The ecosystem services provided by a healthy well-functioning natural environment are essential for sustainable economic growth and tackling the causes and effects of climate change. The economic and social benefits of protecting our Natural Capital far outweigh the cost of their protection, and there are significant economic opportunities available for greener goods and services.
280. The natural environment is fundamental to Solihull’s attractive urban and rural environment, which helps to attract and retain investment and people. The need to address the decline in biodiversity and fragmentation of habitats locally and to enhance and restore the Borough’s green infrastructure network to maximise the benefits for people and nature are recognised in the challenges and objectives, and the policies of this plan.

281. The Council values its existing GI assets and has set out a broad GI vision capturing the opportunities to address this challenge based on the GI Infrastructure Study (2012) and Sub-regional GI Study (2013). This is shown in Appendix E on the GI Opportunities Map.
282. Using natural resources more sustainably will help to protect resources for the future and contribute towards economic efficiency. This is reflected in a number of the challenges and objectives in this plan, notably those relating to water resources, waste management and minerals. More efficient use of water resources in new development will help to reduce the amount of waste water requiring treatment and discharge to the Borough's watercourses, protecting water quality, and minimising the risk of flooding. Treating waste as a resource that has value and using recycled materials will help businesses to be more efficient as well as conserving natural resources, such as the mineral resources in the Borough. The plan addresses the challenges involved in providing for more waste management facilities and to contribute to local and sub-regional needs for sand and gravel aggregates.
283. The Government recognises the importance of protecting the amenities of existing and future occupiers of land and buildings (NPPF). This plan recognises that protecting amenity whilst providing for employment, housing and other growth will be a challenge and has as an objective the need to avoid, minimise or mitigate adverse impacts.

Policy P9 Mitigating and Adapting to Climate Change

Proposals for development will be required to demonstrate that, dependent on their scale, use and location, measures are included that mitigate and adapt to the impacts of climate change. Full details of the proposed measures should be incorporated into the proposal.

At a **strategic level**, measures to reduce carbon emissions and transition to a low carbon economy will include:

- Locate development where it minimises the need to travel and encourages sustainable forms of transport such as cycling, walking, public transport.
- Design development to reduce carbon emissions and make efficient use of natural resources.
- Promote district, low carbon and renewable energy schemes.
- Expect major developments, particularly in Solihull Town Centre and the UKC Hub Area, to connect to or contribute towards existing or planned district energy and/or heat networks.

At a **site level**, the Council will promote an 'energy hierarchy' in seeking to reduce carbon dioxide emissions as follows:

- Reduce energy demand through energy efficiency measures.
- Supply energy efficiently and give priority to decentralised and/or district energy supply.
- Provide energy from renewable or low carbon sources.
- Promote connections for electric vehicles.

In order that development proposals are adaptive to climate change, measures will include:

- Flood prevention and mitigation measures, including (SUDS) and water efficiency measures as set out in Policy P11.
- Layout and design that minimises the need for energy for heating and cooling.
- Integrated green infrastructure, such as SUDs, green spaces and corridors, retaining and planting trees, green roofs & walls, landscaping and rain gardens.

Community energy

The Council will support the establishment of Renewable Energy Service Companies and community-led initiatives to reduce energy use and exploit renewable energy sources within the Borough.

Justification

284. The NPPF is clear that planning, at both a strategic and decision-making level, should fully support the transition to a low carbon economy; secure radical reductions in greenhouse gas emissions and support the delivery of renewable and low carbon energy. The Council recognises that it has a crucial role to play in mitigating against and adapting to climate change through this plan.
285. National climate change targets aim to reduce greenhouse gas emissions to 34% of 1990 levels by 2020 and 80% by 2050, and to deliver 15% of energy from renewable energy sources by 2020. In the period 2005-2014, CO₂ emissions per person in the Borough have declined, but at a slower rate than the wider GBSLEP area. For electricity, the GBSLEP area is a net importer of renewable power. The GBSLEP Low Carbon Energy Plan (2015) sets out initiatives to not only reduce energy consumption and thus CO₂ emissions, but also increase renewable and decentralised energy generation. The Council will take full account of national and local targets for reducing greenhouse gas emissions, and increasing the generation of energy from renewable and low carbon sources, when considering development proposals.
286. The Council's Home Energy Efficiency and Affordable Warmth Strategy includes the adoption of the Government's new Fuel Poverty target: to ensure that as many fuel poor homes as is reasonably practicable achieve a minimum energy standard (Energy Performance Certificate rating) of Band 'C' by 2030.
287. Greenhouse gas emissions can be minimised by reducing the need to travel and ensuring that future occupiers of new developments have a choice of low carbon travel options. The Council's Transport Strategy 'Solihull Connected' states to support a low-carbon future Solihull will work in partnership with regional partners and align with the West Midlands Strategic Transport Plan 'Movement for Growth', the GBSLEP Low-carbon Transport Strategy, Birmingham Connected and Highways England, in particular to support people making low-carbon travel choices such as walking, cycling and public transport, the market for low-carbon vehicles and investment in recharging infrastructure and new technologies. Wherever possible, the plan's spatial strategy promotes development in the most accessible locations.



288. This policy seeks to encourage the development of low carbon and renewable energy solutions appropriate to the circumstances and scale of development. The contribution that such proposals make towards the reduction of emissions will be given significant weight.
289. Proposals to develop decentralised energy and heating networks in the Borough will be encouraged and should be based on the latest available evidence, such as the Heat Network Delivery Unit (HNDU) report (2016). Any impacts from infrastructure, including on-site low carbon and renewable energy installations, on the surrounding natural, built and historic environment, including ground and surface water quantity and quality, or on residents or businesses will be considered, with significant weight to be given to the reduction of greenhouse gas emissions to be achieved. Where adverse impacts are identified, these should be minimised, or be subject to appropriate mitigation. In locations where decentralised energy and heating networks or off-gas networks exist, or have the greatest potential, such as Solihull town centre, UKC Hub, and major business parks, developers will be expected to connect to or deliver decentralised networks, unless it is demonstrated that this is not feasible or viable.
290. Climate change is already happening, with rising temperatures and increase in flooding. The anticipated effects of climate change include more frequent extreme weather events; heavier rainfall and greater risk of flooding; and more and longer-lasting heat waves. The more vulnerable in society; those on low incomes, the elderly and young, those with long-term illness are also more vulnerable to the effects of climate change. This policy aims to ensure that all sections of the community are more resilient to the effects of climate change.
291. It makes good economic sense to ensure resilience to the impacts of a changing climate at the build stage rather than retrofit. The consideration of a range of adaptation measures, including the location, design, materials, build and operation of developments, and the provision of green infrastructure, will be given substantial weight.
292. Green infrastructure delivers multiple cost-effective benefits in mitigating and adapting to climate change. Planted areas can slow water flows, decrease surface run-off, even out temperature fluctuations, trap pollution and encourage biodiversity.
293. Guidance on minimising the consumption of water resources and addressing flood risk concerns, which are likely to increase in importance in the future, is included within Policy P11. Guidance on minimising demand for energy in new developments is included within Policy P15 and protecting the most vulnerable from the impacts of climate change in Policy P18.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates
- J Improving health and well being

Policy P10 Natural Environment

The Council recognises the importance of a healthy natural environment in its own right, and for the economic and social benefits it provides to the Borough. The full value and benefits of the natural environment will be taken into account in considering all development proposals, including the contribution to the green economy and the health of residents, and the potential for reducing the impacts of climate change. Joint working with neighbouring authorities and partners will be supported, recognising the need for a landscape scale approach to the natural environment and conservation of biodiversity.

Arden Landscape

The Council will seek to protect, enhance and restore the diverse landscape features of the Borough and to create characteristic habitats such as new woodlands, copses, hedgerows and standard trees, species-rich grassland and wood pasture. To halt and where possible reverse the degrading of the Arden landscape and promote local distinctiveness.

Development should take full account of national and local guidance on protecting and restoring the landscape and the areas in need of enhancement, including guidance relating to the countryside. Developers will be expected to incorporate measures to protect, enhance and restore the landscape, unless it is demonstrated that it is not feasible, disproportionate or unnecessary.

Biodiversity and Geodiversity

The Council will seek to conserve, enhance and restore biodiversity and geodiversity across the Borough. Protection of designated sites, ancient woodland, and priority habitats shall include the establishment of buffers to any new development so that they connect with existing and created green infrastructure assets.

Development should be informed by the latest information on habitats and species, and take full account of national and local guidance on conserving biodiversity, opportunities for biodiversity enhancement and for improving and restoring the Borough's green infrastructure (especially fragmentation of habitats). When appropriate, development should seek to enhance accessibility to the natural environment, especially for disabled people.

Habitat and species protection and enhancement

The Council will protect areas of national and local importance for biodiversity and geodiversity, where it is reasonable, proportionate and feasible to do so.

Sites of Special Scientific Interest: Development likely to have an adverse effect on a Site of Special Scientific Interest, whether directly or indirectly, will be subject to special scrutiny and will be permitted only if the reasons for the development clearly outweigh the nature conservation value of the site and the national policy to safeguard such sites. Where development may have an adverse effect on a Site of Special Scientific Interest, developers will be expected to incorporate measures to enhance the condition of the site.

Local Nature Reserve, Local Wildlife Site or Geological Site: Development likely to have an adverse effect on a Local Nature Reserve will be permitted only if the reasons for the development clearly outweigh the nature conservation or geological value of the site and its contribution to wider biodiversity objectives. Where development would have an adverse effect on a site of local value, developers will be expected to incorporate measures

to enhance the site or to restore the links between sites to improve connectivity in the ecosystem network based on local evidence.

Outside Designated Sites: Developers will be expected to take full account of the nature conservation or geological value, and the existence of any habitats or species included in the Local Biodiversity Action Plan, national S.41 list, or sites in the Local Geological Action Plan as well as the Wildlife and Countryside Act and EU Directives.

Developers will be required to undertake a full ecological survey and to deliver a net gain or enhancement to biodiversity, unless it is demonstrated that it is not appropriate or feasible. In considering the need for green space improvements associated with new development, developers should have regard for the standards and priorities in the Green Spaces Strategy in relation to accessible natural green space.

Mitigation hierarchy

Where development is likely to have significant harmful effects on the natural environment, as a result of the development itself, or the cumulative impact of developments, developers must demonstrate that all possible alternatives that would result in less harm have been considered. Where development is permitted, appropriate mitigation of the impacts and compensation where relevant will be required to deliver a net gain in biodiversity, habitat creation, landscape character and local distinctiveness. Enhancements should be undertaken either on the site, or in its vicinity, but where it is demonstrated that this is not possible, offsetting, as a last resort, in alternative strategic locations within the biodiversity or green infrastructure network, to deliver biodiversity or other objectives may be considered.

Justification

294. The Natural Environment White Paper seeks to address concerns about the decline and fragmentation of the natural environment, highlighted in the Lawton Report, through the provision of more, better, bigger and joined spaces for nature. It sets out a national target to halt biodiversity loss by 2020. The Government recognises the economic benefits that are obtained from natural environment resources or natural capital and makes clear that biodiversity loss has important adverse economic and social consequences, as well as environmental ones. In response to these challenges the Council is participating in the Natural Capital planning toolkit pilot. The policy addresses the themes in the White Paper by confirming that the full value of the natural environment will be taken into account in considering development proposals. This should include the potential for the natural environment to improve health, contribute to the multi-functional benefits of green infrastructure, and reduce the impacts of climate change, through urban cooling and the management of surface water flows.



295. The Borough lies within Arden landscape character area, for which guidance is provided in Natural England's National Character Area study and the Warwickshire Landscapes Guidelines for Arden. These identify the landscape types that are characteristic to the area and the need for enhancement or restoration in much of the Borough. The Council has commissioned a Landscape Character Assessment (LCA) as part of the Local Plan Review evidence base. 'Solihull's Countryside' sets out the strategy for the countryside in the Borough and defines a number of zones within which different policy objectives apply. It highlights continuing landscape change and declining distinctiveness within the Borough's countryside. Developers will be expected to take the LCA, Countryside strategy or its successor into account in locating and designing development.
296. An integrated approach to the conservation of natural ecosystems will be sought, based on landscape-scale conservation, so as to contribute to targets to halt and reverse biodiversity loss, and to deliver economic and social benefits for Solihull's residents and businesses. New development should incorporate biodiversity conservation through good design. Developers will be expected to use national guidance on the provision of buffers between development and any ancient woodland, designated site or priority biodiversity action plan habitat. Where development is within 500 metres of woodland recorded in Natural England's Ancient Woodland Inventory, the Forestry Commission will be consulted. Up to date information on biodiversity resources is provided through the Warwickshire, Coventry and Solihull Habitat Biodiversity Audit, of which the Council is a partner, and opportunities for enhancement highlighted in the Warwickshire, Coventry and Solihull Green Infrastructure Strategy. Developers will be expected to make use of this information in seeking to protect and enhance biodiversity through development.
297. The Council recognises and will promote the need for and benefits of joint working with other agencies to achieve landscape scale conservation and enhance the strategic green and blue infrastructure network. The Council is a partner in the Kingfisher Country Park project, with Birmingham and environmental agencies and groups, to protect and restore the landscape of the River Cole and Kingshurst Brook and their surrounds in North Solihull. The Council supports the work of the Local Nature Partnership for Warwickshire, Coventry and Solihull, such as the West Arden Living Landscape project and Tame Valley NIA. 'Nature Conservation in Solihull' sets out the strategic objectives for biodiversity conservation in the Borough, and developers should take these and other strategies relating to the natural environment into account.
298. The policy recognises the importance of designated areas such as the nationally important Sites of Special Scientific Interest, of which there are five in the Borough including the River Blythe, and locally important wildlife and geological sites and nature reserves. It also recognises that many of these important sites are in unfavourable condition, and the potential for nearby development to help deliver improvements. The policy sets out the relative importance to be attached to designated sites when considering development proposals, including the special scrutiny afforded to Sites of Special Scientific Interest, in line with national guidance. However, biodiversity conservation will not be achieved by protecting Sites of Special Scientific Interest alone. Locally important wildlife and geological sites continue to be designated in the Borough and have been successfully protected through policies in development plans for many years.



299. The policy highlights the importance of creating opportunities for wildlife in enhancing and restoring the green infrastructure network both within and around new development sites. Integrating biodiversity through green infrastructure networks and wildlife corridors will be essential to halt and reverse the fragmentation of resources identified in the Lawton Report and evidenced in the State of Nature report 2016. Developers will be expected to take proper account of the value of sites proposed for development, to deliver a net gain in biodiversity and habitat creation wherever feasible, and to have regard for Local Biodiversity Action Plan priorities, accessible natural green space standards and priorities in the Green Spaces Strategy.
300. Where development would be harmful to the natural environment, developers will be expected to consider alternatives that would result in less harm, and to incorporate appropriate mitigation and, where relevant, compensation so as to deliver a net gain in biodiversity, landscape character restoration and ecosystem services. The Council has been successful in implementing a sub-regional approach to biodiversity offsetting, in line with the initiative in the Natural Environment White Paper, albeit recognising that offsetting is a last resort.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- E Protecting key gaps between urban areas and settlements
- F Climate change
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

Policy P11 Water Management

Water Quality

All new development should have regard to the actions and objectives of the relevant River Basin Management Plan in striving to protect and improve the quality of water bodies in and adjacent to the Borough, including the Rivers Blythe and Cole and their tributaries. Developers shall undertake thorough risk assessments of the impact of proposals on surface and groundwater systems and incorporate appropriate mitigation measures where necessary. The Council will require developers to demonstrate that all proposed development will be served by appropriate sewerage infrastructure and that there is

sufficient sewage treatment capacity to ensure that there is no deterioration of water quality, or that the delivery of any development will not be delayed by the need for additional water treatment provision. Drainage systems shall deploy surface features within the development site for water quality purposes, unless these are demonstrated to be unviable.

Water Efficiency and Disposal

Disposal of surface water must comply with the following hierarchy:

- Recycling/reuse;
- Discharge into the ground by infiltration;
- Discharge to a surface water body or watercourse;
- Discharge to a surface water sewer, highway drain, or another drainage system;
- Discharge to a combined sewer.

Recycling/reuse

The Council recognises the need for water efficiency in all new development. Developers must demonstrate the highest possible standards of water efficiency through the recycling of potable, grey water and rainwater, and the use of water efficient fittings and appliances, in order to minimise consumption to a rate of 110 litres per person per day.

Infiltration

Development within areas identified as being at risk from groundwater flooding must be subject to full and careful investigation before infiltration measures are proposed, in order to minimise flood risk on the site and reduce risks elsewhere. The use of infiltration systems in areas deemed to be at risk from groundwater flooding must be agreed with the Council as Lead Local Flood Authority.

Discharge to watercourse

Where a developer proposes that a site discharges to a watercourse, appropriate modelling and supporting calculations must be provided to ensure sufficient receiving capacity exists. The Environment Agency must be consulted if a proposal relates to a Main River.

Discharge to sewer

Where discharge to a public sewer is proposed discharge rates must be agreed with the Council as Lead Local Flood Authority, and confirmation obtained from the relevant infrastructure owner.

Sustainable Drainage Systems

All major development must include the use of sustainable drainage systems, in order to contribute towards wider sustainability considerations, including amenity, recreation, conservation of biodiversity and landscape character, as well as flood alleviation and water quality control. Minor development is expected to include the use of sustainable drainage systems unless demonstrated to be inappropriate to do so. Developers are encouraged to secure reduction of flood risk by the provision or enhancement of green infrastructure.

Sustainable drainage systems must be considered for all developments at an early stage, with developers allowing for the allocation of sufficient land to accommodate an appropriate train of adequate sustainable drainage systems features that are technically appropriate for the environment in which they are to be placed. All features must be

located outside of the 1 in 100 year plus climate change flood extent.

Water Quantity

On all greenfield development sites, surface water discharge rates to any drain, sewer or surface water body shall be limited to the equivalent site specific greenfield run off rate. For brownfield or previously developed sites, surface water discharge rates to any drain, sewer or surface water body shall be as close as reasonably practicable to the greenfield runoff rate from the development, taking account of the capacity of any existing drainage system, but must not exceed the rate of discharge from the development prior to redevelopment. Where it is proposed to discharge runoff at rates greater than greenfield rates, developers will be required to demonstrate why it is not feasible to achieve greenfield rates and to secure agreement from the Council as Lead Local Flood Authority.

In all cases, the greenfield runoff rate shall be agreed with the Council as Lead Local Flood Authority, the Environment Agency, Severn Trent Water and the Canal and River Trust, as appropriate. The greenfield runoff rate should take into account the 1 in 1 year, 1 in 30 year and 1 in 100 year rainfall events, including climate change allowances.

Flood Risk Reduction

Developers shall explore opportunities to contribute towards the objectives of relevant Catchment Flood Management Plans and Flood Risk Management Plans. Development must promote the reduction of flood risk by seeking to reinstate the natural floodplain, and the de-culverting and improvement of on-site watercourses. Development should be set back from any watercourse, whether culverted or not, in agreement with the Council as Lead Local Flood Authority, so as to provide an easement for maintenance purposes.

New development will not normally be permitted within areas at risk of flooding. Where it is clearly demonstrated that there are no other viable sites at lower risk of flooding, consideration will be given to development in such locations, providing that it is designed to be safe from the effects of flooding and will minimise flood risk on the site and reduce risks elsewhere. Applications for new development where there is a flood risk issue must be accompanied by a site specific flood risk assessment.

Developers must demonstrate that the layout and design of a development, including the finished floor levels, and the drainage system take account of both fluvial and surface water flows in extreme events so as to avoid flooding of properties, both within and outside the site.

All developments should not detrimentally impact upon existing and planned flood risk management schemes including ensuring land identified for flood storage is safeguarded. Developers are required to contribute towards the cost of planned flood risk management schemes through Section 106 or Community Infrastructure Levy charging schedules. All new developments that benefit from existing flood risk management schemes should contribute towards their on-going maintenance.

Justification

301. The European Water Framework Directive became part of UK law in 2003 and requires improvements to the quality of water bodies, including rivers, lakes, reservoirs, canals and aquifers. These requirements are reflected in the Environment Agency's River Basin Management Plans, with the Humber River Basin Management Plan setting out the Water

Framework Directive target for each water body to achieve 'good' status. At March 2016, one part of the River Blythe was classified 'bad', three parts 'poor' and one part 'moderate'. For the length of the River Cole within the Borough, a decline has been measured from 'moderate' status in 2009 to 'poor' status in 2015. The Council requires well designed development in the right locations with appropriate drainage processes that can contribute towards River Basin Management Plan objectives. Where viable, surface drainage features shall be deployed in accordance with the Construction Industry Research Information Association (CIRIA) sustainable drainage systems manual, with approved proprietary engineered pollution control features used only if surface features are demonstrated not to be viable.

302. National planning guidance on water quality and flood risk requires plans to take account of infrastructure needs such as water resources, and a sequential, risk-based approach to the location of new development to avoid and/or manage flood risk.
303. The Council is undertaking an update to the Water Cycle study for the Borough, in consultation with the Environment Agency and Severn Trent Water. The study is expected to indicate that the level of development and the site allocations proposed in the plan are capable of being delivered without significant water and sewerage infrastructure improvements. However, the policy requires all new development to contribute to Water Framework Directive and River Basin Management Plan objectives by protecting and improving the quality of water bodies through the provision of appropriate sewerage infrastructure and sustainable drainage techniques. Developers will be expected to demonstrate that they have thoroughly assessed the impact of their proposals on surface and ground water systems, and incorporated any necessary sewerage and drainage mitigation measures.
304. The Council recognises the need for water efficiency in all new development. The policy requires developers to demonstrate the optional higher standard of water efficiency through the recycling of potable, grey water and rain water, and the use of water efficient fittings and appliances, before seeking disposal of surface water, in accordance with the hierarchy in Part H of the Building Regulations.
305. Reducing water consumption has the effect of reducing carbon emissions as water companies use energy to collect, treat and supply water and to treat waste water. Simple demand management measures, particularly those that reduce hot water use, have significant potential to save water and energy, and reduce the carbon footprint of the water system. This accords with guidance in the NPPF, which requires local planning authorities to adopt proactive strategies to adapt to climate change.
306. The Environment Agency is promoting the use of sustainable drainage techniques as a means of contributing to the requirements of the Water Framework Directive and reducing flood risk, as well as for wider benefits, such as the conservation of biodiversity, enhancement of the amenity of urban areas and to assist in adaptation to climate change. The NPPF gives priority to the use of sustainable drainage systems in areas at risk of flooding and for major



- development. Sustainable drainage systems assist with the provision of green infrastructure, supported by the NPPF and the Council's Green Infrastructure study.
307. Sustainable drainage systems will be required for all major development, defined as 10 or more dwellings or sites of 0.5 hectares or more for residential development, and 1,000 square metres or 1 hectare and above for non-residential. For other development, sustainable drainage systems should be used unless it is shown to be inappropriate to do so. Developers will be expected to design in these requirements at an early stage in the development of new proposals, and to demonstrate that the proposed solution will maximise the benefits to the water environment. The Council does not regard underground storage tanks only as an appropriate sustainable drainage system, and will require at least one surface feature to be deployed within the drainage system for a development site for water quality purposes, with more features where runoff may contain higher levels of pollutants.
308. Control of discharge rates from new and previously developed sites is an important part of flood risk management, supporting the NPPF by utilising opportunities offered by new development to reduce the causes and impacts of flooding, and the overall level of risk in the area and beyond. Ensuring that new developments discharge to greenfield rates reduces the wider impact, whilst limiting discharge rates associated with previously developed sites will reduce pressure on existing watercourses and sewer systems.
309. The Environment Agency's Catchment Flood Management Plans provide an overview of flood risk across river catchments and recommend ways in which risks now and in the future can be managed. New development in the Borough will be expected to contribute towards the policy objectives of the Catchment Flood Management Plans. Most of the Borough lies within the Mid Staffordshire and Lower Tame policy unit within the Trent Catchment Flood Management Plan, where the objective is to take action to store water or manage runoff in locations that provide overall flood risk reduction or environmental benefits locally or elsewhere in the catchment. The western part of the Borough adjacent to Birmingham, and the eastern part adjoining Coventry lie in the Birmingham and Black Country, and the Coventry Cluster policy units in the Severn Catchment Flood Management Plan respectively. The Catchment Flood Management Plan objective in these areas is to take further action to reduce flood risk. Reinstatement of the natural floodplain, the de-culverting and improvement of on-site watercourses also helps contribute towards the objectives of the Humber River Basin Management Plan and achieving the Water Framework Directive target of each water body within the Borough achieving good status.
310. The Council is the Lead Local Flood Authority for Solihull and has published a Local Flood Risk Management Strategy to help reduce flood risk and mitigate the impact of flooding in the Borough. Developers will be expected to review and pay due regard to the recommendations included within the Local Flood Risk Strategy produced by the Lead Local Flood Authority. The Strategy may highlight opportunities to work in partnership with the Environment Agency and the Lead Local Flood Authority to contribute to the reduction of flood risk to new development and to third party land.
311. The Level 1 Strategic Flood Risk Assessment for Solihull has identified the main flood risk areas within the Borough and has been used alongside the Environment Agency's flood zone and surface water maps to help guide new land allocations within the plan to areas at low risk of flooding, via a sequential test.
312. For new developments at risk of flooding, a site specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime, in accordance with the NPPF.

313. New development sites must be resistant and resilient to flooding, to accord with the NPPF. Drainage systems must be designed so that flooding does not occur on any part of the site in a 1 to 30 year rainfall event, unless an area is designated to hold or convey water as part of the design, or in any part of a building or plant susceptible to water in a 1 to 100 year rainfall event. The design of the site should ensure that flows resulting from events in excess of a 1 to 100 year rainfall event, are managed so as to minimise the risks to people and property, including flows from adjacent land where relevant. Finished floor levels must be no lower than 300mm above average surrounding ground level. Where at risk from fluvial flooding, finished floor levels must be a minimum of 600mm above the 1 to 100 year plus climate change flood level, or for minor development where detailed modelling of the latest climate change allowances has not been undertaken, no lower than 600mm above the 1 in 1000 year flood level.
314. Around 2,000 existing properties are considered to be at risk of fluvial flooding. For surface water flooding, there are approximately 1,500 properties across the Borough considered to be within a 1 in 30 year flood outline and 4,500 properties within the 1 in 100 year flood outline. In order to increase resilience, where developments are proposed that increase the size of buildings within areas identified to be at risk from flooding then appropriate individual property level resilience measures should be incorporated in order to reduce the impact and associated costs of repair of homes and buildings along with misery and disruption caused by flooding to families and businesses.

Challenges and Objectives Addressed by the Policy

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- F Climate change
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

Policy P12 Resource Management

Management of waste

The Council will promote and control new development to prevent the production of waste within the Borough wherever possible, and will encourage prevention from existing buildings and uses. Where this is not feasible, waste shall be treated as a resource to be reused, recycled, or from which value will be recovered, with management to be as high up the waste hierarchy as possible. Disposal of waste shall be a last resort, to be considered only when all other options have been exhausted.

Management of waste shall seek to maximise the contribution to economic development and employment in the Borough, especially within and accessible to the North Solihull Regeneration Area. Waste operators will be expected to demonstrate that the greenhouse gas emissions from the operations involved and associated transport of waste from source to processing facility have been minimised.

Need for waste management facilities:

The Council will seek to address the waste capacity gap in the Borough through this policy, so that an equivalent tonnage is provided within waste management facilities to that arising in the Borough.

Identifying suitable sites and areas

A sequential approach will be used to determine the appropriate location for new waste management facilities:

- On-site management
- Consolidation or expansion at strategic waste management sites
- Suitable industrial areas
- Co-location of complementary waste management operations at Berkswell and Meriden quarries
- Area of Search for waste management facilities.

Wherever possible, on-site management of waste shall be preferred, unless the activities would result in unacceptable harm through impacts on the environment, transport or on neighbouring uses, or it is demonstrated that management elsewhere would have wider sustainability benefits.

Strategically important waste management sites within the Borough, where waste management activities will be supported in principle, are identified on the Proposals Map. These sites include the site of the former Arden Brickworks in Bickenhill, which contains the household waste recycling centre, and a range of other waste management operations, the materials recovery facility at Meriden Quarry, the composting facilities in Berkswell, and the Moat Lane and Chapelhouse Depot waste transfer stations in the Mature Suburbs and North Solihull Regeneration Area.

When investigating the suitability of sites for waste management operations in the Borough, the potential for consolidating or expanding waste management facilities at the former Arden Brickworks site, for the co-location of complementary waste operations at Berkswell and Meriden quarries, and for locating waste management facilities on appropriate industrial sites within the Borough shall be considered. Where it is not possible or appropriate for new operations to be developed on-site or in these locations, developers shall consider the potential of sites within the Area of Search for waste management facilities identified on the Proposals Map.

Criteria for suitability of waste management proposals

The Council will have regard to the following criteria in considering the suitability of sites for waste management facilities:

- The contribution towards national and local waste management strategies, objectives and targets, including the Solihull Municipal Waste Management strategy 2010-2020
- The contribution towards economic development and employment in the Borough, particularly in or accessible from the North Solihull Regeneration Area
- The contribution to national and local targets to reduce greenhouse gas emissions, taking account of those resulting directly from the operations (Policy P9), and those from the transport of wastes from the source of arisings to the end management
- The potential for on-site management associated with development and other uses
- The potential for the development of shared facilities for more than one waste planning authority where these would accord with this policy
- The potential for the co-location of complementary activities where there

- are no adverse cumulative impacts
- The contribution towards the restoration of former mineral workings in the Borough
- The suitability of the site for the type of wastes and operations involved, including whether the activity can take place within a building or other enclosure
- The impacts on transport infrastructure, including the potential for the use of alternative modes to road transport, and highway safety
- The compatibility of waste management activities with neighbouring uses, including the nature of the wastes, operations, hours of working and any cumulative effects where waste management activities already exist
- The availability of suitable previously developed land and/or redundant buildings
- The impact on the Green Belt, taking account of National Policy and Policy P17 of this plan
- The impact on the environment, including the protection of water resources and quality (Policy 11), conservation of biodiversity (Policy P10), high quality design (Policy P15), the protection of the historic environment and built heritage (Policy P16), and on air quality from emissions and dust
- The impact on amenity and health, including visual intrusion, noise and vibration, litter, odour, vermin and bird attraction, including the impact on aerodrome safeguarding.

Provision in non-waste development

In considering non-waste management development proposals, the Council will take into account any adverse impact on the strategically important waste management sites and the potential of the Area of Search for waste management facilities identified in this plan. Non-waste development will be required to accommodate facilities for the storage, sorting and presentation of waste arising from the development, and developers will be expected to demonstrate satisfactory provision for waste management through a Site Waste Management Plan or similar supporting evidence.

Justification

315. Waste is a product of inefficient processes and the Government's aim is to prevent waste, treat it as a resource, and drive waste management up the waste hierarchy to improve efficiency and reduce impacts. The waste hierarchy consists of prevention, preparing for reuse, recycling, other recovery, with disposal only as a last resort. National guidance expects communities to take more responsibility for managing their own waste, which can be equated to managing an equivalent tonnage of waste to that arising in their areas. Waste management should be considered alongside other spatial planning concerns, including economic development, regeneration and the national imperative to reduce greenhouse gas emissions. The National Planning Policy for Waste requires that sites and/or areas for the location of waste management facilities should be identified in Local Plans, and sets out locational criteria.
316. A number of studies relating to waste management were undertaken to inform the revision of the Regional Spatial Strategy. Whilst the Regional Spatial Strategy has been revoked, the evidence in the waste management studies will remain relevant. This indicated that there will be a significant gap between the waste arising in the Borough, and the capacity of facilities in the Borough to manage waste. The policy recognises that, whilst it will not be possible to manage all waste arising within the Borough, Solihull should aim to manage an

equivalent tonnage of waste to that arising locally. The evidence indicated waste arisings to 2030-31 of up to 0.1 million tonnes per annum of municipal, 0.26 million tonnes per annum of commercial and industrial, 0.3 million tonnes per annum of construction, demolition and excavation, and 0.01 million tonnes per annum of hazardous waste³⁶. The capacity of waste management facilities in the Borough was estimated at 0.17 million tonnes per annum, based on the licensed sites for 2011, although this had increased to 0.48 million tonnes for 2014³⁷. The estimated gap between waste arising and capacity of facilities in the Borough was 0.35 million tonnes in 2011. The evidence indicated that this could increase to over 0.5 million tonnes per annum by the end of the Plan period, made up of 0.09 million tonnes per annum municipal, 0.25 million tonnes per annum commercial and industrial with the requirement mainly for recycling facilities, 0.16 million tonnes per annum construction, demolition and excavation and 0.01 million tonnes per annum of hazardous waste³⁸. The requirement for additional capacity was estimated at 0.4 million tonnes per annum for recycling, 0.03 million tonnes per annum for organic treatment, 0.05 million tonnes per annum for recovery and 0.03 million tonnes per annum for other treatment annually. This takes account of national municipal waste management targets for reuse, recycling and composting of 45% by 2015 and 50% by 2020, whilst the Council has an aspiration to achieve a performance of 60% by 2020. The targets for recovery and biodegradable waste to landfill for 2020 have already been exceeded. Significant progress has been made since the development of the Local Plan 2013, and whilst the waste capacity gap in the Borough is now much smaller, the evidence does not yet indicate that Solihull is managing an equivalent tonnage to that arising locally.



317. The first option for managing waste should be on-site where this is feasible, delivers wider sustainability objectives, and does not result in unacceptable harm to environmental assets, transport infrastructure or on neighbouring uses. If this is not possible, developers will be expected to consider the potential of the strategic waste management sites, or suitable industrial sites in the Borough for appropriate or complementary activities. For operations that are complementary to mineral extraction, such as recycling of construction and demolition waste, or more appropriate in remote locations, such as open composting, an Area of Search for waste management facilities has been identified, utilising opportunities offered by former mineral workings. The line of the High Speed 2 rail link has a direct impact on the Household Waste Recycling Centre off Coventry Road, Bickenhill, which will need to be relocated, although the remainder of the strategic waste management site is not directly affected.

³⁶ West Midlands Landfill Capacity study 2009

³⁷ Environment Agency Waste Data Interrogator 2011 and 2014

³⁸ Waste: A Future Resource for Business 2008; Regional Approach to Landfill Diversion Infrastructure 2009

318. The policy sets out the criteria that will be used to assess the appropriateness of waste management proposals. These include national and local strategies, objectives and targets, including the National Waste Management Plan for England, National Planning Policy for Waste and the Solihull Municipal Waste Management strategy 2010-2020 and the Mid-Point Update 2015, the contribution towards economic development and regeneration, including North Solihull Regeneration, and to national and local targets to reduce greenhouse gas emissions. The potential for on-site management, shared facilities and co-location of complementary activities will be taken into account, along with the suitability of the location or site, the availability of previously developed land or redundant buildings, and whether the operations would take place in the open or are enclosed. The impacts of proposed waste management operations on the Green Belt, the environment, transport infrastructure including aerodrome safeguarding, highway safety, amenity and health will be considered, and any unacceptable harm will need to be minimised and/or appropriate mitigation incorporated.
319. Other development may compromise or restrict the potential of waste management operations on the strategic waste management sites or in the area of search for waste management facilities. In considering proposals for non-waste management development in or adjacent to these locations, the Council will take account of any adverse effect on the potential for waste management activities. Non-waste development in all areas will be expected to include appropriate facilities for the storage, sorting and presentation of waste. Developers will be expected to demonstrate satisfactory provision for waste management through a Site Waste Management Plan or similar supporting evidence, taking account of the Council's waste and recycling service guide for developers.

Challenges and Objectives Addressed by the Policy

- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates

Policy P13 Minerals

Mineral Safeguarding Areas

Mineral Safeguarding Areas (MSAs) for important underground coal resources in the eastern part of the Borough, and for sand and gravel aggregate resources between Berkswell, Hampton and Meriden and east of the NEC and M42, including sites for important associated infrastructure and to meet potential needs are defined on the Proposals Map.

The Council will permit the search for new minerals, including coal bed methane resources, whether within or outside the Mineral Safeguarding Areas, providing that the criteria for minerals development proposals are met. Permission for exploration will not necessarily imply that a subsequent consent for mineral extraction will be forthcoming.

Within these MSAs, proposals for non-mineral development will only be permitted where it can be demonstrated that the development will not result in the sterilisation of mineral resources or the loss of important infrastructure or sites for potential infrastructure needs in the areas. Prior to development, developers will be expected to ensure that all

safeguarded minerals that would be affected are extracted, unless it is demonstrated that the resources have no economic value, extraction is not feasible or would result in excessive costs or delays, or that there is an overriding need for the development that outweighs the need to safeguard the mineral resources.

Alternative materials

The Council will promote the use of alternative materials, such as secondary and recycled aggregates in all new development within the Borough. Provision for alternative materials will be encouraged on sites for significant development within the Borough, where appropriate. Permanent facilities will be encouraged within the area of search for appropriate waste management facilities defined on the Proposals Map.

Provision for primary sand and gravel extraction

Provision for primary sand and gravel resources will be made through a mixture of specific sites, preferred areas and/or areas of search to help meet the identified requirement of between 7.2 and 8.6 million tonnes for the West Midlands Metropolitan Area over the plan period. These will include sites already granted planning permission where not included in the current sub-regional landbank.

Preferred areas for primary sand and gravel extraction are identified at Marsh House Farm, Hornbrook Farm and west of Berkswell Quarry, which will provide around 2.5 million tonnes and are defined on the Proposals Map. Extraction of any site or part thereof that will impact on an adjacent Site of Special Scientific Interest will be permitted only if the necessary avoidance and/or mitigation is incorporated to protect the SSSI.

Areas of search for primary sand and gravel extraction are identified between Berkswell, Hampton and Meriden and east of the NEC and M42 to meet the shortfall in provision, and are defined on the Proposals Map. However, inclusion within an area of search does not imply that all of the mineral resources are viable or that extraction would be acceptable. Sand and gravel extraction outside the areas of search may also be permitted, if there is evidence that insufficient mineral resources from the areas of search are likely to come forward within the plan period, or that production targets will not be met.

Mitigation, restoration, aftercare and after use

Proposals for mineral working or related infrastructure will be assessed against the following criteria:

- Contribution towards national and local strategic objectives or wider needs including national and local targets for minimising carbon emissions and using alternative materials;
- Contribution towards the local and sub-regional economy and the regeneration of North Solihull;
- Contribution towards local communities and character and quality of the environment;
- Opportunities for the co-location of related uses and wider benefits such as the production of secondary or recycled aggregates;
- Impact of the proposed activities, including any associated infrastructure, on surrounding land uses and amenity, taking account of the nature of the operations, duration, hours of operation, noise, dust vibration, air pollution, visual impacts and, in respect of underground extraction, the impact of subsidence;

- Impact on the local and sub-regional transport network, including the routing of lorries to and from the site and the potential for rail freight;
- Impact on the environment, landscape, built heritage and archaeology, nature conservation interests, ground and surface water quantity and quality, best and most versatile farmland, agricultural businesses and aerodrome safeguarding;
- Measures for mitigating any environmental, transport or other impacts or for compensation for loss or damage where appropriate, including the provision of appropriate buffers between extraction and environmental or other assets;
- The potential for subsidence, migration of gases and contamination of ground water associated with underground extraction;
- Restoration to a safe and high quality condition with appropriate aftercare in accordance with agreed restoration and aftercare schemes and within an agreed period following the cessation of extraction; and
- Reclamation to an agreed use, which should prioritise the contribution the site could make to green infrastructure, the conservation and enhancement of biodiversity, including Local Biodiversity Action Plans, the enhancement and restoration of the Arden landscape, flood risk management, appropriate recreation uses and agriculture, as well as the availability of suitable infill material if appropriate.

Proposals for ancillary uses will be permitted where they are located within the extraction site, are limited to the life of the permitted reserves and minimise the impacts on environmental assets, transport infrastructure and surrounding occupiers and uses. The Council will support proposals for complementary recycling facilities, which should be as close as possible to the point of extraction or disposal.

Justification

320. The NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. Mineral Safeguarding Areas have been defined for both underground coal and sand and gravel resources, based on work undertaken in Mineral Safeguarding in Solihull. The Mineral Safeguarding Areas include any known or anticipated sites for infrastructure including the production of secondary and recycled materials. The policy requires the prior extraction of minerals where non-mineral development that could sterilise resources is proposed unless justified, in accordance with national guidance.
321. The national and local guidelines for aggregates provision in England 2005 to 2020 assume a significant contribution from alternative materials, which reduces the requirement for the production of primary aggregates. The policy promotes the use of alternative materials in construction within the Borough and provides for new and expanded facilities within a defined area of search. The co-location of primary extraction and permanent secondary facilities is likely to bring benefits in minimising transport and environmental costs. Temporary facilities for alternative materials will be encouraged on sites for significant development in the Borough.
322. The national and local guidelines for aggregates provision in England 2005 to 2020 provide a target production figure for primary aggregates for the West Midlands, which has been apportioned to sub-regions following advice from the West Midlands aggregates working party (WMAWP). Whilst account still needs to be taken of the guidelines, the NPPF requires

minerals planning authorities to prepare an annual Local Aggregate Assessment (LAA) to plan for a steady and adequate supply of aggregates. The West Midlands Metropolitan Area LAA 2015 puts forward two scenarios based firstly on the apportioned figure of 0.55 million tonnes per annum, and secondly on the ten year rolling average of sales data of just under 0.5 million tonnes per annum. This results in a requirement of between 12.359 and 13.750 million tonnes for the period 2014 to 2031, including a seven year landbank. This would increase to 13.347 and 14.850 million tonnes for the Plan period to 2033.

323. The latest WMAWP AMR for 2015 identifies permitted reserves of 5.2 million tonnes for the Metropolitan Area as at 31 December 2015. This would leave between 7.2 and 8.6 million tonnes to be provided for across the Metropolitan Area to 2033.



324. The Borough is the main source of primary aggregate production for the Metropolitan Area, with annual production of around 0.5 million tonnes of sand and gravel representing over 90% of the sub-regional apportionment figure. This reflects the relative levels of sand and gravel resources in Solihull and Walsall, the only authorities that contribute to primary sand and gravel production. This policy takes account of the provision for primary sand and gravel production within the Black Country Core Strategy.
325. In seeking to meet the requirement for primary sand and gravel production, the Council identified a number of preferred areas for extraction in the adopted Local Plan 2013. These preferred areas provide for a proportion of the total requirement only, with the remainder to be provided from within defined areas of search in both Solihull and Walsall. Proposals for sand and gravel extraction outside these areas will be permitted where this can be justified. The policy provides for a minimum landbank of 7 years at the end of the plan period, in accordance with national guidance.
326. The policy sets out the criteria for new minerals development in the Borough, to ensure mitigation of environmental and transport impacts, in accordance with national guidance. It seeks to ensure that minerals development contributes to wider national and local objectives, such as the reduction of carbon emissions, the use of alternative materials and the regeneration of North Solihull.
327. The criteria include the protection of the amenities of surrounding occupiers and land uses, and the local and sub-regional transport network from unacceptable impacts. Working practices will be required to avoid or minimise impacts on health and the environment from extraction, processing, management and transportation of materials. Environmental and other assets of acknowledged importance, including best and most versatile

agricultural land, the natural and historic environment, and water resources and quality will need to be protected, with appropriate mitigation and compensation where necessary, in accordance with the environmental policies in this plan. The impact on aerodrome safeguarding shall include the need to minimise bird strike hazard. Any proposal adjacent to the River Blythe Site of Special Scientific Interest will be expected to maintain a minimum 30 metre buffer to the Site of Special Scientific Interest. The Council will require that investigations are undertaken to demonstrate that there will be no adverse impact on a Site of Special Scientific Interest before planning permission is granted.

328. Guidance is provided on the restoration and aftercare of mineral sites once extraction has ceased and on the after use to which the land should be put, in accordance with national guidance. The restoration of any site that has a biodiversity designation, or equivalent biodiversity value, shall prioritise the contribution to biodiversity objectives. Reclamation schemes will be expected to prioritise the potential for contributing to green infrastructure, biodiversity objectives, including national and local biodiversity action plan targets, to policies seeking to enhance and restore the Arden landscape, and to flood risk management. Where appropriate, after uses may include agriculture and recreation uses providing these are in accordance with other national and local planning policies. The availability of materials to restore mineral sites will need to be a consideration to avoid unreasonably lengthy restoration.

Challenges and Objectives Addressed by the Policy

- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates
- K Protecting and enhancing our natural assets

Policy P14 Amenity

The Council will seek a good standard of amenity for all existing and future occupiers of houses, businesses and other uses in considering proposals for new development, extensions and changes of use and will:

- Permit development only if secures high quality design (see Policy P15);
- Consider the visual and other amenities of potential occupiers and users of new developments close to overhead power lines and substations. Developers will be expected to locate and design new developments so as to minimise the visual and other amenity impacts;
- Support the development of electronic communications networks including telecommunications and high speed broadband, whilst also seeking to keep the numbers of radio and telecommunications installations to a minimum consistent with the efficient operation of the network. The Council will have regard to the needs of telecommunications operators, any technical constraints on location of telecommunications apparatus, the potential for sharing sites and other existing tall buildings and structures, the impact of development on its surroundings, the sensitivity of the environment and the design and external appearance of telecommunications apparatus. In considering proposals for new sites or equipment, developers will be expected to demonstrate that there are no other technically suitable

locations or design solutions that meet operational requirements and cause less environmental harm;

- Safeguard important trees, hedgerows and woodlands, and will require new and replacement tree and hedgerow planting; and, where appropriate, new woodlands;
- Ensure development that would contribute to air pollution, either directly or indirectly does not have a significant adverse impact on local air quality resulting in unacceptable effects on human health, local amenity and the natural environment, and that it incorporates appropriate attenuation, mitigation or compensatory measures where necessary;
- Require proposals for development on land known or suspected to be contaminated to include appropriate information to enable the potential implications to be assessed and to incorporate any necessary remediation;
- Require design features and operational measures to minimise and contain noise from developments and protect existing residential development from background noise. Where development adjoins other buildings or structures, developers will be required to demonstrate that as far as reasonably practicable, developments will be designed and operated to prevent the transmission of audible noise or perception of vibration through the fabric of the building or structure to adjoining properties;
- Protect the amenity of residential and shopping areas, community facilities and open space from bad neighbour uses. Development that would be significantly harmful because of smell, noise or atmospheric pollution will not be permitted, whilst development that would be potentially harmful to such areas will be expected to incorporate appropriate attenuation, mitigation or compensatory measures. In locations close to existing bad neighbour uses, the Council will not permit new residential or other sensitive development, unless the effects can be satisfactorily mitigated as part of the development;
- Safeguard those parts of the countryside in the Borough that retain an intrinsically dark sky from the impacts of light pollution; and
- Protect the tranquil and locally distinctive areas in the Borough by guiding new development to locations that will avoid or minimise adverse impacts.

Justification

329. The NPPF indicates that planning policies should seek to secure a good standard of amenity for existing and future occupiers of land and buildings. Developments that affect people's visual and other amenities, such as those that create noise, smell or air pollution require careful siting to minimise impacts and appropriate measures to minimise or mitigate any impacts that location does not resolve. Equally, the siting and design of sensitive uses, such as residential development needs careful consideration to ensure that problems are not created. Significant new growth in the Borough is being promoted through this plan to meet needs for new employment, housing, retail, leisure and community facilities. The Council will seek to protect people's amenities whilst ensuring provision for essential development.



330. The policy recognises the need to consider amenity, access, good design and noise in relation to development close to electricity generation, transmission and distribution sources. Where possible, development should be located and designed so as to minimise any impacts.
331. The NPPF indicates that authorities should support the expansion of electronic communications networks, whilst aiming to keep the number of masts and sites to a minimum, consistent with the efficient operation of the network. The guidance for telecommunication development reflects both the strategic requirements of networks and the limitations imposed by the nature of the technology, as well as the need to protect amenity and sensitive environments. Sensitive uses include residential areas, education and health institutions, all heritage assets and their settings, features characteristic of the Arden landscape, sites of ecological and geological importance, open space and the Green Belt. In such areas telecommunications infrastructure development will be discouraged, unless there are no other locations that meet operational requirements and cause less environmental harm.
332. The policy recognises the importance of protecting and increasing trees and woodlands for amenity and other benefits, such as the enhancement or restoration of the Arden landscape, green infrastructure, conservation of biodiversity, informal recreation, and to address the impacts of climate change. Important trees, hedgerows and woodlands will include those covered by tree preservation orders, veteran trees or those with potential to be veteran trees, features characteristic of the Arden landscape or included in national or local biodiversity action plans, and trees and hedgerows covered by regulations or best practice guidance, such as the Hedgerow Regulations and the British Standard for trees and construction. Policy on conserving the landscape and biodiversity, including the protection of ancient woodlands in the Borough, is contained in Policy P10.
333. The Council is a partner in the Low Emissions Towns and Cities (LET&C) Programme and will support proposals aimed at securing better air quality across the metropolitan area, such as the provision of infrastructure to encourage the use of electric vehicles for freight and public transport journeys within and beyond the Borough. Good Practice Air Quality Planning Guidance was produced in 2014 to provide guidance for local authorities and

- developers. Developers will be expected to ensure that development does not have a significant adverse impact on local air quality in considering the location and design of new development, and to incorporate appropriate measures where necessary.
334. Whilst there are likely to be few potential previously developed sites where there are contaminated land issues coming forward for redevelopment in the Borough, the policy reflects the importance of information on any contamination that may be present.
335. The Council recognises the existence of significant sources of noise or potential noise within the Borough, such as Birmingham Airport, major roads and railways, mineral workings and some industrial processes, and the need to protect noise sensitive uses, including housing, education and health institutions. The policy seeks to ensure that noise and vibration are contained by appropriate design and operational measures.
336. Some uses may be harmful to amenity as a result of smell, noise or atmospheric pollution, such as mineral workings, sewage treatment works, certain types of waste management activities or certain intensive agricultural uses. The Council will protect residential, shopping, heritage assets, community and recreation areas from uses that are significantly harmful, and ensure that, where permitted, such development incorporates measures to avoid or minimise any adverse impacts.
337. Solihull's Countryside identifies suburbanisation as a threat to the character and quality of the countryside, which includes those areas outside rural settlements that retain a dark sky. Built development is controlled through Green Belt policy, but light spillage and pollution can be a problem both from residential and business properties and from other sources and can be harmful to biodiversity.
338. "Solihull's Countryside" notes the loss of remoteness and a reduction in tranquillity associated with development and traffic growth and the need to maintain local distinctiveness. Whilst much of the Borough is subject to interference from road, rail or air traffic, other noisy activities, or urban influences, there remain some quiet areas. These include canal cuttings, footpaths, some conservation areas, villages and hamlets away from major roads and flight paths, and some more remote rural areas. The Council will seek to protect tranquil and locally distinctive areas by guiding development, especially that involving noisy operations or significant traffic, away from these areas.

Challenges and Objectives Addressed by the Policy

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- E Protecting key gaps between urban areas and settlements
- J Improving health and well being
- K Protecting and enhancing our natural assets

19. Do you agree with the policies for protecting the environment? If not why not, and what alternatives would you suggest?

10. Promoting Quality of Place

Introduction

339. Solihull Borough is made up of five distinctive 'places' with common characteristics and within the Rural Area, a finer grain of attractive rural villages. The thrust of the Spatial Strategy is to remain an economically successful Borough through sustainable economic growth whilst sustaining its attractiveness and without undermining the qualities and defining characteristics of those places, which attract people and investment to Solihull.
340. The policies contained in this section are critical to retaining the quality of Solihull's distinctive places. Together with the other policies in the Plan, particularly, in the chapters dealing with Protecting and Enhancing our Environment, and Supporting Local Communities; and the application of Policies in this section will ensure Solihull remains an attractive, locally distinctive and prosperous Borough.
341. High quality design is fundamental to making places more attractive, sustainable, safe, healthy and accessible. Good design can help reduce and mitigate the impacts of climate change; promote healthier lifestyles; create safer places and make high quality and attractive places that foster civic pride.
342. NPPF states that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk and should seek to conserve them in a manner appropriate to their significance. Heritage assets include buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions.
343. Most of the undeveloped area of the Borough is designated as Green Belt, where national policy provides a presumption against development that is inappropriate in a rural area. The Borough's Green Belt includes the strategically important open land between the urban areas of Birmingham and Solihull and the city of Coventry, known as the Meriden Gap, and key gaps between urban areas and rural settlements. Protecting the Green Belt in Solihull will contribute to the purposes set out in the national policy. It is also vital for maintaining the attractive rural setting and environment that helps to bring investment and people to the Borough. Management of the countryside is largely dependent on agricultural businesses, which face significant pressures on incomes and changing demands for products.
344. The Green Belt in Solihull has been under constant pressure since it was first proposed in 1960. Successive development plans for Solihull have removed land from the Green Belt to meet housing and other needs. Developments of national and regional significance have also been allowed, justified by very special circumstances. This plan recognises that the scale of the growth faced by the Borough and the lack of significant development opportunities outside the Green Belt mean that substantial adjustments to the Green Belt are required to meet development needs.

Policy P15 Securing Design Quality

All development proposals will be expected to contribute to, or create, high quality places and spaces which have regard to local distinctiveness to achieve high quality, inclusive and sustainable design. Proposals will be expected to meet the following key principles:

- Conserves and enhances local character, distinctiveness and streetscape quality and ensures that the scale, massing, density, layout, territory (including space between buildings), materials and landscape of the development respect the surrounding natural, built and historic environment;
- Secures the sustainable long-term use of new development through flexible, robust and future-proofed design and layout;
- Makes appropriate provision for water management within development, and provides innovative design solutions for all development;
- Be proactive in responding to climate change and adopts sustainable and low carbon construction principles in terms of their design, layout and density, meeting the requirements of Approved Document M of the Building Regulations, or subsequent equivalent;
- Conserves, restores or enhances biodiversity;
- Respects and enhances landscape quality, including trees, hedgerows and other landscape features of value, and contributes to strategic green infrastructure;
- Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, inter-connected and easily maintained, and encourages walking and cycling and reduces crime and the fear of crime through the adoption of Secured by Design principles in all developments.

All residential development proposals shall demonstrate how they meet Building for Life 10, or its equivalent.

All developments should comply with the urban design principles set out in established current design guidance, including at present; Urban Design Compendium 1 and 2 (2007), By Design (2000 and 2001), Manual for Streets 1 (2007) and 2 (2010), Car Parking: What Works Where (2006), Building for Life 10 and Secured by Design principles, or their equivalents, and the adopted SPG New Housing in Context.

Applicants are encouraged to engage in pre-application discussions at an early stage in the design process and will be required to demonstrate that they have followed the robust Assessment-Involvement-Evaluation-Design process outlined in the national guidance on Design and Access Statements. Major development proposals are required to demonstrate how the local community has been consulted and engaged in the design process, in accordance with the Council's adopted Statement of Community Involvement. Significant development proposals will also be encouraged to engage with and be reviewed through the Regional Design Review process (MADE).

Justification

345. The Government's policy on design is clear in the NPPF. 'The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people'. The NPPF also highlights the importance of high quality design in planning and creating places and demonstrates that good design is

concerned with more than just the aesthetics of a building, it is integral to the success of buildings and places, how they function and how people connect with the surrounding built, natural and historic environment. Although there can be many individual design 'issues' to be addressed, the key to a successful design is how they integrate to create a place in a holistic manner.

346. As such, Policy P15 provides a set of design principles for applicants to adhere to, concerning the scale and visual appearance of the building (including the territory it sits within), as well its environmental performance, impact on flood risk and the natural environment, its integration with its surroundings and neighbouring public spaces. The policy recognises that high quality sustainable materials and construction standards are also important to ensure the durability and longevity of new development.



347. Policy P15 also requires development proposals to create safe and attractive streets and public spaces, which reduce crime and the fear of crime. Whilst adherence to Secured by Design principles is important for all new built development, it can also be relevant to smaller scale proposals such as changes of use to licensed premises and the installation of cash points, where applicants should engage with a West Midlands Crime Prevention Design Advisor at an early stage. As well as considering the impact of development proposals on public safety and the incidences of anti-social behaviour, the reference to crime in the Policy also relates to creating safer buildings and places that are better protected from terrorist attack. This reflects the Government's strategy for countering terrorism. Applications for development which affect higher risk buildings or spaces such as those that could attract crowds of people, are encouraged to consider the advice provided in the national guidance; "Crowded Places: The Planning System and Counter-Terrorism" (January 2012).
348. The Borough's high quality environment is fundamental to its success as an attractive place to live, work and invest. As such, the policy strives to create development with the highest standards of design and sustainability, across the Borough. This should be evidenced by an

appropriate national standard such as BREEAM or Building for Life. Development associated with the key economic assets within UK Central will be expected to be designed to the highest quality standard to ensure these areas become design exemplars for the Borough and sustainable communities. Policy P1 makes clear that to assist the growth proposals for the High Speed 2 (HS2) Interchange, a concept framework will be prepared to guide the development of the area.

349. However, not all parts of the Borough have a high quality environment and a key part of the strategy is to improve the environment in the North Solihull Regeneration Area and parts of the Mature Suburbs. In order to raise the design quality in North Solihull, the North Solihull Design Code will continue to be applied.
350. Concept Masterplans will be sought for each of the allocated sites to be taken forward to the submission version of the plan. These should also indicate how physical and green infrastructure (including open space) is to be integrated into the development, including capacity for high-speed digital connectivity, sustainable drainage systems and potential for renewable and low carbon energy schemes.
351. The Council will undertake a review of its current principal supplementary planning guidance relating to design (New Housing in Context) to ensure it remains fit for purpose or whether it requires amending to ensure it provides appropriate guidance to assist in the application of this policy. This is particularly the case to ensure that new development being assimilated into an existing residential area is designed to avoid 'town cramming', where overly large properties are squeezed onto plots that are only big enough for smaller dwellings.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

Policy P16 Conservation of Heritage Assets and Local Distinctiveness

The Council recognises the importance of the historic environment to the Borough's local character and distinctiveness, and to civic pride, and the cultural, social, environmental and economic benefits that its conservation brings. Heritage assets are an irreplaceable resource that should be conserved as appropriate to their significance, sustained and enhanced, and put to viable use consistent with their conservation.

The Council considers that the following characteristics make a significant contribution to the local character and distinctiveness of the Borough:

- The historic core of Solihull Town Centre and its adjacent parks;
- The historical development and variety of architectural styles within the Mature Suburbs and the larger established rural settlements of Meriden, Hampton-in-Arden, Balsall Common, Knowle, Dorridge, Bentley Heath,

- Hockley Heath, Cheswick Green and Tidbury Green;
- The Arden landscape, historic villages, hamlets, farmsteads, country and lesser houses and the distinct medieval core of historic rural settlements including Berkswell, Barston, Temple Balsall, Meriden Hill, Walsal End, Hampton-in-Arden, Bickenhill and Knowle;
- Parks, gardens and landscape including common, woodland, heathland and distinctive fieldscapes as defined in the Warwickshire Historic Landscape Characterisation; and
- The canal and railway network, including disused railway lines and the working stations at Solihull, Olton, Dorridge and Shirley, together with associated structures.

Development proposals that impact upon this character and significance will be expected to demonstrate how this impact has been assessed and minimised, using a recognised process of assessment, involvement, evaluation and design.

Development will be expected to conserve heritage assets in a manner appropriate to their significance, conserve local character and distinctiveness, create or sustain a sense of place and seek and take opportunities to enhance the contribution made by the historic environment to the character of a place. In Solihull, heritage assets include; Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas and also non-designated assets. The latter include buildings, monuments, archaeological sites, places, areas or landscapes positively identified in Solihull's Historic Environment Record, or during development management work as having a degree of significance meriting consideration in planning decisions, such as those identified on the Local List of Heritage Assets. The historic landscape includes ancient woodlands, hedgerows and field boundaries, and archaeological features such as earthworks.

All applications that affect the historic environment will be expected to have considered and used, as a minimum the evidence in the Solihull Historic Environment Record to inform the design of the proposal. Heritage assets should be assessed using further sources and appropriate expertise where necessary. This should be explained in the accompanying Design and Access Statement or, for significant proposals, in a Heritage Statement.

Proposals seeking to modify heritage assets for the mitigation of and adaptation to the effects of climate change will be expected to be sympathetic and conserve the special interest and significance of the heritage asset or its setting.

Justification

352. Paragraph 126 of the NPPF advises that 'Local Planning Authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment', recognising that 'heritage assets are an irreplaceable resource' which should be conserved in a manner appropriate to their significance. The Planning (Listed Buildings and Conservation Areas) Act 1990 also places several duties on Local Planning Authorities:

- In considering whether to grant listed building consent for any works, to pay special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses;
- To designate and review the designation of Conservation Areas and publish proposals for their preservation and enhancement; and

- To pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

353. The Council recognises the importance of the historic environment to the Borough's local character and distinctiveness, its contribution to the five distinct 'places' of Solihull and the cultural, social, environmental and economic benefits of conserving heritage assets in proportion to their significance. Policy P16 defines the special characteristics which the Council considers make a significant contribution to Solihull's local distinctiveness and advocates strong protection of those qualities and the Borough's wider historic environment. The policy also seeks to ensure that all development preserves or enhances heritage assets in a manner appropriate to their significance, as defined in the evidence base for the Local Plan, or as their significance emerges during the planning process.

354. To conserve the heritage assets and sense of place within Solihull, all development proposals affecting heritage assets will also be expected to adhere to current established guidance. At present this includes National Planning Practice Guidance and all relevant Historic England³⁹ publications including Conservation Principles, Policies and Guidance (2008).



355. A substantial body of evidence on the historic environment has been collected and informed the development of the Local Plan and this Review, its strategy for the Borough's historic environment and the selection of sites allocated for development. Key pieces of evidence such as the Warwickshire Historic Landscape Characterisation (June 2010), Warwickshire Historic Farmstead Characterisation Project (August 2010), Warwickshire Landscape Guidelines: Arden (November 1993), Solihull Characterisation Study (December 2011) and Solihull Historic Environment Record have been used to develop an understanding of Solihull's historic environment, local distinctiveness and its heritage assets; those parts of the historic environment which have a particular value or significance. The Historic England Heritage at Risk registers, Solihull's Conservation Area Appraisals and Management Plans have also identified current threats to the Borough's historic environment and one of the purposes of Policy P16 and the delivery strategy is to focus on addressing such threats. The Solihull Landscape Character Assessment provides evidence of the character and local distinctiveness of the landscape, including historic landscapes.

Challenges and Objectives Addressed by the Policy

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull

³⁹ Including those published under the organisations previous name of English Heritage.

- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- K Protecting and enhancing our natural assets

Policy P17 Countryside and Green Belt

The Council will safeguard the “best and most versatile” agricultural land in the Borough unless there is an overriding need for development that outweighs the loss, and will seek to protect the character of the countryside.

Inappropriate development will not be permitted in the Solihull Green Belt, unless very special circumstances have been demonstrated in accordance with the NPPF. Paragraphs 89 and 90 of the NPPF set out forms of development that are not regarded as inappropriate. In interpreting these paragraphs the following provisions will apply:

- Limited in-filling or redevelopment may take place in the following settlements without constituting an inappropriate development:
 - o Chadwick End
 - o Cheswick Green
 - o Millison’s Wood
 - o Tidbury Green
- Limited infilling in villages shall be interpreted as the filling of a small gap within an otherwise built up frontage with not more than two dwellings.
- Disproportionate additions shall be interpreted as additions that are more than 40% of the original floorspace of the building.
- Where the re-use of buildings or land is proposed, the new use, and any associated use of land surrounding the building, should not conflict with, nor have a materially greater impact on, the openness of the Green Belt and the purposes of including land in it, and the form, bulk and general design of the buildings shall be in keeping with their surroundings.

In considering proposals for inappropriate development in the Green Belt, the following factors may be taken into account as very special circumstances:

- The reasonable expansion of established businesses into the Green Belt will be allowed where the proposal would make a significant contribution to the local economy or employment, providing that appropriate mitigation can be secured.
- Changes of use to accommodate outdoor sport and recreation uses provided they preserve the openness of the Green Belt.
- Changes of use to accommodate natural burial grounds provided they preserve the openness of the Green Belt.
- Waste management operations that create new capacity towards the treatment gap provided the development accords with the waste management policy of the plan.

Development within or conspicuous from the Green Belt must not harm the visual amenity of the Green Belt by reason of siting, materials or design.

The small settlements of Hampton-in-Arden, Hockley Heath, Meriden and Catherine de Barnes are inset in the Green Belt and are not therefore subject to Green Belt policy. Nevertheless, the Council, in considering applications for development in these

settlements, will take into account the importance of their rural setting and of their attributes, such as historic buildings, open space, density of development, landscape and townscape that contribute towards their special character. Immediately beyond the inset boundary, strict Green Belt policies will apply.

Justification

356. Most of the countryside within the Borough is in use for agriculture, and farmers are largely responsible for managing the land. Farmland is generally of good to moderate quality capable of supporting a healthy mixed farming economy. About one fifth of the farmland falls within the 'best and most versatile' agricultural land category, which Solihull's Countryside Strategy 2010-2020 indicates should be protected, as an irreplaceable resource and for its contribution to the rural character of the Borough. The Solihull Landscape Character Assessment highlights the character and local distinctiveness of the landscape and its sensitivity to development, and is a key tool in helping to manage change.
357. Green Belt policy is set out in the national policy and will apply across the whole of the rural area of the Borough, other than the inset areas around settlements and other major developments. National policy makes clear that established Green Belt boundaries should be altered only in exceptional circumstances and only when a local plan is being prepared or reviewed. It also describes the circumstances when built and other development should be considered as an exception to inappropriate development.
358. The pressure on the Green Belt in Solihull has been intensified by the requirement for development emerging from housing needs (both for the Borough and wider HMA); the lack of vacant and derelict land in the Borough; national guidance on windfall housing; and local requirements for employment land, waste management and mineral extraction. This is reflected both in the significant number of sites in the Green Belt in the SHELAA, and the paucity of sites in the urban area.



359. Significant adjustments to Green Belt boundaries are required in the UK Central Hub Area to provide an appropriate planning framework for the Council's ambitions for the HS2 Interchange and adjoining area, and to meet the needs of the key economic assets within the area. Further significant adjustments are required elsewhere to meet local housing and employment land needs and to address Solihull's contribution toward the shortfall in new housing land across the wider housing market area. Where land is to be deleted from the Green Belt as part of this Plan, exceptional circumstances are considered to be met to justify the change in boundaries, as required by the NPPF.

360. The Solihull Strategic Green Belt Assessment (GBA)⁴⁰ assesses the contribution that the Green Belt in the Borough makes towards the purposes of including land in the Green Belt. The GBA demonstrates that the Green Belt in the Meriden Gap between Solihull and Coventry makes the most significant contribution, although the Green Belt on the edge of the urban area and some settlements also contributes significantly. The findings have been used to help justify the removal of land in the UK Central Hub Area from the Green Belt and to identify suitable sites for new housing and other purposes elsewhere.
361. A small number of minor changes will be made to address anomalies in Green Belt boundaries across the Borough, taking into account an assessment of submissions made during the preparation of this Plan.
362. The policy is consistent with national Green Belt policy, but provides some further guidance to help establish whether development would be inappropriate.
363. Limited infilling in villages, identified as appropriate development in the Green Belt in the NPPF, will be permitted in Chadwick End, Millison's Wood and Tidbury Green, as defined on the Proposals Map. In the other Green Belt villages and hamlets in the Borough, new building, other than that required for agriculture and forestry, outdoor sport, outdoor recreation and cemeteries, or for extensions and alterations will be considered to be inappropriate development, in order to protect the Green Belt and the character and quality of the settlements. The policy provides some additional guidance to assist interpretation of limited infilling.
364. A number of established businesses are located within or adjacent to the Green Belt in Solihull, such as Jaguar Land Rover and Whale Tankers. The reasonable expansion of such businesses into the Green Belt, whilst remaining inappropriate development, will be allowed where justified by a significant contribution to the local economy or employment.
365. The re-use of permanent and substantial buildings in the Green Belt is not inappropriate development. Locally, there is considerable pressure for the conversion of agricultural barns to new uses. The policy sets out some additional criteria for re-use of buildings to ensure that the new use does not conflict with or have a materially greater impact on the Green Belt, and is in keeping with the surroundings.
366. Most changes of use within the Green Belt amount to inappropriate development. However some such uses can make beneficial use of land in the Green Belt without having an undue impact on the openness of the Green Belt. Policy P17 seeks to identify these and that they may constitute very special circumstances in favour of the granting of a planning permission.
367. Policy P12 identifies the need for additional waste management capacity in the Borough, a number of strategic waste management sites, and an area of search for new waste management facilities within the Green Belt. This policy is consistent with guidance in the NPPF but makes clear that the contribution towards new waste management capacity in the Borough may amount to very special circumstances, provided the development accords with the waste management policy in this plan.
368. The NPPF supports positive planning to retain and enhance landscapes, visual amenity and biodiversity, and this policy indicates that development within or conspicuous from the Green Belt must not harm visual amenity through siting, materials or design.
369. The settlements of Catherine de Barnes, Hampton in Arden, Hockley Heath and Meriden are inset from the Green Belt. Whilst Green Belt policies do not apply within these settlements,

⁴⁰ Atkins (2016)

the Council will take into account their rural setting and special character in considering development proposals.

Challenges and Objectives Addressed by the Policy

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- E Protecting key gaps between urban areas and settlements
- F Climate change
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates

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

11. Health and Supporting Local Communities

Introduction

370. There are many factors which contribute to creating healthy communities and the NPPF recognises the importance of promoting healthy communities and the role that the Local Plan can play in creating healthy, inclusive communities. The Health and Social Care Act (2012) gave local authorities new duties and responsibilities for health improvement and requires every local authority to use all the levers at its disposal to improve health and wellbeing, and the Local Plan is one such lever.
371. The health of Solihull residents is generally good and is getting better, however, good health is not consistent across the borough, and the health of some of our residents is significantly below an acceptable level. Premature deaths, work limiting illness and disability and acute morbidity are issues that still disproportionately affect some parts of our population.
372. Another factor contributing to a population's health and wellbeing is a successful economy that offers good jobs and provides income for all communities, thus underlining the importance of the economic policies in this plan.
373. Additionally, people need access to a choice of facilities and activities to suit their need to enable them to keep fit and well, both physically and mentally, and be part of a community which is welcoming, safe, clean and prosperous. The provision of a broad range of services also contributes to an area's character and in place shaping, which in turn can be a further contributory factor to the state of an individual's health.
374. The Council recognises the importance of health and wellbeing and the Local Plan has a key role to play in implementing strategies to help people lead healthier, active lifestyles. Many of the policies in the Local Plan will have an impact on health and wellbeing and in drafting the local plan policies, this has been given due consideration to ensure that, the overall impact of any new development should result in positive health outcomes.
375. The draft Local Plan contributes to supporting communities and promotes health through its spatial strategy and policies. These include policies relating to the location of new development, sustainable development, infrastructure, provision of new homes, jobs, town centres and sustainable travel (promoting public transport, walking and cycling). These policies demonstrate that improved health outcomes are integral to the local plan and meeting its vision and objectives.

Policy P18 Health and Wellbeing

The Council will, with its partners, create an environment, which supports positive health outcomes and reduces inequality.

New development proposals will be expected to promote, support and enhance physical and mental health and wellbeing. Healthy lifestyles will be enabled by:

- Facilitating opportunities for formal and informal physical activity, exercise opportunities, recreation and play through access to well maintained open spaces;
- Contributing to and creating a high quality, inclusive and attractive environment which minimise and mitigate against potential harm from risks such as pollution and obesogenic environments, and promoting health and well-being & opportunities for social interaction;
- Increasing opportunities for walking, cycling and encouraging more

sustainable travel choices.

- Improving the quality and access to the strategic and local green infrastructure network in the Borough, particularly in the North Solihull Regeneration Area and in areas where accessible green spaces and infrastructure is identified as lacking.
- Supporting the retention and protection of facilities which promote healthy lifestyles such as open space, including public rights of way to open space, playing pitches and allotments;
- Supporting safe and inclusive design that discourage crime and anti-social behaviour, and encourage social cohesion.
- Delivering new and improved health services and facilities in areas accessed by sustainable transport modes (facilities for primary medical care should be identified and planned for);
- Supporting initiatives which enable or improve access to healthy food. For example, provide opportunities for growing local produce and encouraging people to make healthy food choices;
- Encouraging initiatives to promote the energy efficiency of housing;
- Seeking to retain and enhance, where appropriate, green spaces and incorporate planting, trees, open spaces and soft surfaces wherever possible in order to secure a variety of spaces for residents, visitors or employees to use and observe and;
- Resisting proposals for hot food takeaways being located in areas that could lead to an undue influence on poor diet choices.

Health Impact Assessments

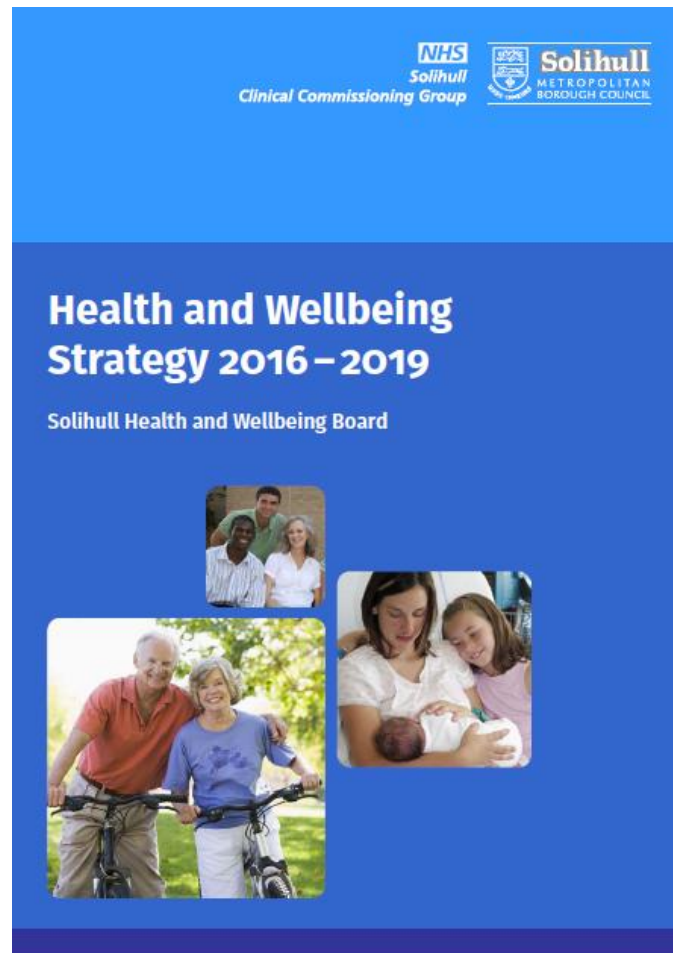
Formal consideration of health impacts through the use of Health Impact Assessments will provide opportunity to maximise positive impacts of the proposed development and minimise potential adverse impacts. For significant developments, such as large scale housing sites and significant commercial developments, a Health Impact Assessment should be submitted. The Council will develop an HIA tool to assist developers to assess the impacts of a proposal and recommend measures to address negative impacts and maximise benefits. The tool will include measures to assist scoping a more comprehensive assessment for the particularly significant and complex proposals and will be based upon a principle of proportionality to the nature and scale of development being proposed.

Justification

376. The Marmot Review (February 2010) highlighted that socio-economic inequalities, including the built environment, have a clear effect on the health outcomes of the population. One of the key policy objectives aimed at reducing the gap in life expectancy between people of lower and higher socio-economic backgrounds, is to “create and develop healthy and sustainable places and communities”.
377. The Solihull Health and Wellbeing Board in their Health & Wellbeing Strategy 2016-19 set four priority areas for Solihull to improve health and wellbeing. One of these priorities is to create ‘Healthy & Sustainable Places and Communities’ through maximising opportunities to address the social determinants of health through greater integration of the planning, transport, housing, environmental and health systems.

378. The main elements identified as having significant impacts on health are:

- **Pollution:** There is evidence of the adverse effects of outdoor air pollution and on cardio-respiratory mortality and morbidity. A reduction in traffic to reduce air pollution, for example, is proven to improve health.
- **Green / open space:** It is recognised that living close to areas of green space – parks, woodland and other open spaces – can improve health, regardless of social class. Research has identified the direct benefits of green space to both physical and mental health and wellbeing.
- **Transport:** It is suggested that transport is a significant challenge to public health in terms of road traffic injuries, physical inactivity, community severance and noise and air pollution. However, it also allows access to work, education, social networks and services that can improve people's opportunities.
- **Food:** It is recognised that dietary change can play a key role in promoting health by reducing the consumption of saturated fat. The availability of healthy food is often worse in deprived areas due to the mix of shops that tend to locate there.
- **Housing:** Poor housing conditions and design have significant impacts on health inequalities. Living in cold housing is a risk to health, fuel poverty contributes to winter deaths and incidences of respiratory disease, and accidents in the home are also an issue.
- **Community participation and social isolation:** It is recognised that social participation acts as a protective factor against dementia and cognitive decline over the age of 65.



379. Planning has a key role in shaping the wider determinants of health and wellbeing; at a local and strategic scale. The priorities of the Solihull Health & Wellbeing Board are founded on the understanding that a wide range of social, economic and environmental factors, over which individuals often have little control, influences a person's health. This is summarised in the diagram below (reproduced with permission from Barton & Grant).



380. The Council recognises the positive benefits that access to green infrastructure, physical activity, exercise opportunities, recreation and play have on both physical and mental health, as well as child development. The availability of a variety of high quality and accessible open spaces and play, sports and leisure facilities is vital to enabling opportunities for formal and informal sport and recreation, both indoor and outdoor, in order to improve health and wellbeing. The multi-functional benefits of green infrastructure extend beyond a place for outdoor pursuits and enjoyment of visual amenity. It can create a healthier environment by filtering pollutants, attenuating noise pollution, decreasing the urban heat island effect, reducing flood risk impacts and providing opportunities to interact with nature.

381. Evidence from the Solihull Joint Strategic Needs Assessment highlights that more affluent areas of the Borough tend to be less physically active through 'lifestyle activities' such as walking and carrying shopping, partly due to higher car ownership levels and car use. An

- increased emphasis on walking and cycling, in addition to providing opportunities for physical activity, also contributes to improved air quality.
382. In order to assess potential health impacts early in the development process, significant proposals of at least 100 residential units, 10,000sqm non-residential floorspace or large transport projects should include a Health Impact Assessment or equivalent. This could include supporting evidence where requirements are being explicitly met through some other means, such as a sustainability statement or environmental impact assessment (EIA). Where significant adverse impacts are identified and unavoidable, measures to mitigate or compensate for these will be provided.
383. Poor quality neighbourhoods can impact negatively on the health and well-being of those who live in them and the quality and design of the built environment and wider public realm has an impact on whether and how people use a place. High quality and well designed buildings and spaces which have safe, attractive and convenient access can encourage social interaction, reduce crime and fear of crime and influence travel mode, thereby having a positive effect on health and well-being.
384. The provision of appropriate, well designed, secure, affordable and energy efficient housing is essential in securing improvements to people's health and well-being. Solihull's ageing population is likely to lead to increasing problems with ill-health from poorly insulated and damp properties which are expensive to heat. In conjunction with Policy P4 'Meeting Housing Needs' and Policy P15 'Securing Design Quality', developments which address these issues and mitigate some of the health impacts of an ageing population will be supported. Provision of and access to health facilities and services has a direct effect on health. It is therefore crucial to ensure that health care is available and accessible to those who need it.
385. Poor diet is a significant factor in obesity and associated poor health. Some parts of Solihull, particularly in the northern part of the borough, can experience a high proportion of certain food and drink uses, which can detract from a diversity of services in those areas. In particular, a high concentration of hot food takeaways (Use Class A5) in certain areas, or proposals that are not appropriately located, can result in an undue influence on poor choice of diet that in turn contributes to a wide range of health issues (e.g. obesity, diabetes, etc.). In addition such proposals can lead to increased levels of environmental health issues (odour and litter issues; and anti-social behaviour).

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- G To maintain a supply of gypsy and traveller sites.
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being

Policy P19 Range and Quality of Local Services

Designated district & local centres.

These include: Knowle, Dorridge, Castle Bromwich, Marston Green, Balsall Common, Hobs Moat, Kingshurst, Arran Way, Craig Croft, Dickens Heath, Hatchford Brook, Shelly Farm, Meriden and Olton.

Proposals reflecting the scale and nature of the centre's role and function in serving local needs; the opportunity to reduce the need to travel; or the need to sustain the economic viability and vitality of the centre will be supported.

All new development will need to be sensitive to local character and enhance the public

realm.

Parades and Local Shops

Proposals which result in the loss of local shops, without appropriate alternative provision will not be supported, unless it has been demonstrated that there is no reasonable prospect of the use being retained.

New Convenience Shops

New convenience shops within existing communities or as part of new development will be encouraged provided they are of an appropriate scale and enhance the public realm.

Other Community and Social Infrastructure

Proposals which result in the loss of community and social infrastructure, without appropriate alternative provision, will not be supported, unless it has been demonstrated that there is no reasonable prospect of the use being retained.

Justification

386. District Centres provide services and goods to their local communities and in the hierarchy of town centres are second tier to the main town centres of Solihull, Shirley and Chelmsley Wood. Castle Bromwich has been identified as the only District Centre in the Borough, the centres in Knowle, Dorridge, Balsall Common function as 'local centres' which service the communities immediately around them and reduce the need to travel for staple purchases.
387. Local Centres typically include a convenience shop or a small supermarket; they may also have newsagents, pharmacy, local café/restaurants, hot food takeaways, small office and may also be a popular location for independent retailers.
388. In terms of function, local centres add considerably to the quality of life, and the Council considers it is important to retain the vitality of the local centres, even though permitted development rights mean the Council now has limited control over changes of use.
389. Solihull has a number of local centres of varying size which act as a focus and provide key services for the communities they serve (which can also include the surrounding rural area of those centres outside the conurbation).
390. While shopping habits change and evolve, the Council will enable a broad range of facilities of a suitable scale in local centres and will expect good design that respects local character and enhances the local public realm.
391. There are numerous local parades and freestanding small shops throughout the Borough. Local parades and shops provide for the day to day needs, as well as offering a place for informal interaction and thereby contributing to health and well-being of the community. The Council will seek to sustain and encourage these valued facilities and services, particularly in rural areas where this would reduce the ability of the community to meet its day to day needs.



392. Small scale local shops and services providing for local needs on a daily basis can be particularly important in rural areas where access to larger centres may be more difficult without car access.
393. Where proposals are submitted that would lead to the loss of local facilities without there being appropriate alternative provision, it will be expected that applicants will demonstrate that there is no reasonable prospect of the use being retained. This may include demonstrating that the premises have been appropriately marketed to retain the existing use.
394. The provision of facilities will be expected to support sustainable development principles and meet the requirements of other relevant parts of the plan, including Policy P15 that seeks to secure design quality.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- H Increasing accessibility and encouraging sustainable travel

Policy P20 Provision for Open Space, Childrens Play, Sport, Recreation and Leisure

A Existing public open space, children's play, sports and recreational facilities:

The Council will support proposals which will contribute towards the enhancement of existing recreational facilities; children's play and open space.

Existing facilities that are of value to the local community for recreation, visual amenity, nature conservation or that make an important contribution to the quality of the environment or network of green infrastructure will be protected, unless:

- it can be evidenced clearly that the open space or facilities are surplus to requirements and are no longer required to meet local need
- the proposed development provides equivalent or better replacement open space, sport, or recreation facilities in size, quality and accessibility within an accessible location for existing and potential new users; or
- the development results in a substantial community benefit that clearly outweighs the harm resulting from the loss of the existing open space/facilities.

Where existing provision is not being protected then the Council will require appropriate compensatory measures. Enhancement of open space or buildings shall be in accordance with Policy P15 – Securing Design Quality and Policy P10 – Natural Environment.

The Council supports the principle of designating land as Local Green Space, including designation within Neighbourhood Plans. Where designation would be appropriate, necessary and where the open space meets the criteria outlined in national guidance.

B Provision of new public open space, children's play, sports and recreational facilities:

The Council will seek to secure well-designed new and improved open space and their maintenance as an integral part of new residential (including care homes), commercial

(over 1ha or 1,000 sqm) or mixed use development.

New housing developments will be required to provide or contribute towards new open spaces or the improvement of existing provision in the area, unless financial unviability is clearly demonstrated.

In areas where an existing local open space provision shortfall is identified, new or improved provision to accommodate the needs of the new and existing population should accord with the local standards and priorities for action outlined in the adopted Green Spaces Strategy (reviewed 2014) and future revisions, the Indoor Sports Facilities Strategy and Green Infrastructure Study.

Where the minimum standard for children's play and youth facilities is already met, developments will be expected to provide additional enhancements as a result of development.

To ensure a high quality living environment for all new residential development, including supported housing schemes [for the elderly and those with disabilities], provision should be made for on-site amenity space that is well designed and in accordance with Policy P15 – Securing Design Quality. Proposals for family housing will be expected to provide opportunities for safe children's play in accordance with the Design for Play and the Free Play Network's 10 Design Principles.

C Provision of new indoor sports and leisure facilities

The Council will support proposals for new or improved sports and leisure facilities providing that the development:

- Addresses any shortfall in provision outlined in relevant Council strategies and policies (e.g. the Indoor Sports Facilities Strategy or the adopted Green Spaces Strategy (reviewed 2014));
- Reflects the 'town centre first' principle outlined in national guidance and is of a scale and size appropriate to the hierarchy of Town Centres as defined in Policies P1 – Support Economic Success, P2 – Maintain Strong Competitive Town Centres, and P19 – Range and Quality of Local Services;
- Is situated within an accessible location as defined in Policy P7 – Accessibility, where the development is easily accessible to the local community and is well served, or is capable of being well served, by public transport, walking and cycling; and
- Accords with Policies P14 & P17.

Subject to the above criteria, the Council will support proposals for shared sports facilities at educational centres, where the facility also serves the local area.

D Waterways

The Council will support proposals that encourage greater recreational and leisure use and enhancement of the river and canal network providing that the development safeguards the historic and natural environment and purposes of the Green Belt, in accordance with Policies P10 – Natural Environment, P16 – Conservation of Heritage Assets and Local Distinctiveness and P17 – Countryside and Green Belt.

Justification

395. Open space is defined in the glossary of the NPPF as *“all open space of public value including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”*
396. Open spaces include green spaces such as parks and allotments, natural habitats, playground and amenity space. While some open spaces have a strategic importance and are consequently identified as Green Belt, others have a local importance. However all form the network of open space.



397. Open spaces have many roles including providing for recreation and physical activity; encouraging social interactions; promoting health and well-being and quality of life; providing facilities for a child's development; encouraging walking and cycling; reducing flood risk; and safeguarding biodiversity. They are essential to encouraging healthy lifestyles, benefitting wellbeing and a key component of the quality of the local character of areas, providing visual amenity and wildlife value.
398. The loss of open spaces can not only lead to longer journeys for sports and recreation, potentially limiting the health benefits of open spaces and opportunities for the community to meet and participate in local life but may adversely impact on creating strong, vibrant communities, and affect inward investment into an area.
399. National Planning Guidance is clear that existing open spaces, sports and recreational buildings of land should not be built on unless development proposals meet the exceptions set out in NPPF. Policy P20 advocates strong protection of open space, sports and recreational facilities, and where proposed development would result in the loss of a facility or area of open space, the policy requires appropriate compensation for the loss. Such compensatory measures could include re-provision or the enhancement of existing open space or facilities, and be in accordance with the priorities for action outlined in adopted Council strategies such as the Green Spaces Strategy (reviewed 2014).

400. Paragraphs 77 & 78 of the NPPF introduced the Local Green Space (LGS) Designation. This designation allows local communities to identify areas of local green space which should be provided special protection. LGS can only be designated when a Local Plan or Neighbourhood Plan is prepared or reviewed. The existing Local Plan seeks to protect open space, which has specific importance to a local community and development will be restricted on such land unless exceptional circumstances are provided. Where land is designated as LGS, it will need to be consistent with the wider planning policy for the area and look to complement investment in the provision of new homes, employment and other services.
401. The policy also seeks to ensure that new development integrates open space, sports and recreational facilities into the design of the scheme to ensure a high quality environment or contributes to the Green Infrastructure network. In particular, and to address issues with childhood obesity within the Borough, proposals for family housing will be expected to provide opportunities for safe children's play, such as gardens and enhance existing play and youth facilities. Proposals for new indoor sports and leisure facilities should address any existing shortfalls in provision and be directed to centres and the most accessible locations within the Borough.
402. The major rivers within the Borough, alongside the canal network, have an important role in the Borough's local distinctiveness, biodiversity, adaptation to climate change, leisure and recreation and tourism potential. The rivers and canals can be a particular draw for people, both residents and visitors, who are looking for quite enjoyment of them, with pastimes like narrow boating, fishing, walking or wildlife observation. While development near to these water courses will be restricted, since much of the watercourses are located within the Green Belt, proposals, sensitive to the local character and that encourage greater recreational use and enhancement of the 'blue' network will, where appropriate, be considered favourably.

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

21. Do you agree with the policies health and supporting communities? If not why not, and what alternatives would you suggest?

12. Delivery and Monitoring

Introduction

403. The draft local plan is both aspirational and realistic. It is important to demonstrate that it is deliverable and how to show that the challenges have been addressed.
404. Delivery may be enabled through a number of ways, including (but not limited to):
- Developer Contribution Policy
 - Infrastructure Delivery Plan
 - Planning Process
 - Partnership working, including the West Midlands Combined Authority
 - Urban Growth Company
405. In recognising that it cannot deliver the Local Plan strategy alone, the Council will work with public, private and voluntary sector organisations to draw together the necessary resources.

Delivering Development

406. New development will be expected to meet its own physical infrastructure needs, such as on-site provision of utilities or a new road junction to access a site. Where new development puts pressure on social or green infrastructure, or creates a need, e.g. for new community facilities or open space, then provision will also have to be made for these. Where necessary and viable, these will be secured through developer contributions. Early consideration of infrastructure needs and integration into the design will reduce the end-costs of provision. It will also be expected that the cost of affordable housing will be met by development.



407. The schedule of housing allocations in Appendix C sets out the likely infrastructure requirements for each of the sites the Council has identified. One of the key infrastructure requirements will be to ensure that there is either sufficient capacity at existing schools, or provision is made to increase capacity. Increasing capacity may be in the form of working with existing schools to increase their existing capacity or via the construction of new schools.
408. At this stage detailed planning for school places has not been undertaken, as this will be dependent upon which sites are taken forward into the submission version of the plan; and which sites could potentially accommodate on site provision and when it may be delivered.

However from the scale of growth to be accommodated it is anticipated that this is likely to require the construction of four new primary schools. At this stage it is not thought that a new secondary school will be required as it is expected that additional capacity can be provided at existing schools, but further detailed analysis is needed when the final sites are confirmed.

409. Developer contributions may be sought as Section 106 obligations, Section 278 agreements or through the adopted Community Infrastructure Levy (CIL) Charging Schedule (April 2016). CIL will contribute to the provision of strategic infrastructure and that which arises from a larger number of incremental developments. CIL will also have an important role to play in assisting local communities to fund the infrastructure projects they wish to prioritise. This will be achieved through the proportion of the levy being collected being passed on to the communities concerned.
410. Planning obligations will continue to be used to ensure the site specific mitigation measures required in connection with a proposed development are properly and timely secured.
411. Statutory agencies, such as water companies, are also responsible for meeting their statutory obligations and responding to growth.
412. There will be a need for both public and private sector investment in capital infrastructure and revenue streams to support development. The Council will carry out its statutory duties and work with lead delivery partners to optimise the use of its assets and bid for public sector funding from national, regional, strategic and local grants.

Digital Infrastructure

413. Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas. In addition, Local Authorities are increasingly reliant on digital infrastructure to provide services and interact with their customers.
414. Local Planning Authorities have a pivotal role to play in encouraging developers to 'future-proof' their developments by installing direct fibre access, wherever possible.
415. In addition to the reputational and wider economic benefits of ensuring that residents are able to access high speed broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.
416. Enhanced broadband provision also has the potential to reduce the need for road, rail and air travel. Developers are key in determining how projects shape an area; therefore the planning of telecommunications infrastructure in relation to development is vital.
417. This will be complementary to the Coventry, Solihull and Warwickshire Superfast Broadband project which the Council is part of. This is a project that is helping to deliver the broadband initiative, particularly in the rural areas.

Developer Contribution Policy

418. Planning obligations or 'Section 106 agreements' may be entered into by developers as part of the development process. They are used to mitigate the impact of development, to compensate for the loss of or damage to specific features, or to prescribe the form of development and will be:
 - Necessary to make the development acceptable in planning terms

- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

419. Most of the local plan objectives will be delivered through private sector development. The Council will work with the private sector to ensure that development comes forward which fits with the vision and objectives of the local plan and to balance policy requirements with the economics of provision, including particular costs that may threaten the viability of a particular site.

Community Infrastructure Levy (CIL)

420. The Council adopted its CIL Charging Schedule in 2016 and relevant planning permissions that are now granted are liable to the levy. As part of the viability work on the submission version of the plan the Council will consider if it is necessary for the CIL charging schedule to be updated.

Policy P21 Developer Contributions and Infrastructure Provision

Development will be expected to provide, or contribute towards provision of:

- Measures to directly mitigate its impact and make it acceptable in planning terms
- Physical, social, green and digital infrastructure to support the needs associated with the development

Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan.

The Council will, where appropriate, seek to secure site-specific measures through planning obligations. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the site and surrounding area. The cumulative impact of developments will also be taken into account.

Developer contributions in the form of the Community Infrastructure Levy will contribute towards strategic infrastructure required to support the overall development in the Local Plan

Contributions secured through planning obligations may be pooled to address need or cumulative impacts arising from more than one development proposal.

The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan.

Infrastructure Delivery Plan

421. Planning for infrastructure is an essential element in delivering the local plan. Infrastructure in this sense is not just the physical infrastructure such as roads and pipes, but also the, social, green and digital infrastructure (e.g.. health care, open spaces, community facilities etc.) required to enable sustainable development.

422. The 2012 Infrastructure Delivery Plan (IDP) provides a baseline of the existing infrastructure capacity and needs in the Borough, including a gap analysis. The IDP aimed to:

- Set out the existing infrastructure capacity and needs in the Borough with the lead delivery organisations and their partners;
- Assess the impact of the proposed scale and location of development in the Borough over the plan period on infrastructure, where this information is available;

- List the projects which will address existing and future infrastructure needs, where possible; and
 - Align the implementation of the IDP with the aims and objectives of other national, regional, local or neighbourhood strategies and plans.
423. While the 2012 IDP's Schedule identified the list of 'essential' or 'desirable' infrastructure, the schedule requires updating to reflect the current infrastructure priorities, based on the anticipated levels of growth and the most relevant information. In consultation with infrastructure providers the 2012 IDP will be updated to reflect the current position and to ensure that the essential infrastructure needed to support the revised Local Plan is identified.
424. As it is anticipated that it will not be possible to fund, and hence deliver all essential infrastructure, particularly major schemes such as strategic transport projects, through developer contributions alone some infrastructure will be delivered via funding secured from other sources, for example that available from the WMCA.

Partnership Working

425. The Council has a 'duty to co-operate' and often works in partnership with other bodies and the local communities to determine and deliver these and other services. It has been working with, and will continue to work with other statutory delivery agencies to enable delivery of the Local Plan objectives.
426. Partnership working has involved working with (but not limited to):
- Developers, landowners, business and community interests to secure deliverable development.
 - The North Solihull Partnership to support the successful regeneration of the three wards of Chelmsley Wood, Kingshurst & Fordbridge and Smith's Wood.
 - Neighbouring authorities
 - Local parish councils, communities and neighbourhood forums
 - West Midland Combined Authority & GBSLEP
 - Environment and Highways Agencies
 - Homes and Communities Agency - to access funding including the Affordable Homes Programme 2016-2021. This includes a particular focus on North Solihull and development proposals that provide affordable housing in excess of Policy P4a Meeting Housing Needs, Affordable Housing.

Service Delivery

427. Solihull MBC has a pivotal role as service and infrastructure provider. Some of the Council's duties include that as:
- Local Highways Authority
 - Local Education Authority
 - Local Housing Authority
 - Waste and Minerals Authority
 - Adult and Children's Social Care
 - Lead Local Flood Authority

428. In preparing the Local Plan, the Council has considered that requirements of other public service providers. Delivering many of these services will be critical to delivering the Local Plan objectives. The Council will work these service providers in delivering the Local Plan.

Planning Applications

429. A key role for the Council is as the local planning authority and the determination of planning applications. Planning decisions will be made by the Council in line with the policies in this plan, which reflect the vision and objectives set out in the Local Plan and other supporting documents.

Further policy development (Plan-making)

430. Residential site allocations in the Local Plan have been based on an up-to-date "Strategic Housing & Economic Land Availability Assessment" (SHELAA) for the Borough, which ensures that the sites are 'deliverable' within the proposed phasing periods, i.e. suitable, available and achievable.
431. The Employment Land Review is in the process of being updated and confirms that allocated employment sites are suitable and deliverable over the plan period.
432. For some local plan policies further details may need to be set out in other supporting documents such as Supplementary Planning Documents. Where necessary, the Council will prepare these to provide additional guidance to applicants.

Neighbourhood Planning

433. Neighbourhood Plans can be produced by Parish Councils or in the absence of a Parish Council by Neighbourhood Forums. They can identify how an area should grow and change. While Neighbourhood Plans provide another opportunity for local people to influence what is built in their area – it should be noted that these need to be in conformity with the strategic policies of the Local Plan and can only provide for equal or additional growth. A Neighbourhood Plan becomes part of the statutory plan for Solihull, and its policies will be afforded full weight once the Neighbourhood Plan is adopted.
434. We will proactively work with local communities to bring forward Neighbourhood Plans and Neighbourhood Development Orders.

Monitoring

435. Monitoring is an essential component of an effective planning system. Under the plan-monitor-manage approach, monitoring plays an important role in evaluating policy performance, understanding policy implications and formulating robust policies.
436. The purpose of the local plan monitoring framework is to:
- Assess the performance of the plan in delivering the spatial vision and objectives
 - Establish whether policies have unintended consequences
 - Identify a need for additional, amended or deletion of policies or supplementary planning documents
 - Establish whether targets are being achieved; and establish whether assumptions and objectives behind policies are still relevant; and
 - Demonstrate the plan is deliverable in the plan period.
437. The outcome of the monitoring may result in:

- A review or partial review of the local plan (where policies have been identified as not performing); or
- Providing for the preparation of supplementary planning documents or other supporting evidence/documents

Challenges and Objectives Addressed by the Policy

- A Reducing inequalities in the Borough
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- G To maintain a supply of gypsy and traveller sites.
- H Increasing accessibility and encouraging sustainable travel
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk
- M Maximising the economic and social benefits of the High Speed 2 rail link and Interchange
- N Mitigating the impacts of High Speed 2 and the growth associated with the Interchange area

22. Do you agree with the Policy P21? If not why not, and what alternatives would you suggest?

APPENDICES

A. Abbreviations

AMR	Annual Monitoring Report
ANITA	Airport and NEC Integrated Transport Access
BBP	Birmingham Business Park
BVP	Blythe Valley Park
CA	Combined Authority (as in West Midlands Combined Authority)
CFMP	Catchment Flood Management Plan
CfSH	Code for Sustainable Homes
CIL	Community Infrastructure Levy
CIRIA	Construction Industry Research Information Association
CLG	Department for Communities and Local Government
CROW	Countryside and Rights of Way
CSWDC	Coventry & Solihull Waste Disposal Company
CTC	City Technology College
DECC	Department of Energy and Climate Change
DPD	Development Plan Document
DtC	Duty to Cooperate
EA	Environment Agency
EIP	Examination in Public
ERDF	European Regional Development Fund
ESCO	Energy Services Company
FE	Form Entry (e.g. 1FE is one form of entry (for schools))
FOAN	Fully Objectively Assessed Needs
FRA	Flood Risk Assessment
FWMA	Flood Water Management Act
GB	Green Belt
GBA	Green Belt Assessment
GBSLEP	Greater Birmingham and Solihull Local Enterprise Partnership
GHG	Greenhouse Gas
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
GVA	Gross Value Added
HBA	Habitat Biodiversity Audit
HMA	Housing Market Area
HNDU	Heat Network Delivery Unit
HS2	High Speed 2 Rail link
ICT	Information and Communications Technology
IDP	Infrastructure Delivery Plan
JLR	Jaguar Land Rover
JSNA	Joint Strategic Needs Assessment
LAA	Local Aggregate Assessment
LBAP	Local Biodiversity Action Plan
LCA	Landscape Character Assessment
LDF	Local Development Framework
LEP	Local Enterprise Partnership
LFMP	Local Flood Management Plan
LFRRMS	Local Flood Risk Management Strategy
LGS	Local Green Space
LLFA	Lead Local Flood Authority

LNR	Local Nature Reserve
LPA	Local Planning Authority
LPR	Local Plan Review
LTP	Local Transport Plan
LWS	Local Wildlife Site
MBC	Metropolitan District Council
MSA	Motorway Service Area
NEC	National Exhibition Centre
NERC	Natural Environment and Rural Communities
NIA	Nature Improvement Area
NPPF	National Planning Policy Framework
NSSF	North Solihull Strategic Framework
OAN	Objectively Assessed Needs
ONS	Office for National Statistics
PCT	Primary Care Trust
PFRA	Preliminary Flood Risk Assessment
PPG	Planning Practice Guidance
PPS	Planning Policy Statement
RBMP	River Basin Management Plan
RIS	Regional Investment Site
RLCERAF	Renewable and Low Carbon Energy Resource Assessment and Feasibility
ROW	Rights of Way
RSS	Regional Spatial Strategy
SELAA	Strategic Economic Land Availability Assessment
SFRA	Strategic Flood Risk Assessment
SHELAA	Strategic Housing and Economic Land Availability Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SHNS	Strategic Housing Needs Study
SLP	Solihull Local Plan (Dec 2013)
SMBC	Solihull Metropolitan Borough Council
SME	Small and Medium Enterprises
SoS	Secretary of State
SPD	Supplementary Planning Document
SPfG	Spatial Plan for Growth
SSSI	Site of Special Scientific Interest
STW	Severn Trent Water
SUDS	Sustainable Urban Drainage Systems
UDP	[Solihull] Unitary Development Plan (Feb 2006)
UKBAP	UK Biodiversity Action Plan
UKC	UK Central
UKCIP	UK Climate Impacts Programme
WAST	Woodland Access Statement
WFD	Water Framework Directive
WMAWP	West Midlands Aggregates Working Party
WMAS	West Midlands Ambulance Service
WMCA	West Midlands Combined Authority
WMP	West midlands police
WMS	Waste Management Strategy
WRZ	Water Resource Zone

B. Responding to this Consultation

438. This Appendix lists all of the consultation questions set out in this document for ease of reference. An online portal is available where the Draft Local Plan Review can be viewed and comments submitted. Please visit the website at www.solihull.gov.uk/lpr or go directly to the portal <http://solihull.jdi-consult.net/localplan/> when making your response. Responses should be made by **30th January 2017**.
439. The information you provide will be used by the Council to help prepare the review of the local plan and will be shared with other employees or agencies (such as the Planning Inspectorate) who may be involved with the process. Additionally, your personal details may be shared with other Solihull MBC departments and partner organisations to ensure our records are kept accurate and to keep you informed of future consultation documents. Please note that the Council is obliged to make representations available for public inspection, this means that with the exception of personal telephone numbers, email addresses and signatures, your comments and other personal details that you provide will be publicly available for inspection at the Council's principal offices and will also be published on the internet. Should you have any further queries please contact Spatial Planning on 0121 704 6393 or email psp@solihull.gov.uk.

Challenges

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

Vision

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

Spatial Strategy

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

Sustainable Economic Growth

4. Do you agree with Policy P1? If not why not, and what alternative would you suggest?
5. Do you agree with the key objectives that development is expected to meet as identified in Policy P1 are appropriate? If not why not? Are there any others you think should be included?
6. Do you agree with Policy P1A? If not why not, and what alternative would you suggest?
7. Do you agree with Policy P2? If not why not, and what alternative would you suggest?
8. Do you believe the right scale and location of development has been identified? If not why not?
9. Do you agree with Policy P3? If not why not, and what alternative would you suggest?
10. Do you believe the right scale and location of development has been identified? If not why not?

Providing Homes for All

11. Do you agree with Policy P4? If not why not, and what alternative would you suggest?
12. Do you agree with the level of affordable housing being sought in Policy P4? If not why not, and what alternative would you suggest?
13. Which option for delivering self and custom housebuilding do you favour and why? If neither do you have any other suggestions?
14. Do you agree that we are planning to build the right number of new homes? If not why not, and how many do you think we should be planning to build?
15. Do you believe we are planning to build new homes in the right locations? If not why not, and which locations do you believe shouldn't be included? Are there any other locations that you think should be included?
16. Do you believe we have identified the infrastructure required to support these developments? If not why not? Are there any additional facilities you believe are required, if so what are they?
17. Do you agree with Policy P6? If not why not, and what alternative would you suggest?

Improving Accessibility and Encouraging Sustainable Travel

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

Protecting and Enhancing our Environment

19. Do you agree with the policies for protecting the environment? If not why not, and what alternatives would you suggest?

Promoting Quality of Place

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

Health and Supporting Local Communities

21. Do you agree with the policies health and supporting communities? If not why not, and what alternatives would you suggest?

Delivery and Monitoring

22. Do you agree with the Policy P21? If not why not, and what alternatives would you suggest?

Any Other Comments

23. Are there any other comments you wish to make on the Draft Local Plan?

C. Schedule of Allocated Housing Sites

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
1 (1002 – inc. 33 & 102; and 1016 – inc. 30, 196 & 236) ⁴³	Barratt's Farm	Balsall Common	Yes	57	800	✓	✓	✓	<p>Includes existing park.</p> <p>Listed buildings to edge of site.</p> <p>Area of search for coal.</p>	<p>Scores better in accessibility terms than western edge of Balsall Common due to proximity to railway station and access to main town centre services.</p> <p>Cumulative Green Belt score of 5, compared to 7 along north-western edge.</p> <p>Need to respect historic setting of listed buildings.</p> <p>Excludes area of Flood Zones 2 and 3 in SHELAA Ref. 33.</p> <p>Coal is deep underground resource that is unlikely to be affected by surface development in this location.</p>	<p>Integrate highway access with Station Road.</p> <p>Highway capacity improvements at Station Road and junction with A452.</p> <p>Improvement to passenger waiting facilities at Berkswell Station.</p> <p>Requires multiple points of vehicular access.</p> <p>Potential for bypass line.</p> <p>Pedestrian and cycling connectivity enhancements towards Balsall Common centre and Berkswell train station.</p> <p>Bus service improvements.</p> <p>Provision of, or contribution to, existing play area/parks and open space.</p> <p>Integration of green infrastructure connectivity with wider countryside and LWS to south of Waste Lane.</p> <p>Increased primary and secondary school</p>

⁴¹ SHELAA reference numbers have been included where they are wholly or partly within the area indicated for allocation. Scores are based on the draft technical assessment and are not definitive. S= Suitability; Av= Availability, Ac= Achievability scores. 1 = deliverable; 2 = developable and 3 = not currently developable within first 10 years of plan period.

⁴² Rounded to the nearest 50.

⁴³ SHELAA 1002: S=2, Av=1, Ac=1.

SHELAA 1016: S=1, Av=1, Ac=2.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
											provision or new school. SUDs. Local healthcare facilities. 50% affordable housing.
2 (75) ⁴⁴	Frog Lane	Balsall Common	Yes	6	150	✓			Holly Lane allotments. Listed building at Cottage farm. Listed buildings adjacent to north- west of site at Frogmore Grange and Stables at Frogmore Grange. Area of search for coal.	Cumulative Green Belt score of 5. Generally accessible, but lower for GPs. The proposed allocation would position the Green Belt boundary on Holly Lane so that it forms a defensible boundary. The allotments and listed building are not proposed for redevelopment. Coal is deep underground resource that is unlikely to be affected by surface development in this location.	Highway and access improvements at Balsall Street East and at Frog Lane/Balsall Street East junction, including possible road widening of Frog Lane. Pedestrian and cycling connectivity enhancements towards Balsall Common. Bus service improvements and primary school and village centre. Provision of, or contribution to, existing play area/parks and open space. Integration of green infrastructure connectivity with wider countryside. Preservation of significance of historic setting of listed building. Increased primary and secondary school provision. SUDs. Local healthcare facilities. 50% affordable housing.

⁴⁴ SHELAA 75: S=1, Av=1, Ac=1.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
3 (47, 138) ⁴⁵	Windmill Lane/ Kenilworth Road	Balsall Common	Yes	11	200	✓			Area of search for coal. Listed building to east of site, 'The Windmill'.	Cumulative Green Belt score of 4. Generally accessible for bus services and primary school, but lower for fresh food and GPs. Coal is deep underground resource that is unlikely to be affected by surface development in this location.	Highway, access and capacity improvements on Kenilworth Road, A452. Pedestrian and cycling connectivity enhancements towards Balsall Common. Bus service improvements and primary school and village centre. Possible secondary access on Windmill Lane. Provision of, or contribution to, existing play area/parks and open space. Integration of green infrastructure connectivity with wider countryside. Increased primary and secondary school provision. SUDs. Local healthcare facilities. 50% affordable housing.
4 (126, 130 & 176) ⁴⁶	West of Dickens Heath (off	Dickens Heath	Yes	41	700	✓	✓	✓	Little Tyburn Coppice LWS. Tythe Barn Lane	Defensible Green Belt boundary of Birchy Leasowes Lane to south,	Replacement of existing sport pitches provision if not in surplus. Highway widening, capacity and access

⁴⁵ SHELAA 47: S=1, Av=1, Ac=1.

SHELAA 138: S=1, Av=1, Ac=1.

⁴⁶ SHELAA 126: S=1, Av=1, Ac=1.

SHELAA 130: S=1, Av=1, Ac=1.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
	Tythe Barn Lane, Tilehouse Lane & Birchy Leasowes Lane)								<p>Meadows LWS. Existing sports pitches & football club.</p> <p>Tilehouse Lane to west, railway line to west and canal to north.</p> <p>Cumulative Green Belt score of 7, with section of 8 to north of site.</p> <p>Little Tyburn Coppice to be retained as a Local Wildlife Site.</p> <p>No net loss of biodiversity for meadows.</p> <p>Area between railway line and west of Tilehouse Lane scores less well in Green Belt terms, but includes station car park and existing ribbon development.</p> <p>Accessible to train station; accessibility to other services would be improved as a result of development.</p>	<p>Tilehouse Lane to west, railway line to west and canal to north.</p> <p>Cumulative Green Belt score of 7, with section of 8 to north of site.</p> <p>Little Tyburn Coppice to be retained as a Local Wildlife Site.</p> <p>No net loss of biodiversity for meadows.</p> <p>Area between railway line and west of Tilehouse Lane scores less well in Green Belt terms, but includes station car park and existing ribbon development.</p> <p>Accessible to train station; accessibility to other services would be improved as a result of development.</p>	<p>improvements along Tythe Barn Lane and Tythe Barn Lane/Tilehouse Lane junction.</p> <p>Requires primary and secondary points of vehicular access.</p> <p>Pedestrian and cycling connectivity improvements to Whitlocks End Station and Dickens Heath local centre.</p> <p>Bus service improvements.</p> <p>Increased primary & secondary school provision.</p> <p>Local healthcare facilities.</p> <p>Green infrastructure connectivity through the site and with wider countryside.</p> <p>Provision of play area and community access to existing natural green space and open space within site boundaries.</p> <p>50% affordable housing.</p>

SHELAA 176: S=3, Av=1, Ac=1. N.B. Suitability is adversely affected by impact of replacing the sports pitches.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
5 (52) ⁴⁷	Chester Road/ Moorend Avenue	Fordbridge	Yes	4	100			✓	Viability. Remodelling of road junction.	Regeneration of North Solihull. Highly accessible location. Cumulative GB score of 7 to the east and 2 to the south and west.	Remodelling of road junction. Vehicular and pedestrian access. Pedestrian and cycling connectivity. Provision of, or contribution to, existing play area/parks and open space. Green Infrastructure connectivity with adjacent Cole Bank Park LWS. SUDs. Local healthcare facilities. 50% affordable housing.
6 (117 & 129) ⁴⁸	Meriden Road	Hampton-in-Arden	Yes	7	100		✓		Existing green space site allocation within Local Plan.	Adjacent to existing housing site within the Local Plan and includes brownfield land that the local Parish Council would like to see regenerated. Part of site has been designated as a green space site, should housing development come forward on existing allocated site. Would result in small	Highway speed reduction and access improvements along Meriden Road. Pedestrian and cycling connectivity enhancements towards Hampton village centre and train station. Provision of, or contribution to, existing play area/parks and open space, especially important given existing designations in SLP. Potential for comprehensive approach in conjunction with existing SLP allocation. Increased primary and secondary school

⁴⁷ SHELAA 52: S=3, Av=1, Ac=3. N.B. Suitability and Achievability due to site comprising a roundabout. Works to remodel roundabout being undertaken separately.

⁴⁸ SHELAA 117: S=2, Av=1, Ac=1.

SHELAA 129: S=1, Av=1, Ac=2.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
										rounding off of settlement and would not encroach into wider countryside. Cumulative Green Belt score of 5, compared with 12 for the Broad area between Hampton-in-Arden and Meriden.	provision. SUDs. Potential contribution to existing local healthcare facilities. 50% affordable housing.
7 (229) ⁴⁹	Kingshurst Village Centre	Kingshurst	No	4	100		✓		Viability. Demolitions required.	Re-use of previously developed land. Regeneration of North Solihull. Highly accessible location.	Vehicular and pedestrian access improvements. Pedestrian and cycling connectivity. Provision of, or contribution to, existing play area/parks and open space. SUDs. Local healthcare facilities. 50% affordable housing.
8 (166 & 213) ⁵⁰	Hampton Road	Knowle	Yes	13	300	✓	✓		Purnell's brook. Existing playing pitches. Small portion of northern site is a Local Wildlife Site.	Split site. Northern section has a cumulative Green Belt score of 7 and southern section of 11. The eastern edge of Knowle, Dorridge & Bentley Heath (KDBH), which adjoins more	Speed reduction and access improvements along Hampton Road. Highway capacity improvements at A4141 junction. Replacement playing pitch provision, required on or off-site.

⁴⁹ SHELAA 229: S=1, Av=1, Ac=3. N.B. Achievability due to low value area in multiple use/ownership. Significant site clearance and relocation required.

⁵⁰ SHELAA 166: S=1, Av=1, Ac=1.

SHELAA 213: S=1, Av=1, Ac=1.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
									<p>Historic setting of Knowle Conservation Area.</p> <p>open countryside, scores more highly overall than the western edge, which has more urbanising influences and ribbon development.</p> <p>However, the western edge separates the main Solihull conurbation from the villages of KDBH and prevents merging of these distinct localities.</p> <p>Furthermore, the River Blythe SSSI winds through this gap, with resulting large areas of floodplain and biodiversity interest, which form an important green and blue corridor.</p> <p>In accessibility terms, the sites also score more highly than those on the western edge of KDBH, due to proximity to services in Knowle village centre.</p> <p>The southern section scores highly in Green Belt terms due to views into Knowle Conservation Area, and responding to the</p>	<p>Pedestrian and cycling connectivity enhancements towards Knowle local centre.</p> <p>Potential canal towpath improvements.</p> <p>Provision of, or contribution to, existing play area/parks and open space.</p> <p>Retain green infrastructure connectivity within site and links to wider countryside.</p> <p>Increased primary and secondary school provision.</p> <p>SUDs.</p> <p>Local healthcare facilities.</p> <p>50% affordable housing.</p>	

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
										historic setting of KCA would be a key factor in lay-out and design.	
9 (1010, inc. 148, 149, 151, 152, 153, 154 & 156) ⁵¹	South of Knowle (between Station Road, Warwick Road and Grove Road)	Knowle	Yes	46	750	✓	✓	✓	Arden Academy on constrained site. Existing pond. Cuttle brook. Potential Local Wildlife Site through southern part of site.	Cumulative Green Belt score of 5. Defensible Green Belt boundary along A4141 and Grove Road. Make best use of existing green infrastructure and biodiversity assets; to retain rural fringe character along boundary roads. Avoids intrusion into Knowle Conservation Area. Respect landscape character and historic setting of listed buildings to south of site. Accessible to Knowle and Dorridge local centres; accessibility to services would be improved as a result of development.	Highway capacity and access improvements along A4141 & B4101. Requires multiple points of vehicular access. Increased primary and secondary school provision; submitted scheme includes replacement secondary school. Pedestrian and cycling connectivity enhancements towards Knowle and Dorridge local centre, and across site to replacement school. Provision of play area and open space, making best use of existing green and blue infrastructure assets. Community access to school facilities out of hours, such as playing pitches. SUDs. Local healthcare facilities. 50% affordable housing.

⁵¹ SHELAA 1010: S=1, Av=1, Ac=1.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
10 (119 & 137) ⁵²	West of Meriden (between Birmingham Road and Maxstoke Lane)	Meriden	Yes	3	50	✓			Area of search for coal.	Cumulative GB score of 5. Addresses local housing need including higher proportion of affordable housing. Accessible location. Coal is deep underground resource that is unlikely to be affected by surface development in this location. Some existing built development present.	Access to site in comprehensive manner. Provision of, or contribution to, existing play area/parks and open space. Potential increased primary and secondary school provision. 50+% affordable housing.
11 (124) ⁵³	TRW/The Green (Stratford Road)	Shirley	No	19	400	✓	✓		Site is currently allocated for B1, B2 and B8 employment land. TPOs.	Re-use of previously developed land. Site promoter reports that no substantive market interest for office development since 2005. Potential to use part of site for complementary mixed use retail/leisure development.	Vehicular and pedestrian access improvements. Pedestrian and cycling connectivity enhancements towards Stratford Road to east and proposed allocation to south of Shirley. Primary and secondary school places provision, dependent on scale and phasing with other allocations. Provision of, or contribution to, existing

⁵² SHELAA 119: S=2, Av=1, Ac=1.

SHELAA 137: S=1, Av=1, Ac=1.

⁵³ SHELAA 124: S=1, Av=1, Ac=2.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
										Highly accessible location.	play area/parks and open space. TPOs to be retained where appropriate. SUDs. Local healthcare facilities. 50% affordable housing.
12 (122 - included in 1007) ⁵⁴	South of Dog Kennel Lane	Shirley	Yes	42	850	✓	✓	✓	Ponds and small area of Flood Zones 2&3 to south-west of site.	Defensible Green Belt boundary along field edges. Cumulative Green Belt score of 6. Retains Green Belt buffer between surrounding countryside and Cheswick Green settlement. Respect historic setting of listed building at Light Hall Farm. Avoids building on the Flood Zones. Retains landscape character to the south of site. Proposed urban extension would sit in valley of site and be less visually prominent.	Integrating new highway with proposed development at West of Dickens Heath on B4102 and Dog Kennel Lane. Possible capacity enhancement to A34. Requires multiple points of vehicular access. Pedestrian and cycling connectivity enhancements to Shirley South, especially Tanworth Lane and integration with proposed residential development at TRW/The Green site. Increased primary & secondary school provision. Provision of play area and open space, making best use of existing green and blue infrastructure assets. Bus service improvements. Local healthcare facilities.

⁵⁴ SHELAA 1007: S=2, Av=1, Ac=1.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
										Accessibility to services would be improved as a result of development.	Green infrastructure. 50% affordable housing.
13 (part-41 & 223) ⁵⁵	South of Shirley (between Whitlocks End Farm and Dickens Heath Road)	Shirley	Yes	30	600	✓	✓	✓	Christmas tree farm. Access into and across site.	Defensible Green Belt boundary along field edges Cumulative Green Belt score of 6. Retains Green Belt buffer between surrounding countryside and Stratford on Avon canal. Accessibility to services would be improved as a result of development.	Integrating new highway and access from B4102 including capacity improvements. Possible capacity enhancements to A34. Requires primary and secondary points of vehicular access. Pedestrian and cycling connectivity to Shirley South, especially Light Hall School. Increased primary & secondary school provision. Bus service improvements. Local healthcare facilities. Green infrastructure connectivity to be retained and enhanced within the site as well as links to wider countryside. 50% affordable housing
14 (50) ⁵⁶	Arran Way	Smith's Wood	No	2	50	✓			Viability.	Re-use of previously developed land. Regeneration of North	Vehicular and pedestrian access improvements. Pedestrian and cycling connectivity

⁵⁵ SHELAA part 41: S=1, Av=1, Ac=2. N.B. Achievability is affected by potential adverse impact on Christmas Tree business.

SHELAA 223: S=1, Av=1, Ac=1.

⁵⁶ SHELAA 50: S=1, Av=1, Ac=3. N.B. Achievability constraints due to low value area. Site would need to come forward as part of a comprehensive redevelopment scheme.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
										Solihull. Highly accessible location.	Provision of, or contribution to, existing play area/parks and open space. Green infrastructure connectivity with adjacent open space and LWS/LNR. SUDs. Potential enhancement to local healthcare facilities. 50% affordable housing.
15 (51) ⁵⁷	Jensen House/ Auckland Drive	Smith's Wood	No	4	100		✓		Viability.	Re-use of previously developed land. Regeneration of North Solihull. Highly accessible location.	Vehicular and pedestrian access improvements. Pedestrian and cycling connectivity Provision of, or contribution to, existing play area/parks and open space. SUDs. Potential enhancement to local healthcare facilities. 50% affordable housing.
16 (11 & 1009, which includes 15, 67,	East of Solihull (between Lugtrout Lane and Hampton	Solihull	Yes	39	650		✓	✓	Listed building at Field Farmhouse on eastern edge of site.	Relatively low cumulative Green Belt score of 4, with defensible boundaries along Hampton Lane, Lugtrout Lane and Field	Highway and access improvements along Lugtrout Lane, Damson Parkway & Hampton Road with possible road widening of Field Lane. Requires multiple points of vehicular access

⁵⁷ SHELAA 51: S=1, Av=1, Ac=3. N.B. Achievability constraints due to extensive site clearance required and relocation required. Site would need to come forward as part of a comprehensive scheme.

LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
147, 230) ⁵⁸	Lane)									<p>Lane.</p> <p>The west and northern part of the site, bordering Damson Parkway and Lugtrout Lane score better in accessibility terms than the southern part of the site adjoining Hampton Lane.</p> <p>Site is close to main town centre.</p> <p>Preservation of significance of historic setting of listed building.</p>	<p>Capacity enhancements at A41/Hampton Lane/Marsh Lane/Yew Tree Lane junction.</p> <p>Pedestrian and cycling connectivity improvements towards Solihull town centre local centre.</p> <p>Provision of, or contribution to, existing play area/parks and open space.</p> <p>Green infrastructure connectivity within the site to be integrated as well as links created with wider countryside.</p> <p>Increased primary and secondary school provision.</p> <p>SUDs.</p> <p>Local healthcare facilities.</p> <p>50% affordable housing.</p>
17 (222) ⁵⁹	Moat Lane/Vulcan Road	Solihull	No	5	150			✓	<p>Viability.</p> <p>Current Use as Council Offices and Waste transfer facility.</p>	<p>Re-use of previously developed land.</p> <p>Highly accessible location.</p>	<p>Re-provision of Council office space.</p> <p>Re-provision of Waste transfer facility.</p> <p>Vehicular and pedestrian access improvements.</p> <p>Pedestrian and cycling connectivity.</p> <p>Provision of, or contribution to, existing</p>

⁵⁸ SHELAA 11: S=1, Av=1, Ac=1.

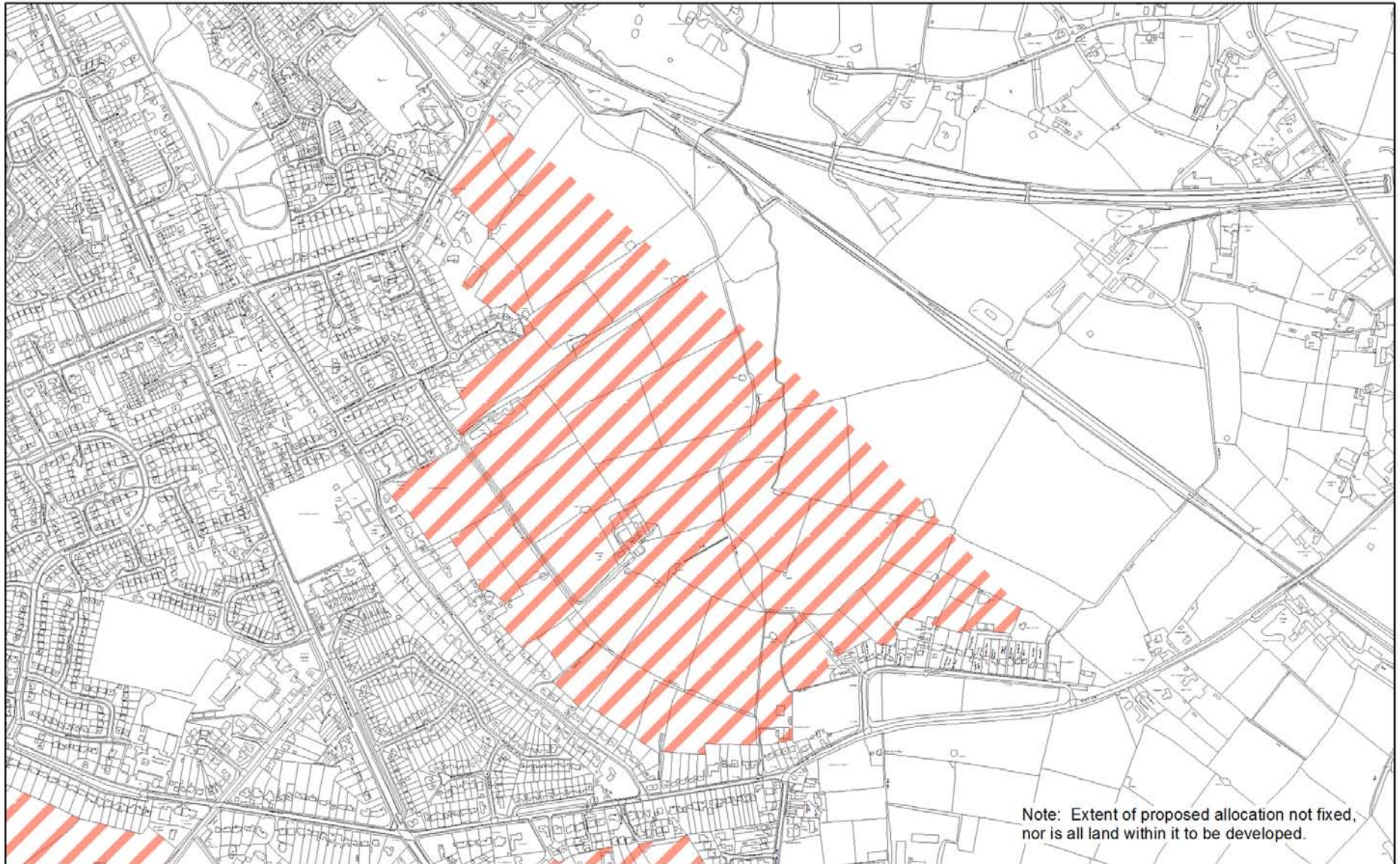
SHELAA 1009: S=1, Av=1, Ac=1.



⁵⁹ SHELAA 222: S=1, Av=1, Ac=3. N.B. Achievability constraints due to relocation of existing use, site clearance and remediation required.

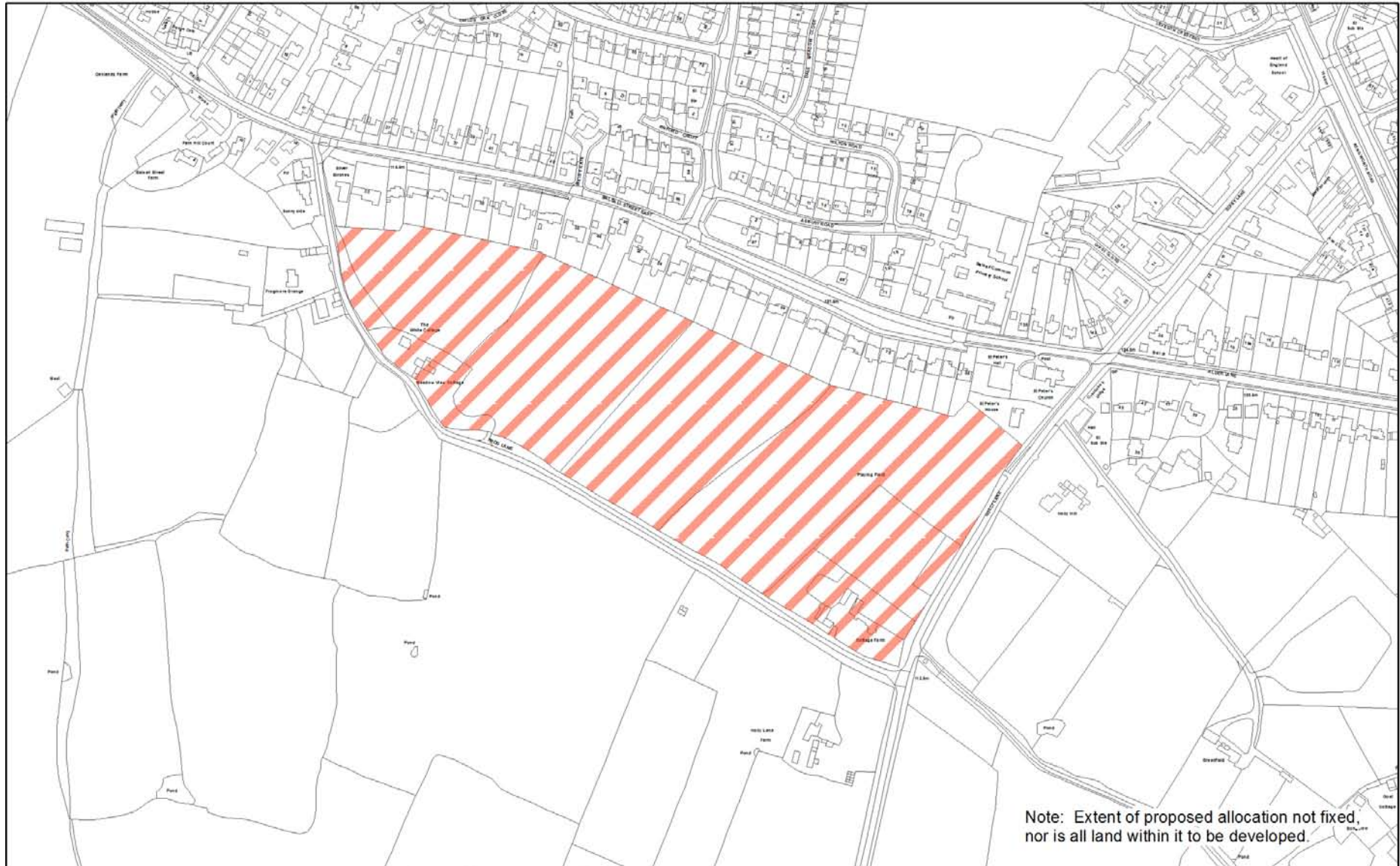
LPR Ref (SHELAA Refs ⁴¹)	Site Name	Area	Green Belt	Site Area (ha)	Site Capacity ⁴²	Delivery years			Site constraints	Reasons and Conditions	Likely Infrastructure Requirements
						1-5	6-10	11-15			
											play area/parks and open space. SUDs. Increased primary and secondary school provision. Potential contribution to existing local healthcare facilities. 50% affordable housing.
18 (245) ⁶⁰	Sharmans Cross Road	Solihull	No	3	100	✓			Sports grounds.	Sports ground is currently unused. Generally accessible location, with lower accessibility to existing GP facilities. Adjacent to Pow Grove LWS.	Re-provision of sports pitches if not in surplus. Access into site. Pedestrian and cycling connectivity. Increased primary and secondary school provision. Provision of, or contribution to, existing play area/parks and open space. Green Infrastructure connectivity with adjacent LWS. SUDs. Potential contribution to existing local healthcare facilities. 50% affordable housing.

⁶⁰ SHELAA 245: S=1, Av=1 Ac=1.

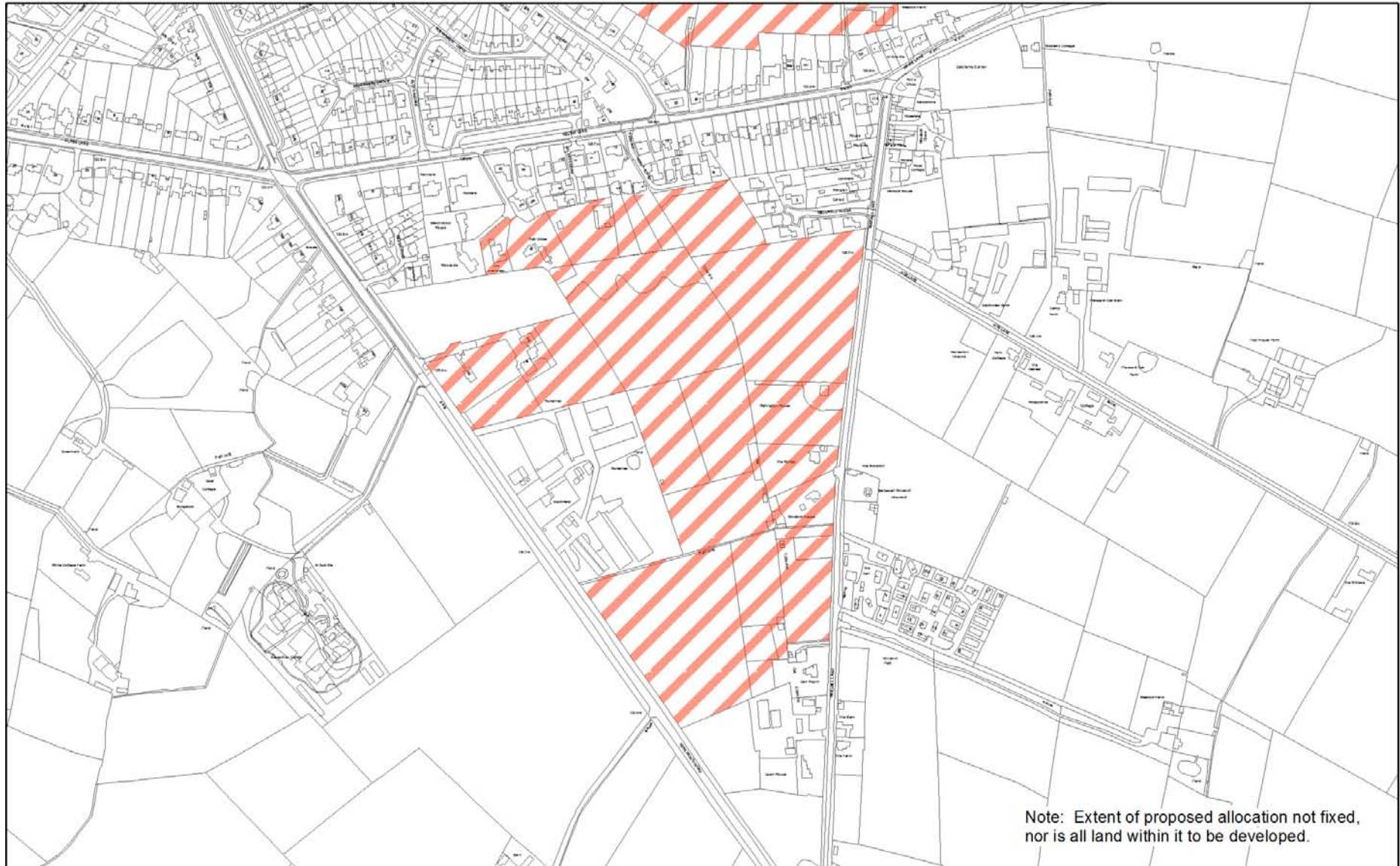
-
440. The plans that follow show the approximate extent of the intended allocation, but at this stage it should be noted that the **boundaries are not fixed** and further work will be undertaken on the options to be taken forward and included in the submission version of the plan.
441. Nor does the inclusion of a particular parcel of land within the allocated area mean that it is to be developed. In some instances the plans represent the area of land to be removed from the Green Belt, and to create logical defensible boundaries will mean that some existing buildings/uses that are not intended to be redeveloped will be removed from the Green Belt.





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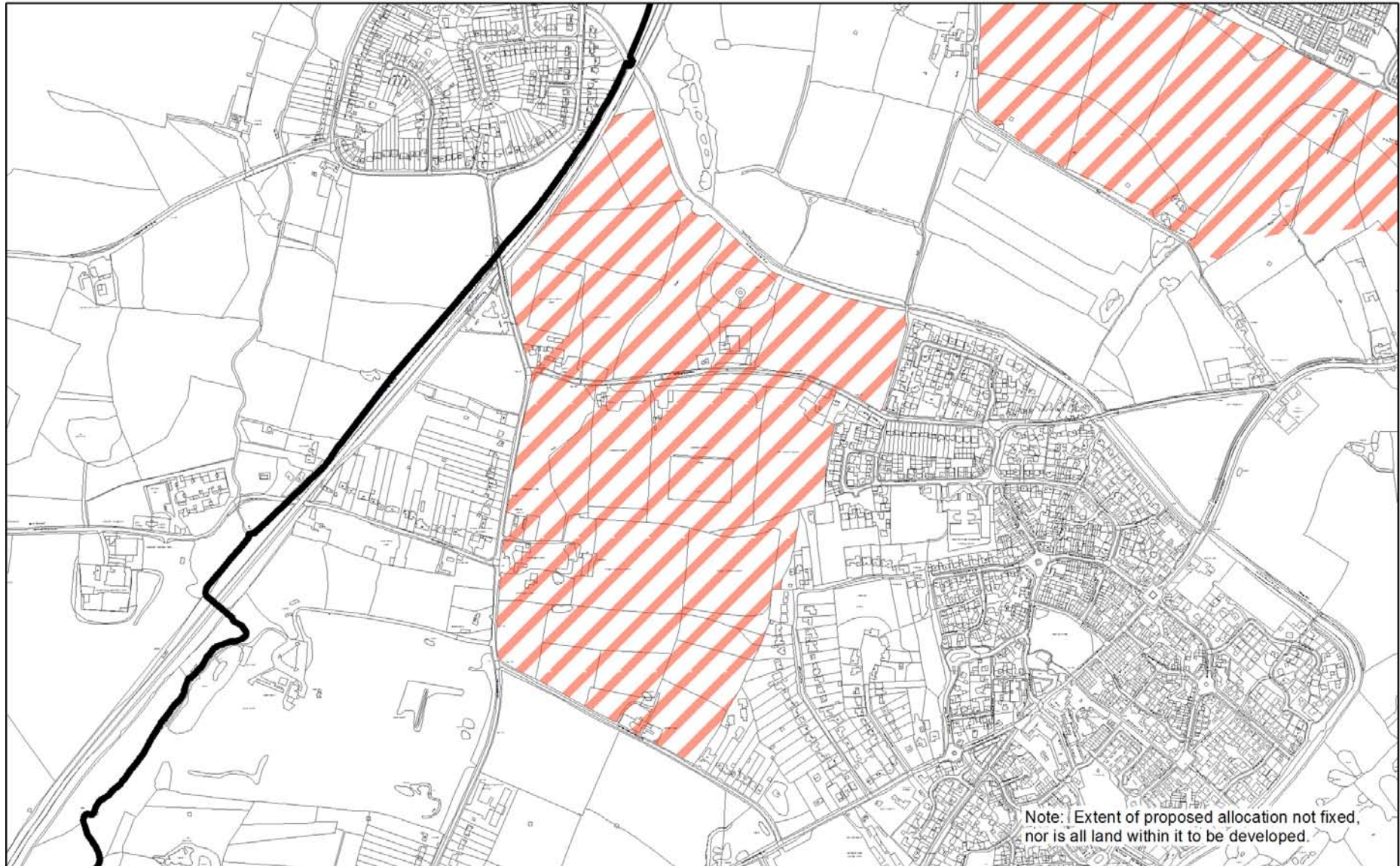




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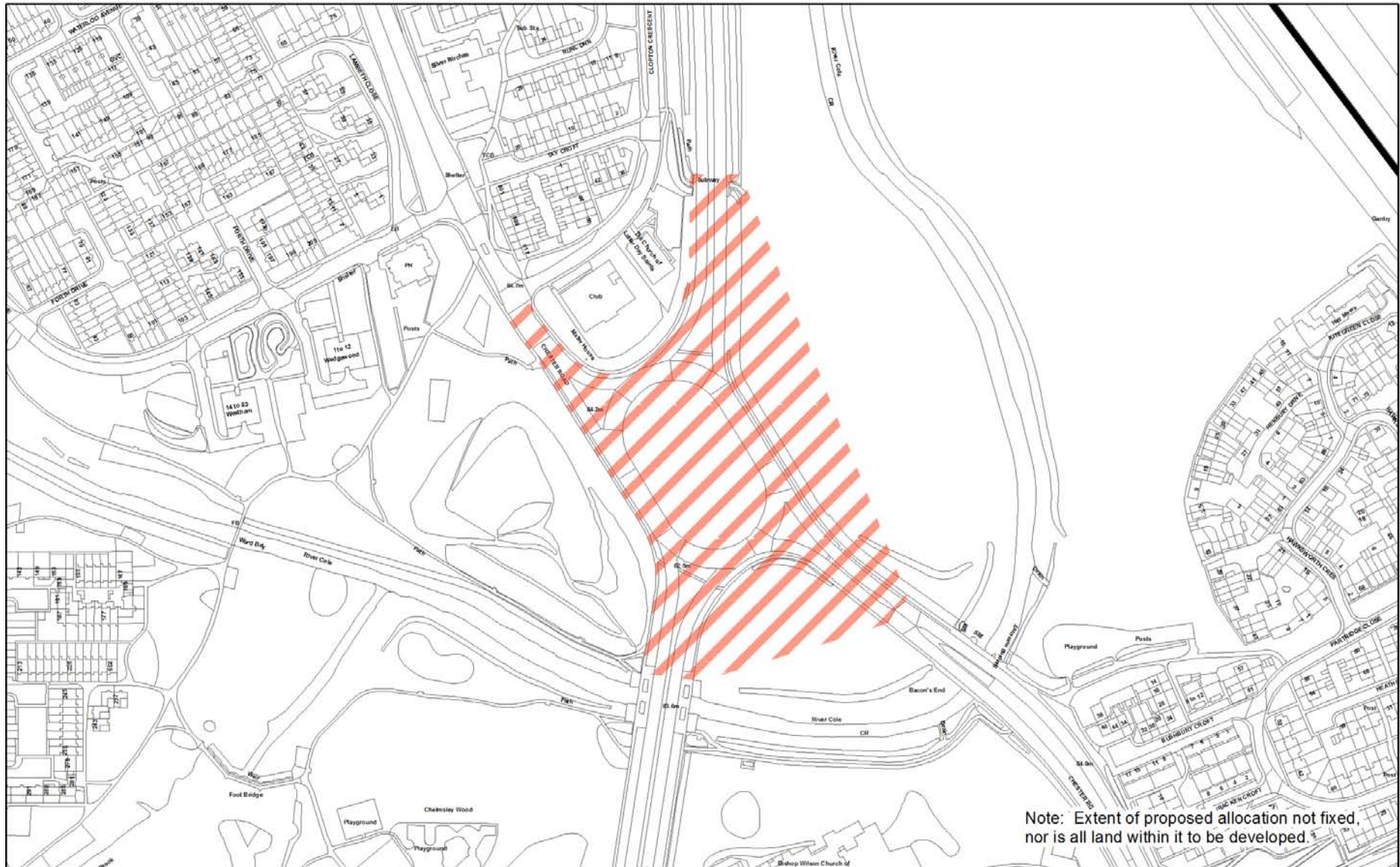


Note: Extent of proposed allocation not fixed, nor is all land within it to be developed.

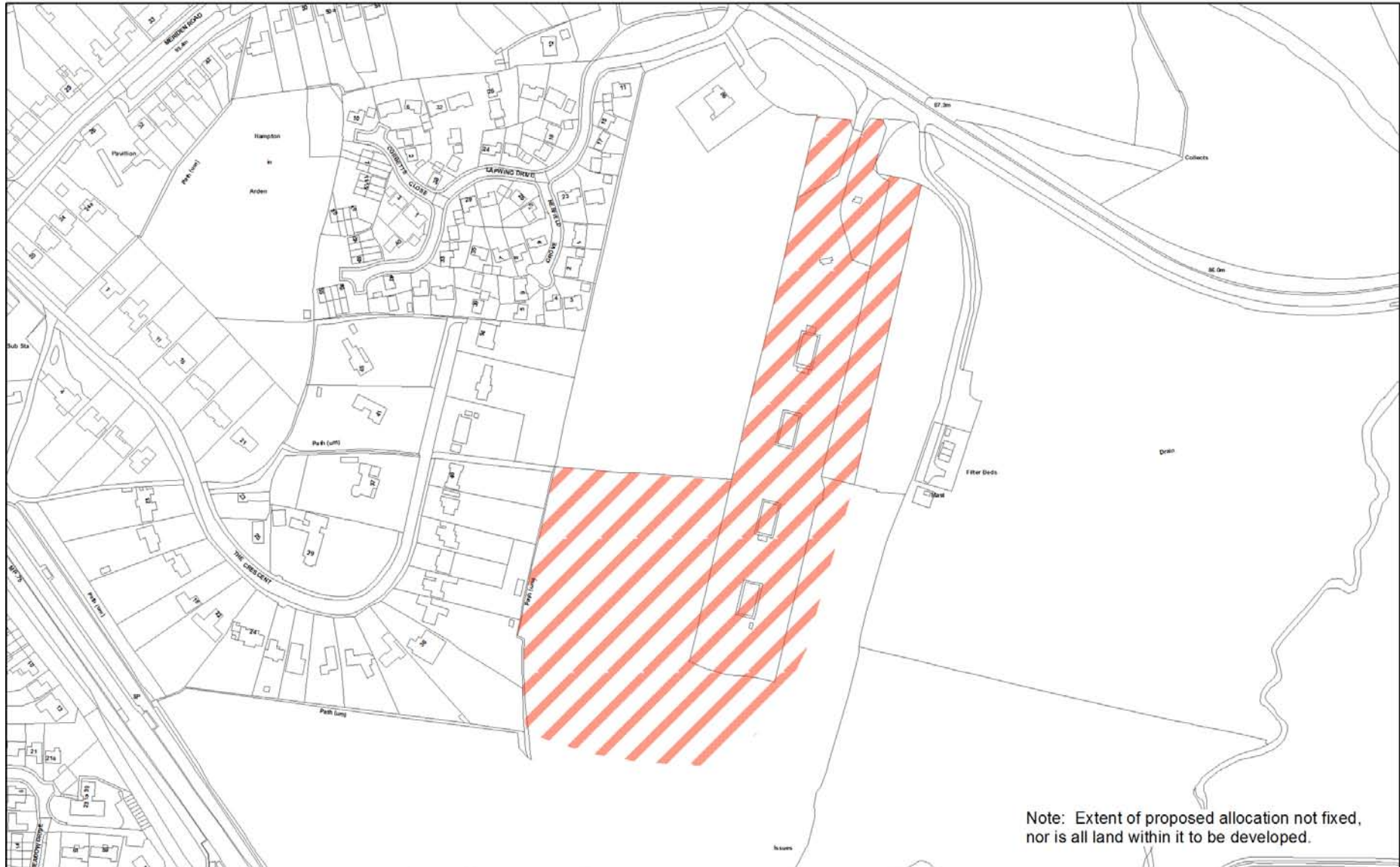
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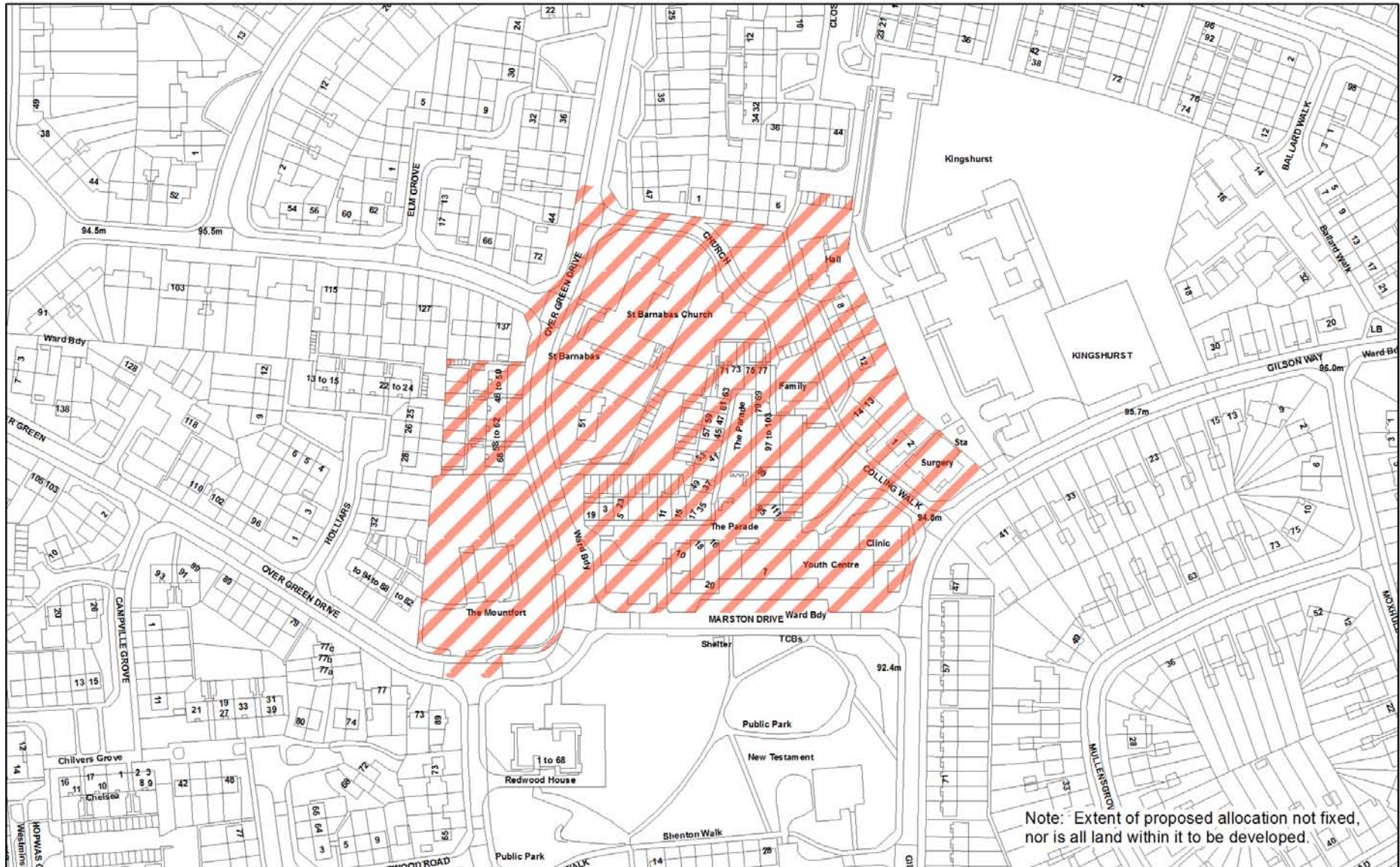
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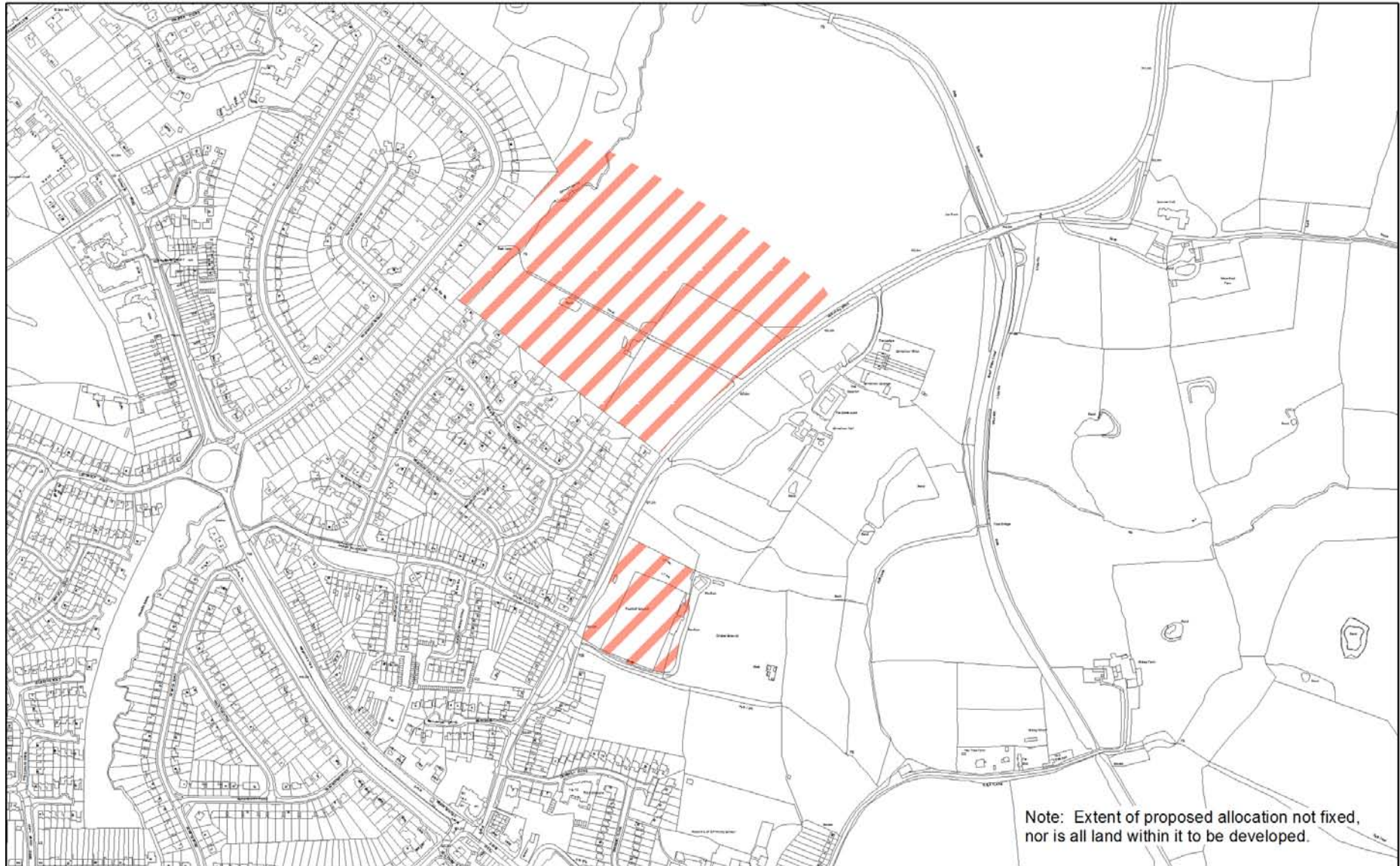
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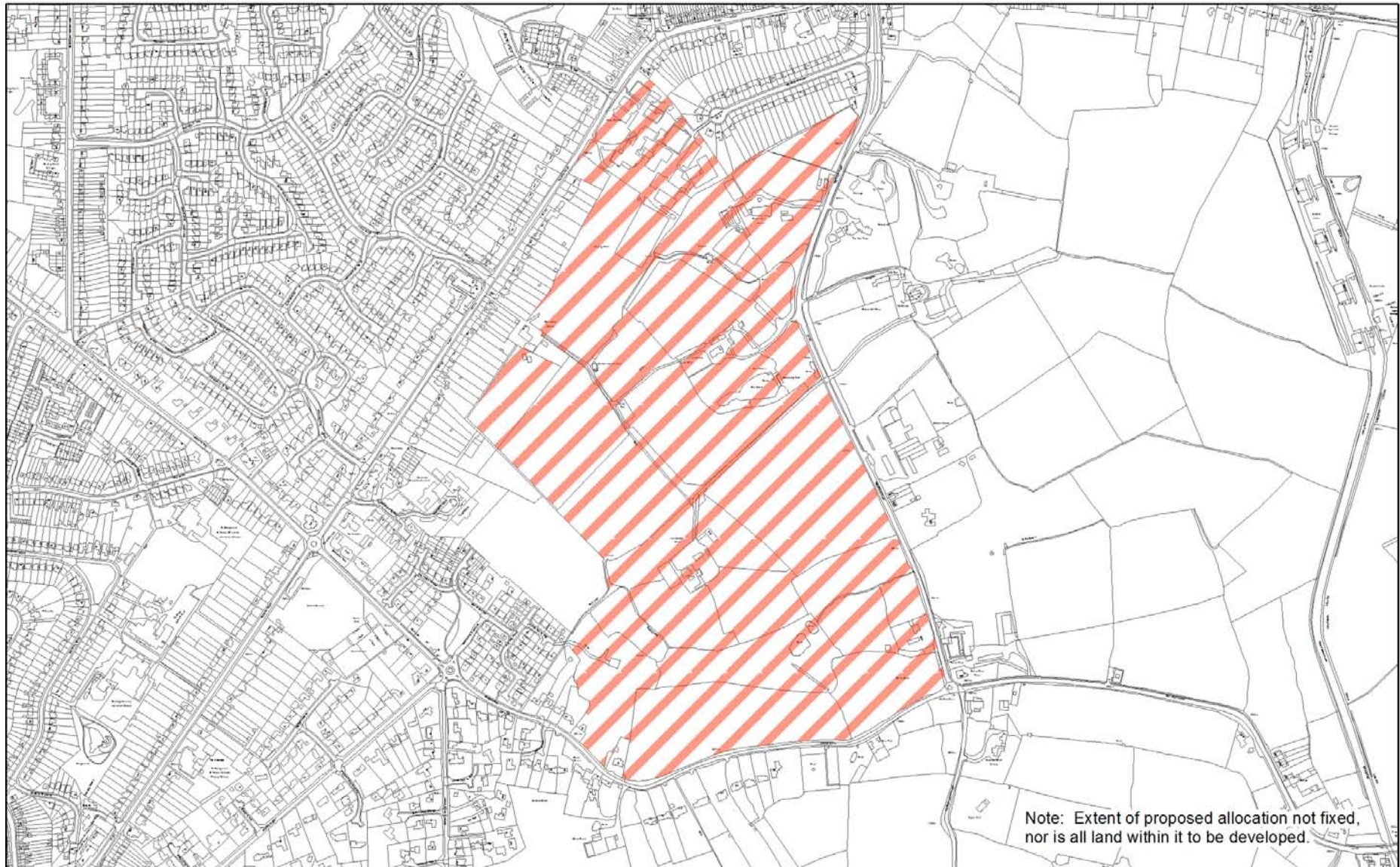


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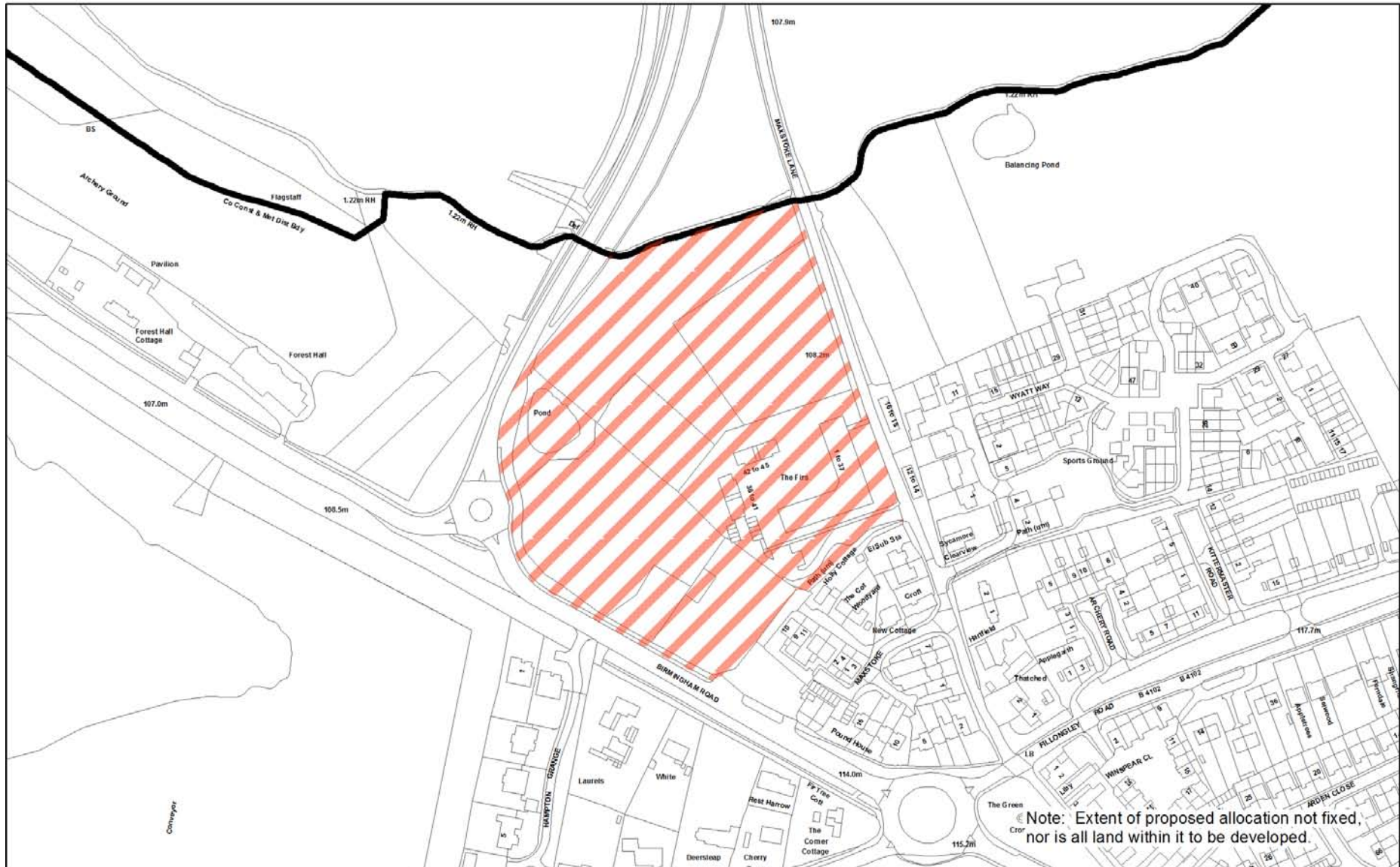


Note: Extent of proposed allocation not fixed, nor is all land within it to be developed.

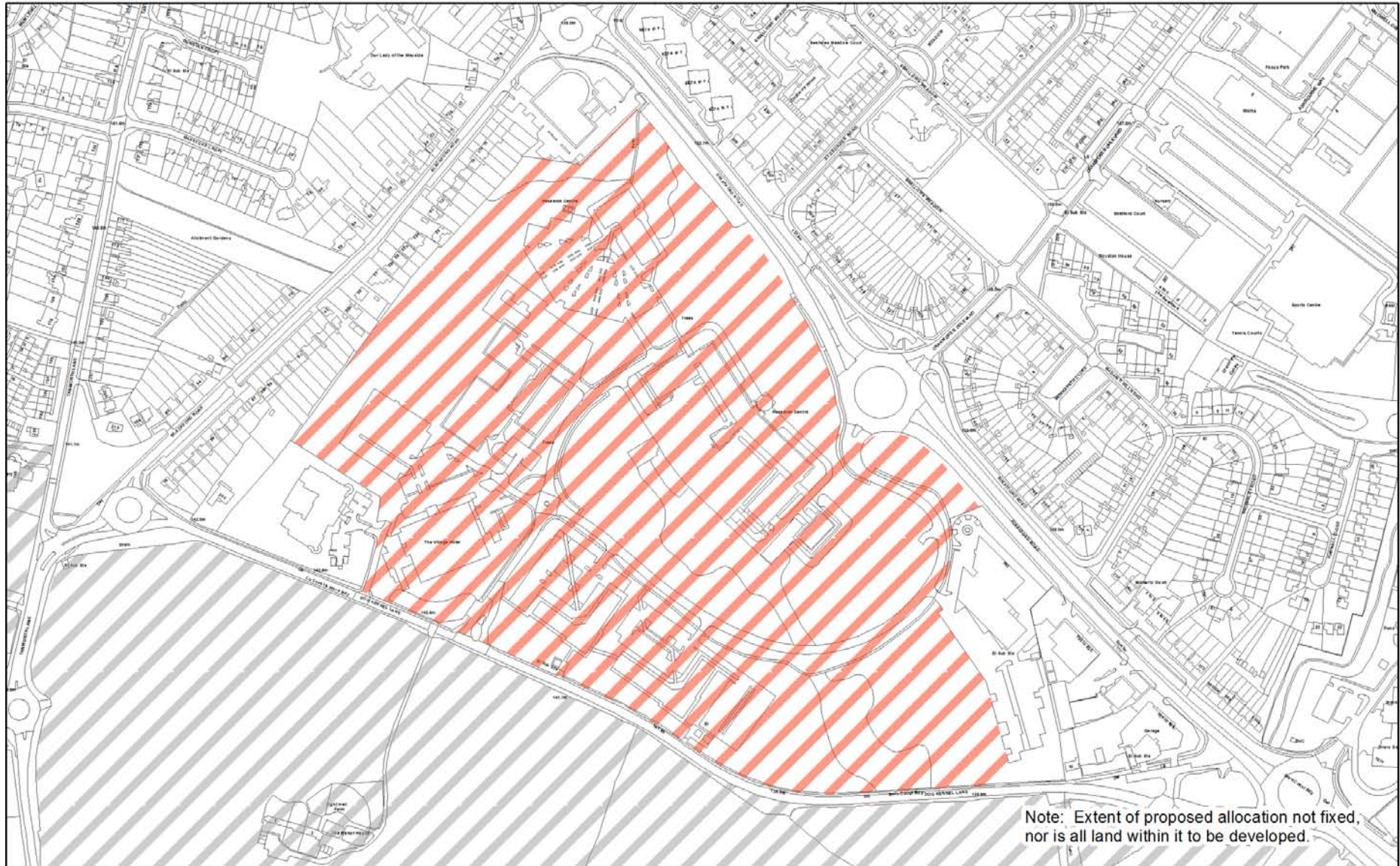
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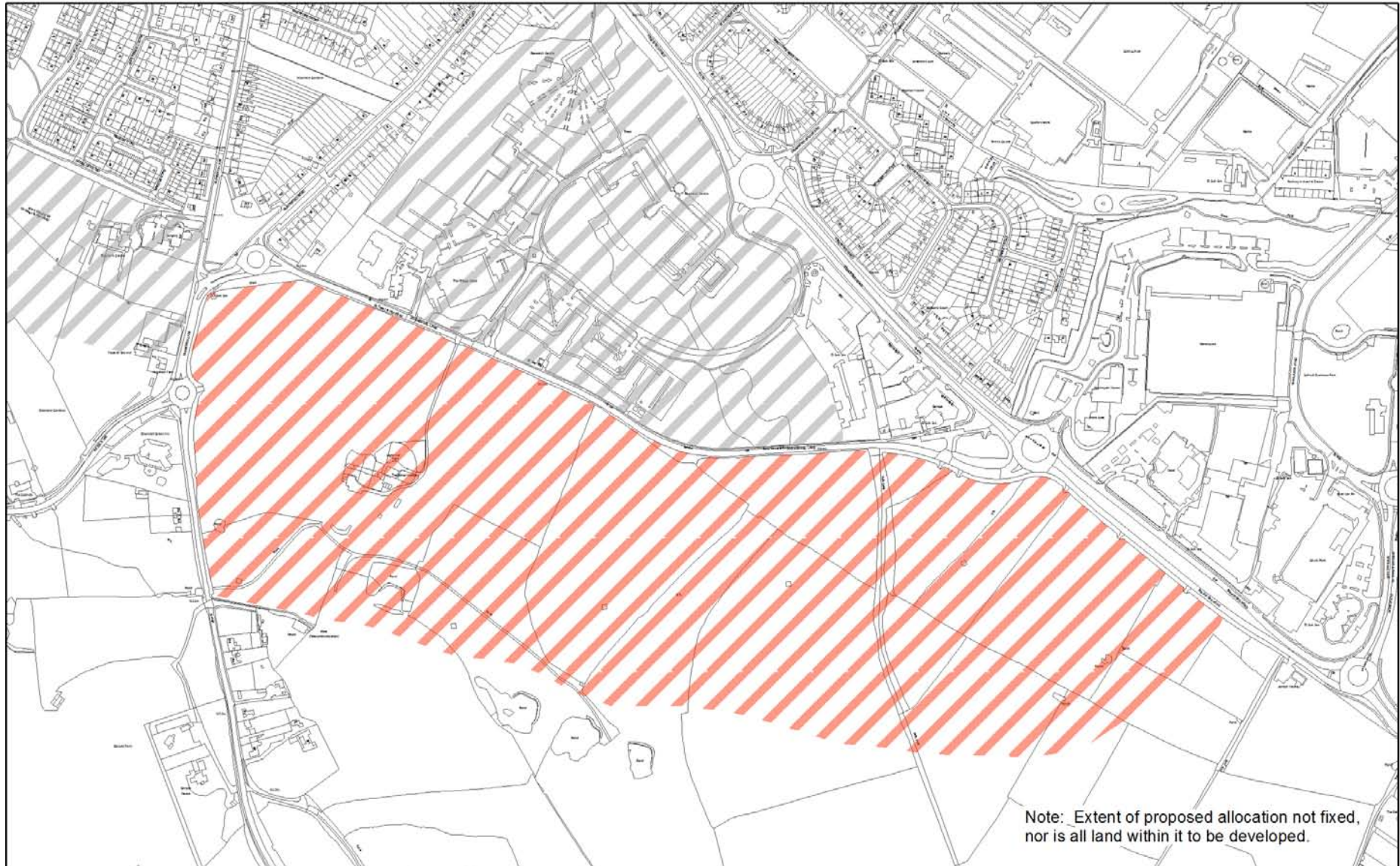
<p>Solihull MBC Licence N° 100023139 Contains Ordnance Survey data © Crown Copyright and database right 2016</p>		<p>Not To Scale</p>	<p> Proposed Allocation Solihull Borough Boundary</p>	<p>Proposed Housing Allocation 9 South of Knowle Knowle</p>
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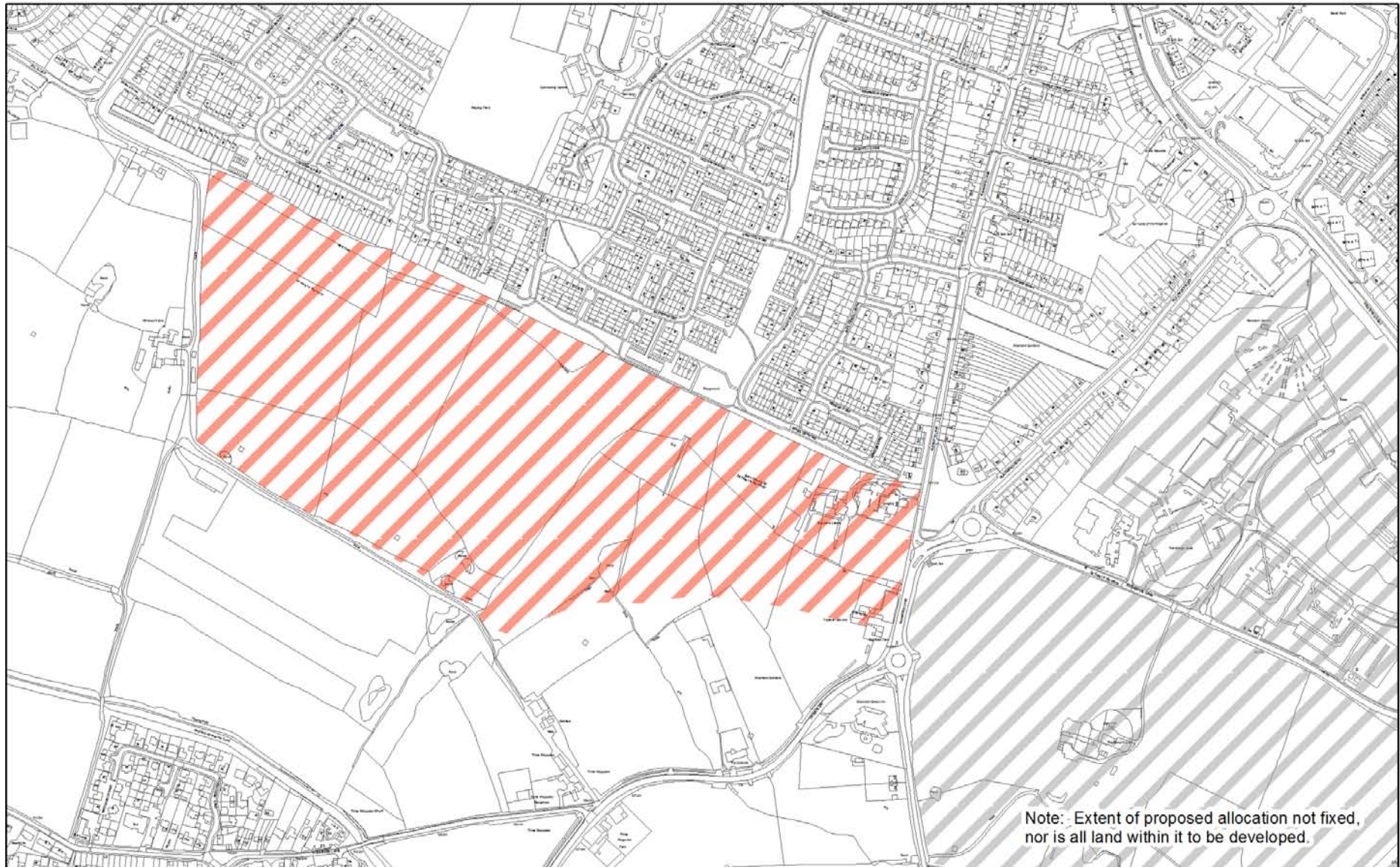
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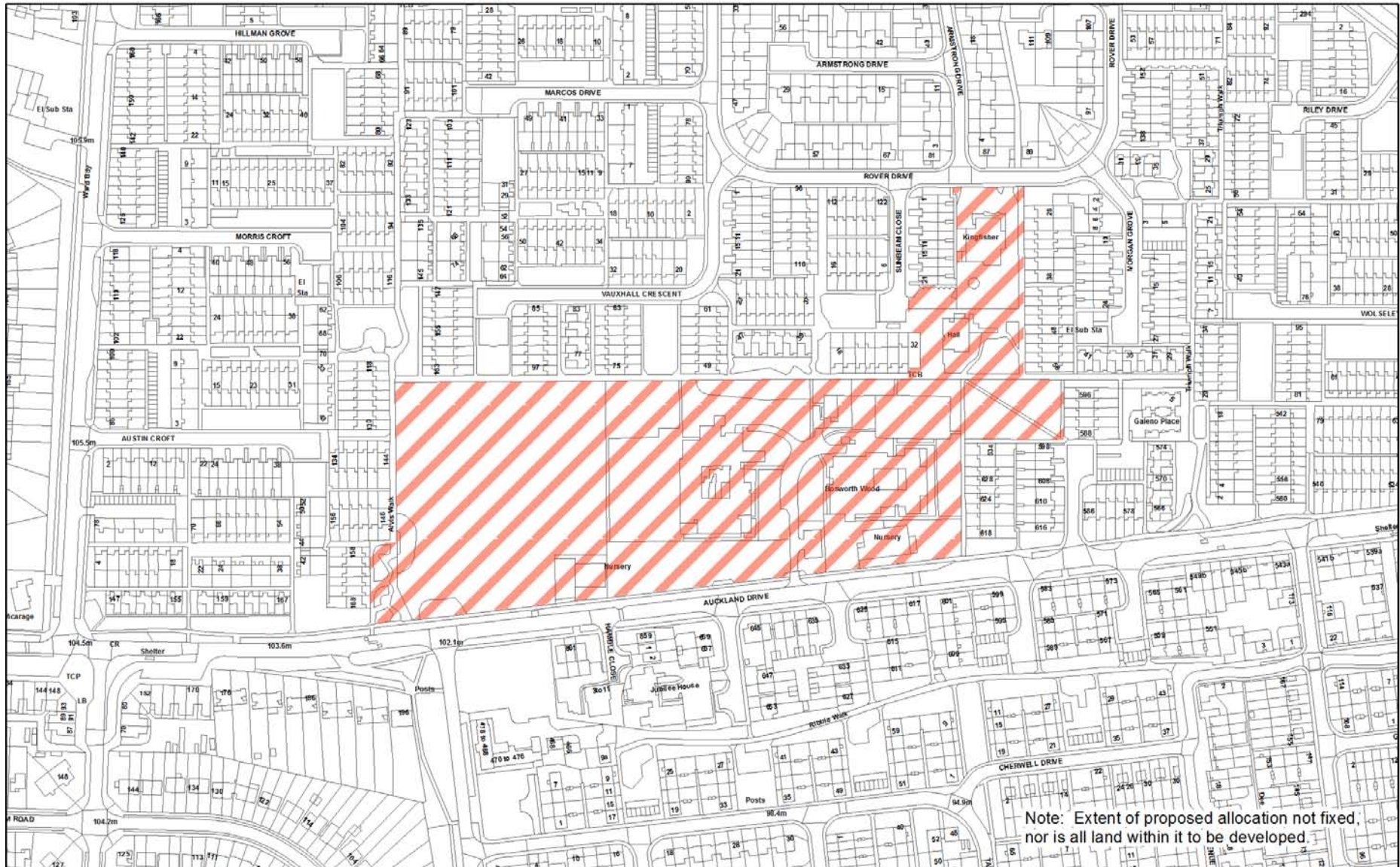


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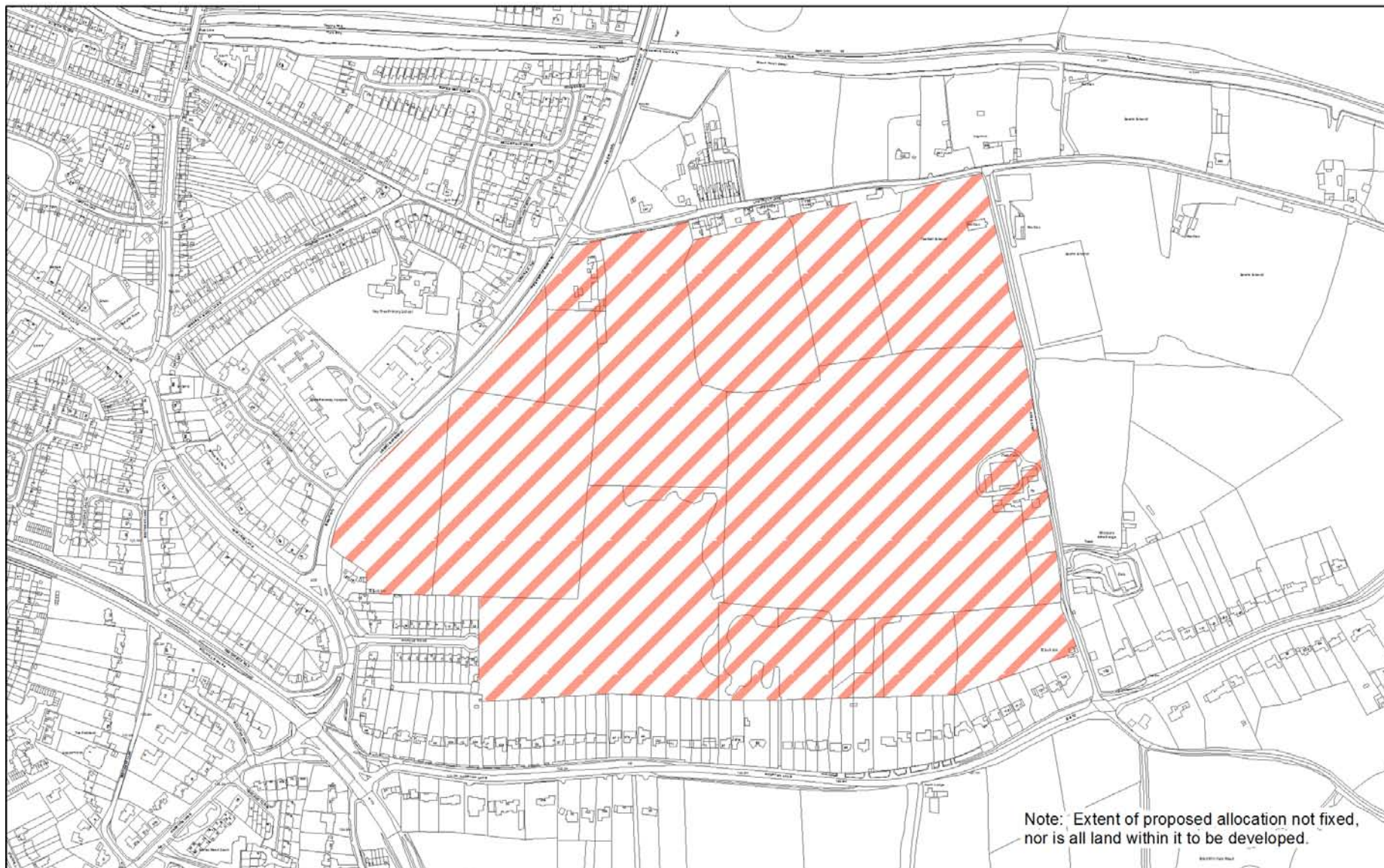




Note: Extent of proposed allocation not fixed, nor is all land within it to be developed.

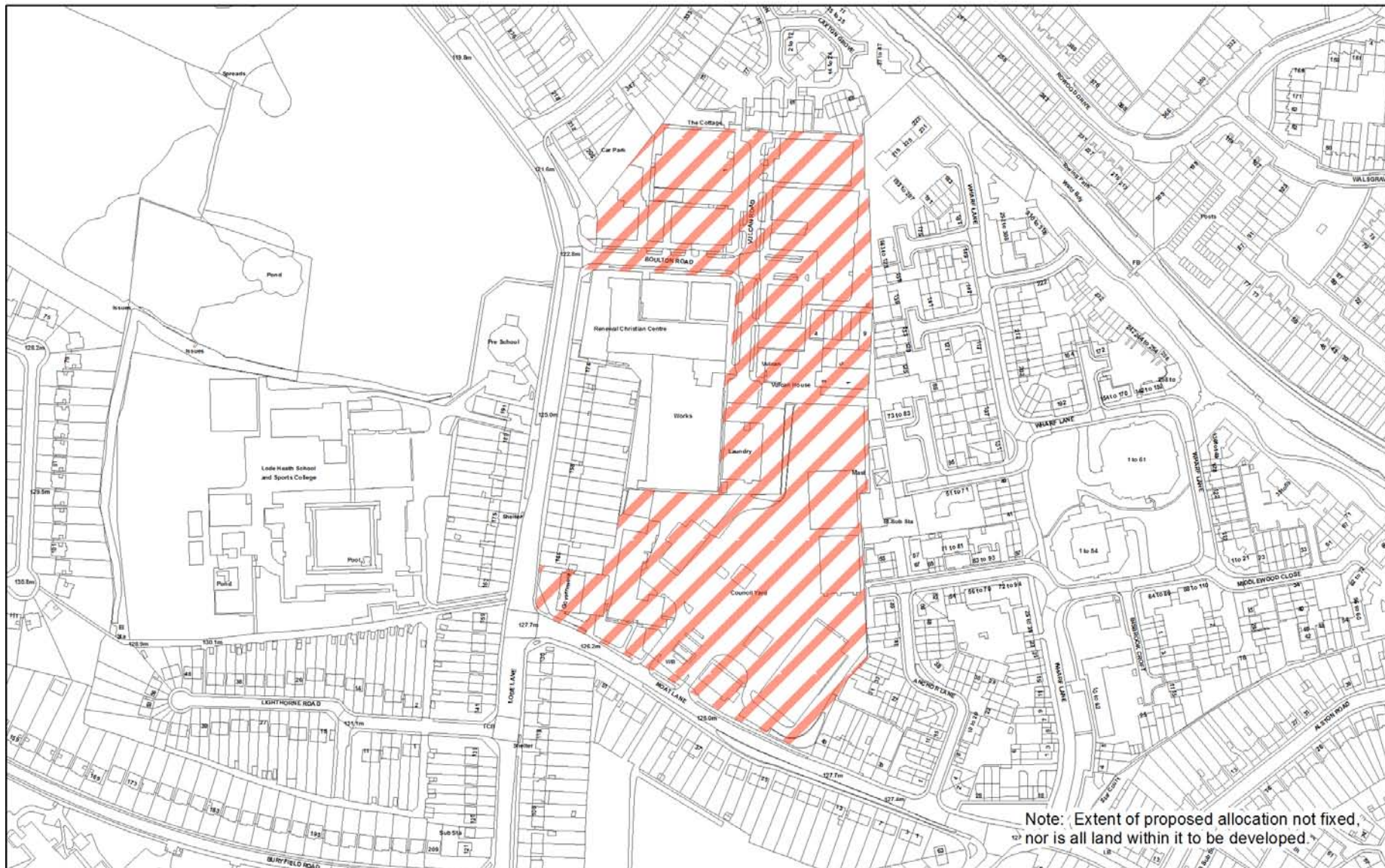
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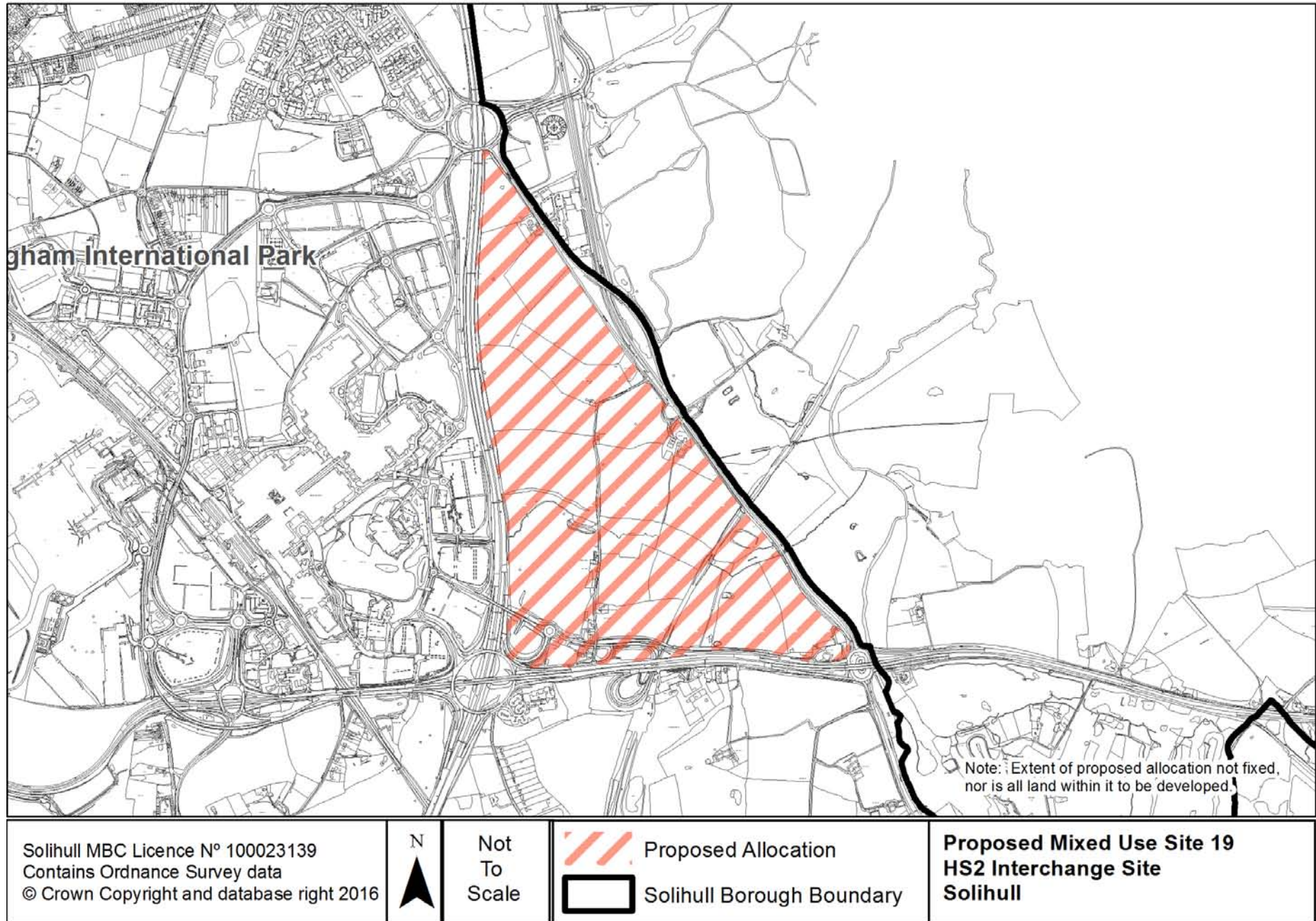
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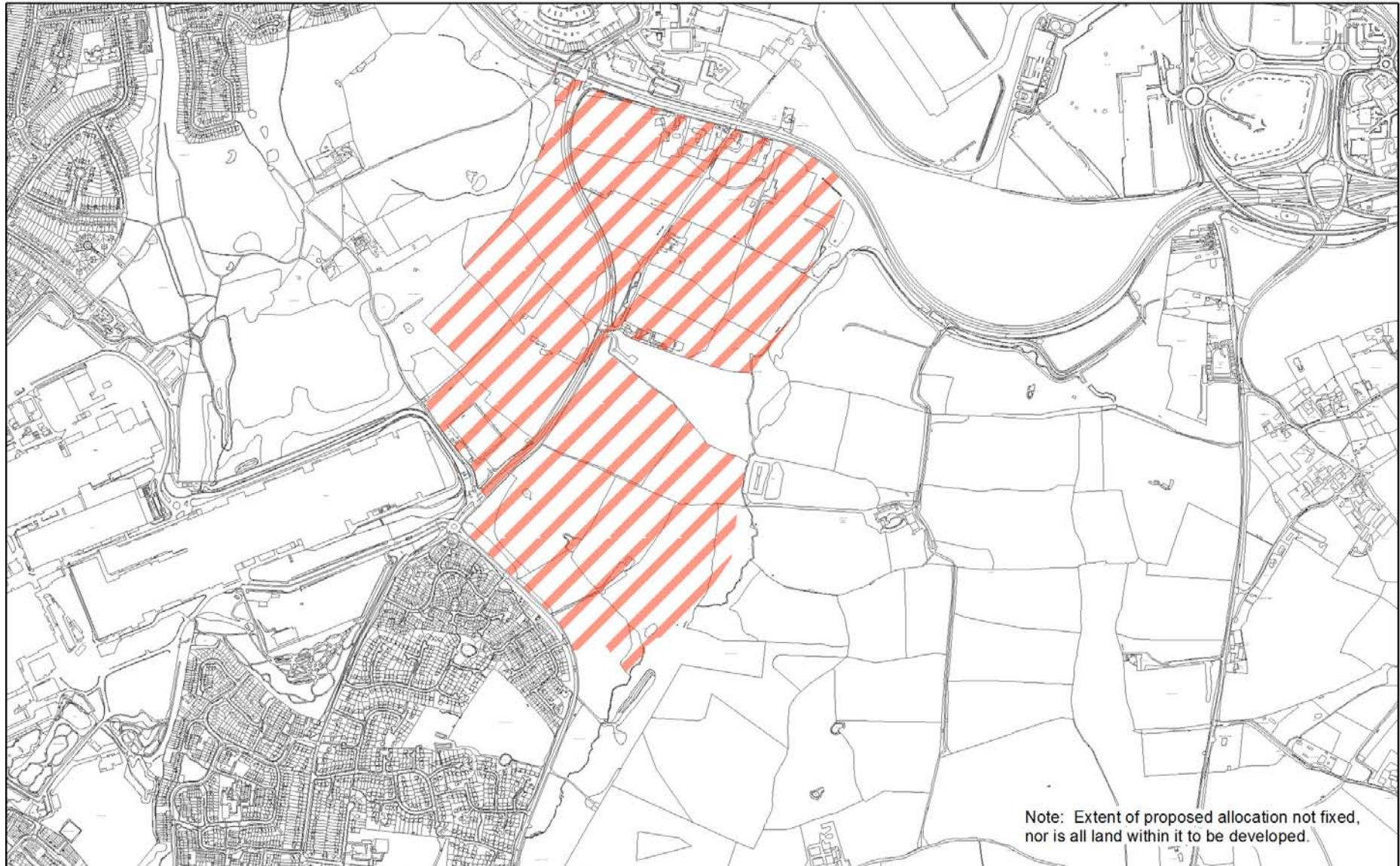




<p>Solihull MBC Licence N° 100023139 Contains Ordnance Survey data © Crown Copyright and database right 2016</p>	<p>N </p>	<p>Not To Scale</p>	<p> Proposed Allocation Solihull Borough Boundary</p>	<p>Proposed Housing Allocation 17 Moat Lane/ Vulcan Road Solihull</p>
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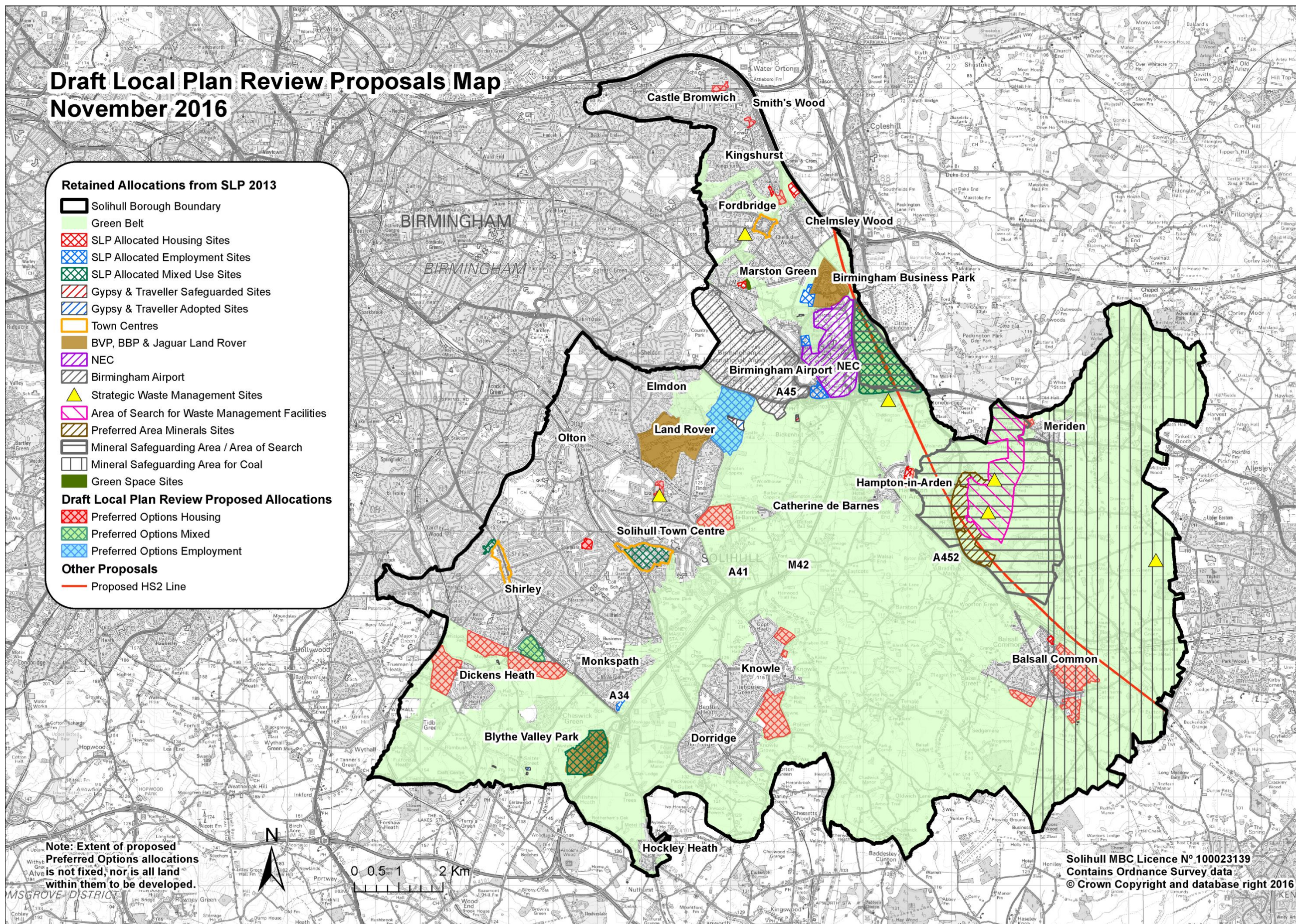
<p>Solihull MBC Licence N° 100023139 Contains Ordnance Survey data © Crown Copyright and database right 2016</p>	<p>N </p>	<p>Not To Scale</p>	<p> Proposed Allocation Solihull Borough Boundary</p>	<p>Proposed Housing Allocation 18 Sharmans Cross Road Solihull</p> <p>Note: Extent of proposed allocation not fixed, nor is all land within it to be developed.</p>
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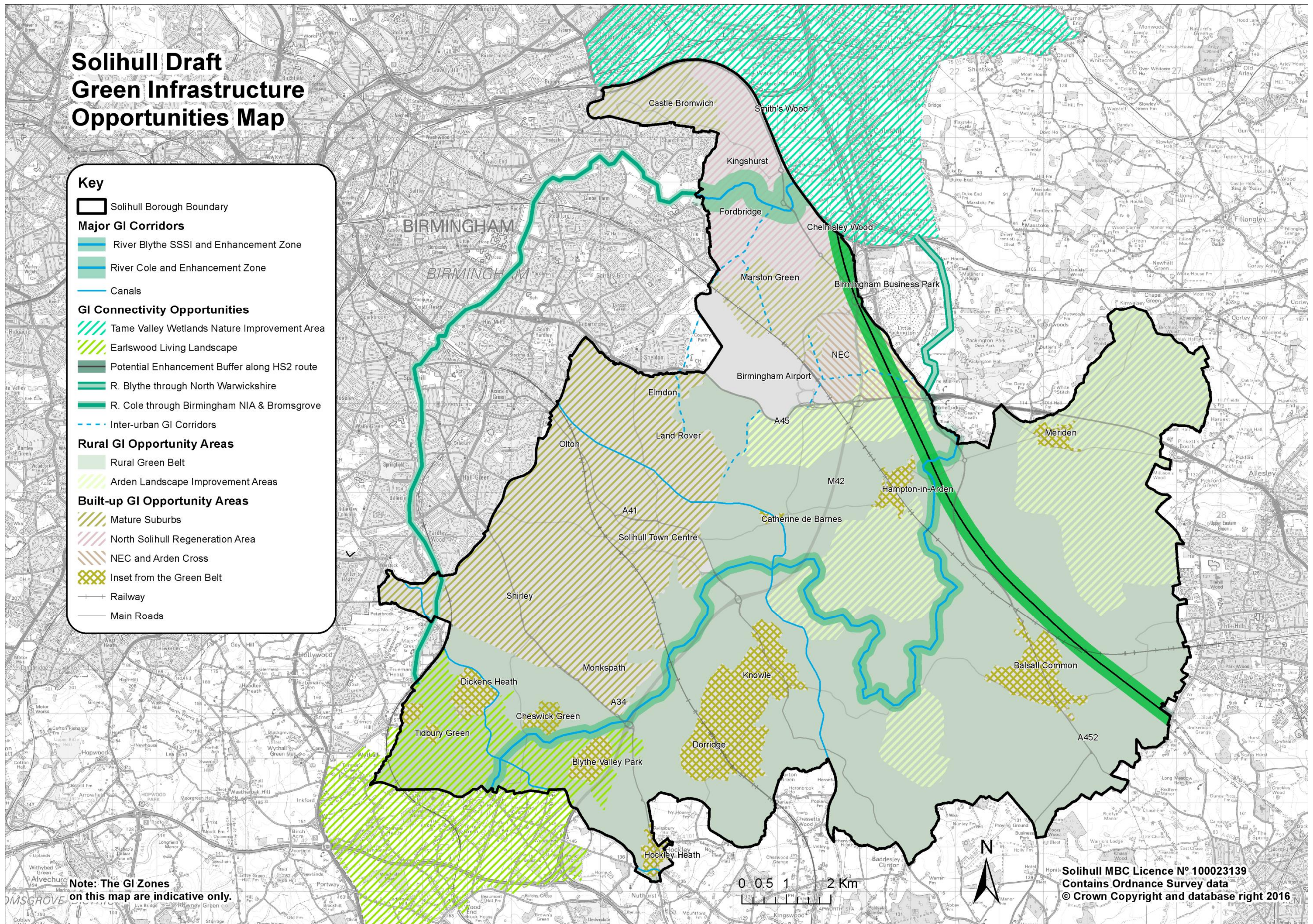


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D. Proposals Map



E. Draft Green Infrastructure Opportunities Map



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An aerial photograph of the Solihull area in the West Midlands, UK. A major multi-lane highway, likely the M42, curves through the landscape from the bottom left towards the top right. The surrounding area is a mix of green fields, trees, and some industrial or commercial buildings. The text is overlaid on the upper portion of the image.

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