AECOM

Sustainability Appraisal (SA) of the Solihull Local Plan – Scope, Issues & Options

Interim SA Report

November 2015

Solihull
METROPOLITAN
BOROUGH COUNCIL
URBS·IN·RURE

REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
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Non-Technical Summary

The Council is reviewing existing policies in the adopted Solihull Local Plan to assess those where there has been a significant change in circumstances since they were adopted, or where the evidence base needs updating. This is a summary of an Interim Sustainability Appraisal of the Local Plan Review which has been issued for consultation as the process of revising the 2013 Adopted Local Plan begins.

Sustainability Appraisal (SA) is a process for helping Local Plans to achieve an appropriate balance between environmental, economic and social objectives. SA should help to identify the sustainability implications of different plan approaches and recommend ways to reduce any negative effects and to increase the positive outcomes. SA is also a tool for communicating the likely effects of a Plan (and any reasonable alternatives), explaining the decisions taken with regards to the approach decided upon and encouraging engagement from key stakeholders such as local communities, businesses and plan-makers.

This appraisal has been undertaken at an early stage in the process of revising the Plan and as such has anticipated the broad direction that revisions to the adopted policy framework may take. Another equally important purpose of the appraisal has been to explore the potential implications of the different strategic options through which the Borough's housing need, as informed by the Greater Birmingham Solihull Local Enterprise Partnership Strategic Housing Needs Study.

In considering both the appraisal of policies and the strategic housing options, attention is drawn to the absence of specific proposals being available at this stage. Hence there have been no specific policies or potential housing sites that have been examined. The appraisal has consequently, reflected upon broad sustainability challenges and opportunities associated with either the policy or the location of the potential housing areas.

This Interim SA Report has been based upon the SA Reports prepared for the recently adopted Local Plan with the evidence base being partly updated. The evidence base will be further updated with a revised Scoping Report issued in due course following receipt of comments on the Local Plan Review – Scope, Issues & Options document.

The Borough faces several sustainability challenges that are summarised below:
  * Provision of housing to cater for the increase in the number of households by 14,000 over the period 2006 to 2028 of which around one third of all households by 2028 will be single people likely to be requiring affordable rather than market housing.
  * The number of households represented by the over 75s is projected to increase by 7,000 between 2008 and 2023 to comprise 21% of all the Borough's households.
  * Lack of brownfield sites able to accommodate the housing demand.
  * Reducing inequalities and deprivation across the Borough.
  * Enhance the current retail centres.
  * Align reductions in energy use with those of other authorities in the region.
  * Deliver faster reductions in greenhouse gas emissions.
  * Establish infrastructure to deliver distributed heat and energy systems.
  * Enhance biodiversity.
  * Protect and enhance landscape and amenities that give Solihull its attractive qualities.
  * Reduce health inequalities and deliver a public realm appropriate for an ageing community with increased number of dementia suffers.
  * Increase proportion of journeys taken by sustainable modes while also catering for the additional movements generated by HS2 and development across UK Central.

A source of greenhouse gases and use of resources is that of the 572,000 daily trips by all modes (walking, cycling, car and public transport) generated by Solihull residents, a figure that could rise to 675,000 within 20 years. In addition, around 50,000 people travel into the Borough each day to work, while around 60% of Solihull commuters travel out of the Borough for work each day. Additional, housing and the employment opportunities associated with UK Central may well make this situation even more challenging.

The policy context set by Government has constrained the ability of the Council to define sustainable housing while also introducing further requirements over affordable and Starter Homes. The Government also intend to strengthen the Duty to Co-operate on key housing and planning issues to ensure that housing and infrastructure needs are identified and planned for.

The Local Plans for the neighbouring local authorities are at various stages, with Birmingham City having completed consultations on the post Examination in Public (EiP) modifications, while the EiP for the Coventry Local Plan is not due to start until summer 2016. The North Warwickshire District Plan was adopted in 2014 and the Bromsgrove Core Strategy is scheduled for EiP in late 2015. Of these plans, the issues worthy of consideration are the transport movements between Solihull, Coventry and Birmingham as well as the community deprivation issues that span across East Birmingham and the northern wards of the Borough.

Other strategy documents focus upon securing development and transport infrastructure associated with HS2 and UK Central. Introduction the HS2 Interchange Station will introduce strong pressures to extend development into the Green Belt, while the transport strategic envisages new public transport infrastructure to provide links between the urban areas and HS2 with potential for later improvements to cater for north-south movements. The limited capacity of the M42 and its junctions leads to a series of improvements being required.

While addressing HS2 and UK Central are key drivers of change, it is the need to address the housing need of the Borough and to make a contribution to meeting the needs of Birmingham that bring about major challenges to planning for the future of the Borough.

In summary the Local Plan is to be updated to take account of the following changed circumstances:
* Representations made to the Regulation 18 consultation for the High Speed 2 Interchange and adjoining area Local Area Plan;
* The Spatial Plan for Growth (SPfG) currently being prepared on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP);
* The West Midlands Transport Strategy – Movement for Growth;
* The emerging Hampton in Arden Neighbourhood Plan Pre-Submission draft;
* The GBSLEP Housing Needs Study; and
* Revisions to the National Planning Policy Framework and Building Regulations.

There is urgency in the preparation of the Plan due to:
* The legal challenge on the Local Plan resulted in an absence of an overall housing requirement for the Plan period of making it difficult to demonstrate a five year housing and supply with a risk of speculative housing developments being allowed on appeal.
* A commitment was given by the Council to revise the housing allocations following completion of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Housing Study and the related Spatial Plan for Growth.
* The UK Central Masterplan and prospectus for a Garden City approach to HS2 Interchange and the adjoining area proposed Local Area Plan highlighted the need to review the Green Belt boundary to enable the Interchange Area to be allocated for development.

The Local Plan Review currently proposes to introduce only one amendment to twelve existing challenges set out in the Adopted Local Plan, namely challenge G – housing. The existing Local Plan challenges are:
* A: Reducing inequalities in the Borough;
* B: Addressing affordable housing needs across 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;
* G: An imbalance in the housing offer across the Borough and a shortage of gypsy and traveller sites;
* H: Increasing accessibility and encouraging sustainable travel;
* I: Providing sufficient waste management facilities and providing for sand and aggregates;

- J: Improving health and well-being;
- K: Protecting and enhancing our natural assets; and
- L: Water quality and flood risk.

With the adoption of the Gypsy and Travellers Site Allocations Plan, It is suggested by the Council that challenge G becomes:
- G: An imbalance in the housing offer across the Borough and to maintain a supply of gypsy and traveller sites.

With the prospect of large scale development activity and the need for clarity in addressing the shortfall in housing across the Greater Birmingham Housing Market Area has led to the proposed addition of three additional challenges:
- 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; and
- O: Addressing the need for housing, in the context of the significant shortfall in the Housing Market Area.

While it is premature to judge the anticipated Local Plan policies against the SA objectives, the impact of Government policy together with the early stage of plan preparation means that some of the anticipated policies no longer perform as well as those of the adopted Local Plan. Principally, this is a result of greater uncertainty in the sustainability outcome of the policies and a change in the geographic scale or duration on which the outcome is judged. While most of the sustainability objectives are supported by the anticipated policy framework, the following objectives are least well addressed: business adaptation to climate change; losses from flooding, urban adaptation.

Protection of the natural environment theme is well established, although the majority of the policy outcomes reside in the 'potential' category and thus, at this stage, there is uncertainty that the benefits would be delivered. Within the sustainable communities theme most objectives, with the exception of housing and commercial assets, either are poorly supported by the assumed policies or are subject to high levels of uncertainty in their successful delivery.

The following policies provide good coverage by delivering likely or expected beneficial outcomes:
- Policy 15: Securing Design Quality;
- Policy 1: Support Economic Success;
- Policy 5: Provision of Land for Housing;
- Policy 2: Maintain Strong Competitive Town Centres;
- Policy 6: Provision of Sites for Gypsies and Travellers; and
- Policy 14: Amenity.

Policies 19, 10, 16, 11 and 21 are judged to deliver the smallest number of likely or expected beneficial outcomes. None are expected to deliver adverse outcomes. The potential for adverse outcomes are most likely with the following policies:
- Policy 1: Support Economic Success;
- Policy 5: Provision of Land for Housing;
- Policy 4: Meeting Housing Needs
- Policy 7: Accessibility & Ease of Access
- Policy 6: Provision of Sites for Gypsies and Travellers;
- Policy 9: Climate Change; and
- Policy 14: Amenity.

The following topics emerge with opportunities to enhance the policy framework:
- UK Central;
- Supporting Employment Opportunities for North Solihull;
- Green Belt;
- Housing provision;
- Transport and accessibility;
- Climate change;

- Health and well-being;
- Local distinctiveness;
- Public safety and crime; and
- Natural environment.

At this stage in the plan preparation process there are no identified housing sites being considered for allocation. Instead, the appraisal is focused upon broad areas of search for new housing. Based upon more information from a forthcoming Housing Needs Assessment and Strategic Housing Land Availability Assessment, proposed sites will be put forward and appraised at that stage. Until that point, the appraisal is based upon a high level appreciation of the potential implications of delivering around 13,500 dwellings or more over the Plan period.

Perhaps not surprisingly, the Options that perform best are the UK Hub & HS2 and Solihull Town Centre. Both do well against the sustainable consumption and production theme with the Solihull Town Centre Option performing best in terms of the sustainable communities theme as its central location enables a wider community to benefit.

The Options performing less well are the Limited Expansion of Rural Settlements and the Urban Extensions or Significant Rural Expansions. However, given the many different permutations that could be developed within both options, it would be unwise to dismiss the exploration of expansion of some of the rural settlements such as Knowle/Dorridge, Hampton in Arden and Balsall Common. Of the urban edge opportunities for urban extensions, Elmdon Park and South of Stratford Road merit further examination.

It is noted that the Urban Extensions or Significant Rural Expansion Option is anticipated to deliver a diverse array of outcomes dependent upon the existing settlement size and the amount of new housing. Consequently, in some situations a beneficial outcome can be envisaged, whereas for another settlement, an adverse outcome may result for the same sustainability objective.

The allocation of large areas of additional housing has the potential to give rise to additional traffic flows upon what in some locations are constrained rural roads that may be prone to congestion or increased risk of accidents adversely affecting the reducing travel objective leading to a cumulative adverse outcome. Cumulative adverse effects are also possible upon the rural landscape. The rural south west is considered to experience the greatest risk of cumulative effects given the close proximity of the individual settlements.

While it is premature to consider the mitigation and enhancement measures for the different Options, it is suggested that further analysis be undertaken of the ability of the landscape and transport infrastructure to accommodate significant numbers of additional housing. Further, the implications upon local employment, retail, health and social care facilities should be considered when further evaluating particularly for the Urban Extensions or Significant Rural Expansion Option.

1.   *Background*

1.1   Introduction

1.1.1   AECOM (formerly URS) was commissioned to undertake Sustainability Appraisal (SA) in support of the Solihull Local Plan Review – Scope, Issues & Options.

1.1.2   This document is an interim SA Report which has been prepared to support consultation on the Local Plan Review Scope, Issues and Options report prepared by Solihull Metropolitan Borough Council ('the Council') that intends to extend the Local Plan potentially for a period up to 2033.

1.1.3   The Interim SA Report has been prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations[1] recognising that thus far there has only been a partial revision to the evidence base that supported the 2013 Solihull Local Plan Sustainability Assessments[2]. Also, the appraisal framework employed at that time has been revisited and found to be appropriate for the current stage in the plan preparation process.

1.2   The SA process

1.2.1   Sustainability Appraisal (SA) is a process for helping Local Plans to achieve an appropriate balance between environmental, economic and social objectives. SA should help to identify the sustainability implications of different plan approaches and recommend ways to reduce any negative effects and to increase the positive outcomes. SA is also a tool for communicating the likely effects of a Plan (and any reasonable alternatives), explaining the decisions taken with regards to the approach decided upon and encouraging engagement from key stakeholders such as local communities, businesses and plan-makers.

1.2.2   Although SA can be applied flexibly, it is a legal requirement under the 'Environmental Assessment of Plans and Programmes Regulations 2004 (which were prepared to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive). The regulations set out prescribed processes that must be followed. In particular the Regulations require that a report is published for consultation alongside the draft plan that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The SA/SEA report must then be taken into account, alongside consultation responses when finalising the plan.

1.2.3   SA/SEA can be viewed as a four-stage process as illustrated in **Figure 1**.**1** below, 'Scoping' is a mandatory process under the SEA Directive, but the publication of a Scoping Report is a voluntary (but useful) output.

1.2.4   While this is an interim SA Report, the following table sets out how this it has been prepared recording the links with the Adopted Local Plan SA Report and future tasks to ensure compliance with Schedule 2, Regulation 12(3) of the SEA Regulations.

1.2.5   This Interim SA draws upon an appreciation of the appraisals undertaken to date, namely:
   * August 2012 SA Addendum Report which followed changes made to both the policies and site allocations presented in the Draft Local Plan prior to the Examination in Public (EIP); and
   * June 2013 SA Addendum Report which followed changes made to both the policies and some supporting text presented within the Draft Local Plan following consideration of the Inspector's Interim Conclusions in the 5th April 2013.

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[1] Environmental Assessment of Plans and Programmes Regulations, 2004, SI 2004/1633, http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[2] SMBC, 2013: Solihull Local Plan – Shaping A Sustainable Future, http://www.solihull.gov.uk/Portals/0/Planning/LDF/Local_Plan_Final.pdf?bcsi_scan_ab11caa0e2721250=yK2M+xVlMHRRuA/u4ndoqokrdWENAAAAIy5sFQ==&bcsi_scan_filename=Local_Plan_Final.pdf

Figure 1.1: SA/SEA as a four stage process

	Plan Process	Plan Output	SEA Process	SEA Output
Stage 1	Gather evidence		Scoping	Scoping Report
Stage 2	Plan	Consultation documents?	Assess 'reasonable alternatives'	Interim SEA Reports?
Stage 3	Prepare the Draft Plan	Draft Plan	Assess the Draft Plan	SEA Report
Stage 4	Finalise the Plan	Final Plan	Prepare 'information on the decision'	SEA Statement
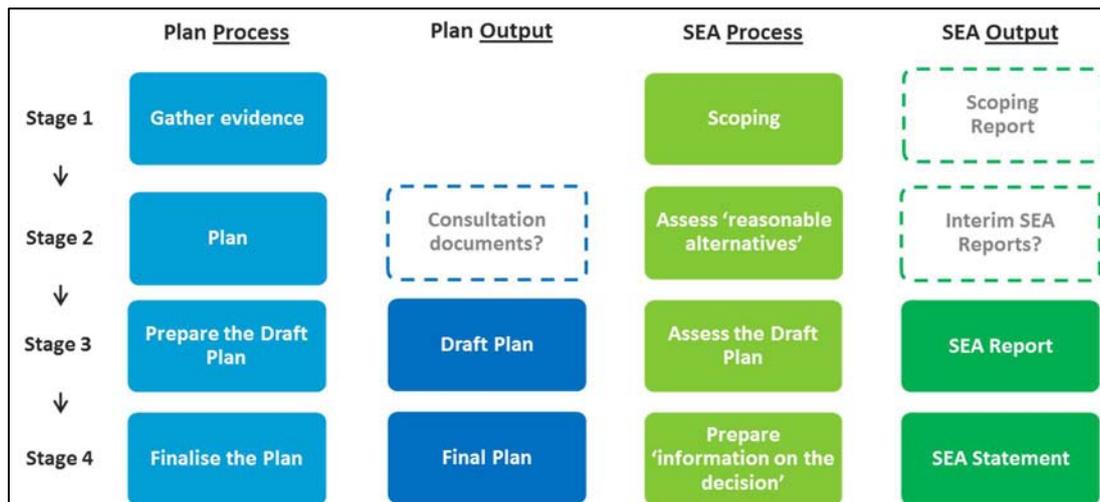
1.2.6   This Interim SA Report has been based upon the SA Reports prepared for the recently adopted Local Plan with the evidence base partly updated. The evidence base will be further updated with a revised Scoping Report issued in due course following receipt of comments on the Local Plan Review – Scope, Issues & Options document.

1.3   Structure of the Report

1.3.1   While this appraisal focuses upon those policies that are proposed to be modified since the adopted Local Plan, the importance of providing a coherent view of the sustainability appraisal to readers instead of having to explore previous appraisal reports has been recognised. Consequently, this SA Report re-presents some material from the Local Plan SA Report only insofar as it is necessary to interpret the current findings.

1.3.2   This Interim SA Report focuses upon whether potential changes to the policy framework may give rise to significant effects that are different to that previously reported. While some changes are anticipated for the policies, the main area of change is associated with strategic options to meet housing need.

1.3.3   The remainder of this report is structured as follows:
*   **Chapter 2** – Summarises the methodology used in undertaking the sustainability appraisal;
*   **Chapter 3** – European and national policy framework for the appraisal;
*   **Chapter 4** – Summarises key sustainability in Solihull;
*   **Chapter 5** – How the Local Plan is to be revised;
*   **Chapter 6** – An appraisal of each emerging Local Plan Review policies;
*   **Chapter 7** – The overarching sustainability of the emerging Local Plan; and
*   **Chapter 8** – An appraisal of the potential housing options.

1.3.4   The previous Appraisal Reports made reference to following technical appendices:
*   **Appendix A:** Policies, plans and programmes;
*   **Appendix B**: Draft GBSLEP Spatial Plan Objectives and Policies
*   **Appendix C**: Countryside Strategy and Woodland Strategy Council commitments;
*   **Appendix D**: Selected ward profiles;
*   **Appendix E**: Appraisal Tables for potential policy changes; and
*   **Appendix F**: Appraisal Tables for potential housing areas.

1.3.5   Appendices C and D have not been revised since the Adopted Local Plan Review review.

1.4   Local Plan Timetable

1.4.1   The Local Plan preparation timetable is set out below:

- Consultation on the Local Plan Review: Scope, Issues & Options will be from 23rd November 2015 to 15th January 2016;
- Consultation on the preferred Option in Autumn 2016;
- Publication on the pre-Submission Draft in Spring 2017;
- Submission in Summer 2017; and
- Adoption in Winter 2017.

2. *Methodology*

2.1 Introduction

2.1.1 This chapter introduces the scope and approach to the SA and as required by the Regulations[3].

2.1.2 The focus for the Interim SA rest upon the 2008 Scoping Report as updated during the appraisal of the Adopted Local Plan. The sustainability topics identified reflect the issues referred to in Schedule 2 of the SEA Regulations.

Table 2.1 Sustainability Topics

Sustainability Topic	Factors covered	Links to Schedule 2 of Regs[1]
Population and communities	*Demographics, health, deprivation, crime, towns and villages*	*Population, human health*
Housing	*Housing*	*Material assets*
Economy	*The economy, employment and workforce, retail and town centre services*	*Population*
Transport and access	*Transport, access to services*	*n/a*
Air quality and noise	*Air quality, noise*	*Air*
Climate change	*Greenhouse gases, climate change adaptation, flooding*	*Climatic factors*
Biodiversity and Geodiversity	*Environmental designations, Biodiversity Action Plans.*	*Fauna, flora, biodiversity*
Landscape and land	*Landscape designations, landscape character, open space, agriculture and land use.*	*Landscape, soil*
Cultural heritage	*Designations, Conservation Areas, Heritage at Risk, historic landscape. archaeology, built environment*	*Cultural heritage*
Water	*Water availability, waste water*	*Water*
Waste and minerals	*Waste, minerals*	*Material assets*

2.2 Sustainability appraisal framework

The appropriateness of the 2008 Sustainability Framework, as updated for the 2012 Draft Local Plan Sustainability Appraisal Report, has been confirmed as appropriate to be used to inform both the appraisal of the evolving policies and the strategic housing options. However, some subsequent revisions may be necessary later in the appraisal process depending upon the update of the evidence base. The Sustainability Appraisal Framework employed in the appraisal is presented in **Table 2.2**.

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[3] Environmental Assessment of Plans and Programmes Regulations (2004) Statutory Instrument 2004 no 1633

Table 2.2: Updated Sustainability Appraisal Framework

Solihull Draft Local Plan Sustainability Appraisal Framework
Sustainable consumption & production

1. To contribute to regeneration and economic development initiatives spatially targeted towards specific community groups:
 	
  a. To provide a quality of life able to help retain well-educated members of the work force.
 	
  b. To enable the provision of offices and premises able to meet the needs of business start-ups as well as larger businesses attracted by the transport-hub and knowledge-hub that exists.
 	
2. To reduce the number of people experiencing difficulties in accessing employment, education and training opportunities.
 	
3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel.
 	
4. Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region:
 	
  a. Deliver reductions in the quantity of water used in the Borough.
 	
  b. Deliver reductions in the waste arising and to move up the waste hierarchy.
 	
  c. To use previously developed sites where appropriate where there is no net loss of ecological value.
 	
  d. To promote resource efficiency.

Climate change & energy

5. Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation:
 	
  a. To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the national 34% reduction target.
 	
  b. To encourage reduced energy use, use of distributive energy systems and renewable energy.
 	
6. To assist in the adaptation businesses need to become more resource efficient and also to deliver more sustainable products and services better equipped to a changing market place caused by climate change.
 	
7. Manage, maintain and where necessary improve the drainage network to reduce the economic losses from flooding.
 	
8. To ensure that development provides for adaptation to urban heating, the effects of high winds and assists in promoting behaviour change.

Natural resource protection & environmental enhancement

9. To enhance the ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.
 	
10. To manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change.
 	
11. To facilitate the delivery and enhance the quality of areas providing green infrastructure.
 	
12. To enhance, conserve and protect buildings, sites, and the setting of historic assets in the urban environment as part of development projects.
 	
13. To deliver improvements in townscape and enhance local distinctiveness.
 	
14. Minimise air, soil, water, light and noise pollution:
 	
  a. To continue to deliver reductions in particulate and nitrogen dioxide levels.
 	
  b. To manage drainage network to ensure no detriment to surface water quality.
 	
  c. To reduce the intrusion of urban and highway lighting.

Solihull Draft Local Plan Sustainability Appraisal Framework
d. To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations by Defra under the Environmental Noise Directive.   e. To conserve soils thereby supporting other objectives.
Sustainable communities

15. To improve community capital and reduce isolation across the social gradient in the Borough:
   a. Ensure that the pattern of development helps reduce imbalances across the Borough.
   b. Promote employment opportunities and improve access to employment, education and health services.
   c. Improve the public realm and community facilities.
16. Improve the supply and affordability of housing in those areas of greatest need:
   a. Ensure supply of housing appropriate to local needs especially in relation to affordability.
   b. Ensure urban design and layout contributes towards reducing the potential for crime.
   c. Make provision for the accommodation needs of Travellers & Gypsies.
17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised.
18. To fully integrate the planning, transport, housing, cultural, recreational, environmental and health systems to address the social determinants of health in each locality to reduce health inequalities and promote healthy lifestyles:
   a. To design the urban fabric and services to meet the needs of an elderly population particularly one less able to rely upon private transport.
19. Reduce crime, fear of crime and anti-social behaviour.
20. Enhance public safety.
21. Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.

2.2.1   The 21 topics identified above have been grouped into the following four sustainability 'themes' for the purposes of the appraisal:
- **Theme 1** - Sustainable consumption and production;
- **Theme 2** - Climate change and energy;
- **Theme 3** - Natural resource protection; and environmental enhancement; and
- **Theme 4** - Sustainable communities.

2.3   Identifying and appraising alternatives

2.3.1   The SEA Regulations[4] are not prescriptive with regards to what alternatives should be considered. They state that the SA Report should present an appraisal of the 'plan and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme'.

2.3.2   Alternatives comprise different ways of:
- Achieving the aspirations of the local community;
- Dealing with environmental problems; and
- Addressing long term sustainability objectives.

2.3.3   Alternatives can be considered at a broad strategic level for example increasing urban densities or the release of edge of town land for development. Alternatives can also be

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[4] Environmental Assessment of Plans and Programmes Regulations 2004

considered for the detailed statements of policy direction for specific areas in the Borough such as emphasis to be given to open space or development in a particular area.

2.3.4 Alternatives that are proposed must be reasonable and deliverable. Some suitable alternatives may be beyond the responsible authority's immediate powers. However, where such alternatives have been explored and can be shown to be deliverable with partners these may be considered within the plan.

2.3.5 The development of alternatives should be a systematic and auditable process that also describes the reasons for rejecting any alternatives at an early stage. Detailed analysis should be carried out when developing key alternatives. The task of developing alternatives is the responsibility of the plan-making authority.

2.3.6 Subsequent SA Reports will document the following for each policy and potential housing area:
   * What are the reasonable alternatives?
   * Unreasonable alternatives;
   * Why has the preferred approach been selected?

2.3.7 In determining the reasonable alternatives for delivering the spatial distribution of housing, it is important to establish whether they are realistic and deliverable. It is also appropriate to have regard to the settlement hierarchy that has been established, to ensure that the distribution of development is broadly in-line with the Plan Vision.

2.3.8 The GBSLEP Strategic Housing Needs Study[5] identified a shortfall of some 27,000-61,000 dwellings for Greater Birmingham (the difference between objectively assessed housing need for 204,000-238,000 net new dwellings and identified land supply for 177,000 dwellings). Spatial options (scenarios) for distributing this shortfall between local authority areas, which were initially defined as follows:
   * **Scenario 1**: Intensification – deliver extra dwellings through increased densities and / or intensification of existing urban areas;
   * **Scenario 2:** Peripheral Urban Extensions – distribute the shortfall to the urban periphery of the conurbation, close to areas where growth pressures are greatest;
   * **Scenario 3:** Public Transport Corridors – distribute the shortfall according to spare capacity and growth potential in the rail network;
   * **Scenario 4:** Enterprise – base the distribution on future employment growth, to ensure a broad balance between housing and employment;
   * **Scenario 5:** Dispersed Growth – distribute the growth to shire districts, in proportion to the population of main urban settlements; and
   * **Scenario 6:** New Towns / Settlements – distribute the shortfall to expansion of existing New Towns at Redditch and Telford, together with potential new settlements.

2.4 Forecasting and appraisal of effects

2.4.1 In appraising the anticipated policies and the strategic options in which housing may be located, the following factors have been considered:
   * The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
   * The probability, duration, frequency and reversibility of the effects;
   * The cumulative nature of the effects; and
   * The potential for effects to occur upon valued or vulnerable areas.

2.4.2 Carrying out the appraisal involves considering, for each policy, spatial strategy and site allocation, the following:
   * Is it clear what is proposed?
   * Who/what is likely to be affected?

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[5] Peter Brett Associates, 2015: Strategic Housing Needs Study, Stage 3 Report, http://centreofenterprise.com/wp-content/uploads/2015/09/SHNS-Phase-3.pdf

- ✦ Where is the effect likely to occur?
- ✦ Is the effect likely to affect an area or population that is vulnerable or particularly valued?
- ✦ Will any social group be disproportionately disadvantaged / affected by the alternative?
- ✦ What is the magnitude of the impact based on duration, scale, uncertainty, direct, indirect, cumulative, or reversible?
- ✦ Is the strategy likely to have a significant effect on the objectives?
- ✦ If so, can the effect be enhanced, avoided or its severity reduced?
- ✦ If the effect cannot be avoided, e.g. by conditions or changes to the way it is implemented, can the proposal be changed or eliminated?

2.4.3   Significance criteria capture duration, geographic scale, probability as well as whether the effect would be direct, indirect or cumulative. While the potential for an impact to be reversible is recorded, since there would not necessarily be a guarantee that resources would be available to reverse the impact, the assessment significance assumes a worst case outcome. The reversibility of the impact is then considered in making recommendations to avoid, minimise or offset its effects.

2.4.4   To aid consistency a sustainability assessment tool has been used that records the selection of the analyst against each of the assessment criteria identified above. This provides an audit trail against which the findings can be checked (see **Appendices E and F**). To assist in judging the significant effects of policies and proposals for the Draft Local Plan, the following set of significance criteria have been prepared to guide the assessment process (see **Table 2.3**).

Table 2.3: Significance Criteria

Significance	Criteria
Minor	Likely effecting local areas for over 3 years but effects are unlikely to be reversible and do not cause borough scale cumulative effects.
	A cause and effect either not clearly established but limited to borough wide effects lasting for less than 10 years. Anticipated that effects may or may not be reversible.
	Potential effects of less than 3 years duration at a regional scale which may or may not be reversible.
	Permanent local scale, potential or likely direct or indirect effects that may or may not be reversible.
Moderate	A cause and effect likely to occur at a borough scale extending between 3-10 years and that are unlikely to be reversible, but do not affect regional or national resources.
	A cause and effect can be likely to, or certain to, occur but there will be borough effects that extend for over 10 years that are unlikely to be reversible and do not affect regional or national resources.
	A cause and effect not clearly established, but potential for effects upon regional or national interests for any duration that may or may not be reversible.

Significance	Criteria

Major	A cause and effect directly attributable to change of more than 10 years to the existing conditions likely to occur over a wide area at a borough scale that is unlikely to be reversible.
	A potential cause and direct effect with a duration of more than 3 years that may cause cumulative effects upon regional or national interests that is may not be reversible.
	A cause and effect is likely or would occur with national or regional interests being affected that may or may not be reversible.

2.4.5 To assist in the communication of significant effects a traffic-light based scoring system is used (see **Table 2.4**).

Table 2.4: Impact Significance

Scoring Symbol	Label
Maj+ve	Major positive outcome
Mod+ve	Moderate positive outcome
Min+ve	Minor positive outcome
Neut	Neutral
Min-ve	Minor negative outcome
Mod-ve	Moderate negative outcome
Maj-ve	Major negative outcome

2.5   Limitations of the appraisal

2.5.1 The Local Plan was adopted in December 2013 and supported by a comprehensive evidence base[6]. Some of this evidence is relevant to this appraisal and can continue to be relied upon. However other parts are out-of-date or superseded by changes in circumstances that no longer make it reliable as part of this review.

2.5.2 The Council has already identified some of the studies that will need to be provided to support the review of the plan, and these are highlighted below. Work has already commenced on commissioning or preparing the following studies.
- **A Strategic Housing Market Assessment** will be prepared to test the Strategic Housing Needs Study evidence against local market condition and provide the Full Objectively Assessed Housing need for the Borough and provide the basis for the overall housing target for the Local Plan Review.
- An **Employment Land Study** will be commissioned to guide the quantum of business land that needs to be planned for within the Borough, in what formats and in what type of location from a market and policy perspective. Existing identified sites will be reviewed to establish whether the range and nature of uses enabled on them remain appropriate and whether there are any important gaps in provision for business space. A study will be undertaken to update forecasts of quantitative and qualitative need for additional retail and office floor space in the Borough and to assess retailer demand.
- A **Green Belt Assessment** will be undertaken as future development is likely to require land to be released. This assessment will judge how land performs against the five purposes of including land in the Green Belt set out in the NPPF. The results will be a relative assessment that allows sites to be compared against each other. The Green Belt Assessment would then be used in conjunction with other criteria (location of flood plans, accessibility criteria etc.) as part of a Green Belt Review to identify potential locations for land to be released from the Green Belt.

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[6] http://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/ldf/evidencebase

- A **Viability Appraisal** will be undertaken to ensure that the preferred option to be pursued through the plan making process is deliverable. The appraisal will consider both the viability of the plan as a whole; and allocated sites and other development expected to come forward. This will be in the context of existing policies that may be rolled forward and any new/revised policies.

- An updated **Appraisal Scoping Report**, based on the Sustainability Scoping Report approach used for the Solihull Local Plan 2013 will be published for consultation and for the appraisal of the GBSLEP Spatial Plan for Growth, as part of the evidence for the Local Plan Review. Views will be invited at the appropriate time.

- An update of the **Retail, Leisure and Offices study** and a refresh of the Solihull Town Centre study. Evidence is being developed to support the emerging West Midlands Transport Strategy Movement for Growth, Midlands Connect and the Solihull Connected strategy. This will be augmented by an update to the **Solihull Accessibility Study** for the Local Plan Review. Further evidence will be required on flood risk and the environment.

- A key impact of growth will be on the landscape and thus a **Landscape Character Assessment** will be required, taking account of the effects on the wider landscape beyond the Borough's boundaries. This work will involve a desk study assessing the existing information that is available.

2.5.3   It is recognised that there have been revisions to some of the datasets underpinning the key issues reported in **Chapter 4**. While it is desirable to undertake the appraisal with an up to date evidence base the following factors have been considered during the course of this appraisal:

- Some of the data sets have been updated but it is not anticipated that this would result in charges to the understanding of the baseline conditions on which this appraisal is founded; and
- The early stage of the Local Plan Review processes.

2.6   Mitigation and enhancement

2.6.1   Annex I of the SEA Directive requires the Environmental Report to include measures to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan or programme. Mitigation can take a wide range of forms, including:

- Changes to the plan proposals or policies;
- Identification of issues to be addressed in project EIAs; and
- Proposals for changing other plans and programmes at their next revision.

2.6.2   Mitigation and enhancement recommendations have been made, where appropriate, for each initial policy revision and strategic housing area drawn from the Local Plan Review: Scope, Issues & Options.

2.7   Monitoring

2.7.1   Article 10 of the SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are to be monitored in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action. Given the early stage of the Plan preparation process no proposals for monitoring are provided.

3. Policy Framework

3.1 Introduction

3.1.1 The sustainability appraisal process requires an appreciation of the overarching policy context within which the Plan is prepared. This includes national, regional and local plans, programmes, policies, strategies and initiatives, including environmental protection objectives. The European and national policies have been drawn together under the four sustainability themes identified in **Section 2.2**.

3.1.2 Following a review of European and national policies, the chapter considers the implications of the Local Plans of neighbouring authorities before addressing other plans and strategies. The chapter concludes with a summary of key development projects that are anticipated to emerge during the early part of the Plan period.

3.1.3 There have been some changes to the policy framework since the review presented in the January 2012 SA Report for the Submission Draft Local Plan[7]. For example, changes to the national policy framework have been introduced first by the Coalition Government and now by the Conservative Government. Many of the changes have been to the National Planning Policy Framework and to the Building Regulations.

3.1.4 A list of the relevant policies and plans for the period 2013 to date can be found in **Appendix A.**

3.2 Sustainable consumption and production

Prosperity

3.2.1 In 2010, the European Union published its strategy for achieving growth up until 2020. This strategy focuses on smart growth, through the development of knowledge and innovation; sustainable growth, based on a greener, more resource efficient economy; and inclusive growth, aimed at strengthening employment, and social and territorial cohesion[8].

3.2.2 Key messages from the National Planning Policy Framework (NPPF) include:
   * The planning system can make a contribution to building a strong, responsive economy by 'ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure'.
   * Capitalise on 'inherent strengths', and meet the 'twin challenges of global competition and of a low carbon future'.
   * Support new and emerging business sectors, including positively planning for 'clusters or networks of knowledge driven, creative or high technology industries'.
   * Support competitive town centre environments, including where there are active markets. Edge of town developments should only be considered where they have good access and there will not be detrimental impact to town centre viability in the long term.

3.2.3 The Department for Business, Innovation & Skills report 'Fixing the Foundations'[9] highlights the intention to invest in the strategic road network as well introduction of a zonal planning system, giving planning permission for housing on suitable brownfield sites. **Figure 3.1** sets out the Government's framework for raising productivity. Of particular relevance to the Local Plan Review are those dealing with economic infrastructure.

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[7] http://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/ldf/localplan
[8] European Commission (2010) Europe 2020: A strategy for smart, sustainable and inclusive growth [online] available at: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:2020:FIN:EN:PDF
[9] BIS (2014) Fixing the Foundations, https://www.gov.uk/government/publications/fixing-the-foundations-creating-a-more-prosperous-nation

Figure 3.1: The Governments' Framework for Raising Productivity

Source: HM Treasury
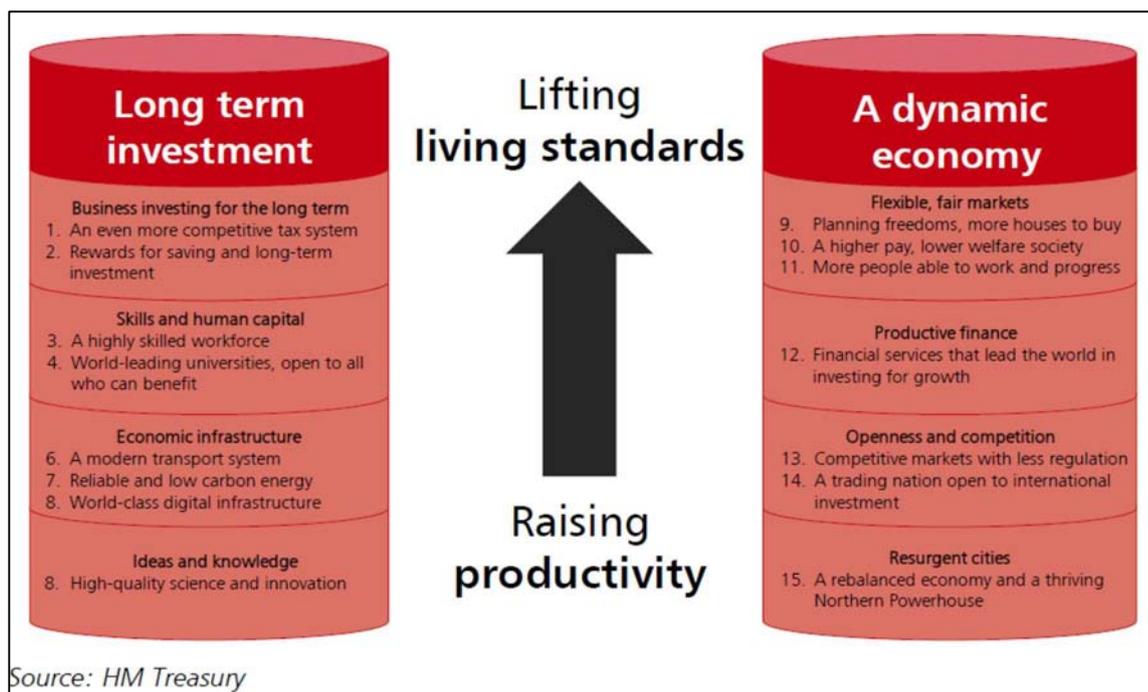
3.2.4   Specifically in relation to the preparation of Local Plans, the 'Fixing the Foundations' report states that it is vital that local authorities 'put in place Local Plans that set the framework for the homes and jobs local people need'. The Government intends to set deadlines by which Local Plans are to be adopted.

3.2.5   The Government intend to publish league tables, setting out local authorities' progress on providing a plan for the jobs and homes needed locally. Where they are not, the Secretary of State for Communities and Local Government will intervene for those local authorities that do not produce them, to arrange for local plans to be written, in consultation with local people.

3.2.6   Where Councils cannot meet their housing need in full, cooperation with other local authorities is required and hence the Government is to strengthen guidance to improve the operation of the Duty to Cooperate on key housing and planning issues.

3.2.7   Areas around commuter transport hubs offer significant potential for new homes. As a result of powers sought through the Cities and Local Government Devolution Bill, development corporations may be established to deliver higher-density development in designated areas. The Government will also consider how national policy and guidance can ensure that unneeded commercial land can be released for housing. Linked with this, the Government intend to introduce a new approach to station redevelopment.

3.2.8   The Government intends to speed up the planning system by:
  + Allow major infrastructure projects with an element of housing to apply through the Nationally Significant Infrastructure Projects procedures;
  + Tighten the planning performance regime, so that local authorities making 50% or fewer of decisions on time are at risk of designation;
  + Extend the performance regime to minor applications, so that local authorities processing those applications too slowly are at risk of designation;
  + Introduce a fast-track certificate process for establishing the principle of development for minor development proposals, and significantly tighten the 'planning guarantee' for minor applications;

- Reduce net regulation on house builders hence the Government does not intend to proceed with the zero carbon Allowable Solutions carbon offsetting scheme, or the proposed 2016 increase in on-site energy efficiency standards; and
- Introduce a dispute resolution mechanism for section 106 agreements.

3.2.9   With a focus upon housing, the Government is promoting 'Starter Homes' seeking 200,000 to be built by 2020 by:

- Requiring local authorities to plan proactively for the delivery of Starter Homes;
- Extending the current exception site policy, and strengthening the presumption in favour of Starter Home developments, starting with unviable or underused brownfield land for retail, leisure and institutional uses;
- Enabling communities to allocate land for Starter Home developments, including through neighbourhood plans;
- Bringing forward proposals to ensure every reasonably sized housing site includes a proportion of Starter Homes;
- Implementing regulations to exempt these developments from the Community Infrastructure Levy, and re-affirming through planning policy that section 106 contributions for other affordable housing, and tariff-style general infrastructure funds, will not be sought for them;
- Putting in place new arrangements to monitor their delivery.

3.2.10   In order to revitalise town centres and high streets, the Government response to the Portas Review[10] noted that it is necessary to re-imagine these places, ensuring that they offer something new and different that neither out-of-town shopping centres nor the internet can offer. Hence local policies should look to 'reinforce local distinctiveness and community value and develop the social function with a view to underpinning ongoing commercial viability'[11].

3.2.11   The NPPF records that in preparing Local Plans, local planning authorities should:

- Support the viability and vitality of town centres;
- Define a network and hierarchy of centres that is resilient to anticipated future economic changes;
- Define the extent of town centres and primary shopping areas and set policies that make clear which uses will be permitted in such locations;
- Promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres;
- Retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive;
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development;
- Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre;
- Set policies for proposals for main town centre uses which cannot be accommodated in or adjacent to town centres;
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites; and
- Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

[10] CLG (2012) High streets at the heart of our communities: The Government's response to the Mary Portas Review [online] available at: http://www.communities.gov.uk/publications/regeneration/portasreviewresponse
[11] DCLG (2012) Parades of shops: towards an understanding of performance and prospects [online] available at: http://www.communities.gov.uk/documents/regeneration/pdf/2156925.pdf

3.2.12   To help achieve economic growth the NPPF directs that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Local Plans are to:

- Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth?
- Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- Plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
- Facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

3.2.13   Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.

3.2.14   The NPPF sets out a need for planning policies to promote a strong rural economy, local and neighbourhood plans should:

- Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;
- Promote the development and diversification of agricultural and other land-based rural businesses;
- Support sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors, while respecting the character of the countryside; and
- Promote the retention and development of local services and community facilities in villages.

Transport

3.2.15   In March 2011, the European Commission issued a White Paper on Transport in which it expresses a desire for transport users to pay for emissions, noise and other harm they cause. The Commission envisages a radically different transport system by 2020 including greener infrastructure and low-carbon technologies. The White Paper foresees an increasing economic cost of transport due to expensive oil, congestion, scarcity of labour skills and wider application of the user pays principle.

3.2.16   The White Paper established ten goals two of which are of relevance to the Local Development Framework (see **Table 3.1**).

Table 3.1: EU Transport Policy Goals

- Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO_2-free city logistics in major urban centres by 2030

- 30% of road freight over 300km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors.

3.2.17   The NPPF in considering transport provides the following objectives:

- To minimise journey lengths for employment, shopping, leisure and other activities, planning policies should aim for 'a balance of land uses'. Wherever practical, key facilities should be located within walking distance of most properties.
- The transport system needs to be balanced in favour of sustainable modes (including walking, cycling and public transport), giving people a choice about how they travel.
- Planning for transport and travel will have an important role in 'contributing to wider sustainability and health objectives'.

3.2.18 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. It is also stated that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

3.2.19 The NPPF records that planning policies should aim for a balance of land uses within their area, so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

3.2.20 The NPPF notes that Local Plans should support the expansion of electronic communications networks, including telecommunications and high speed broadband. The number of radio and telecommunications masts and the sites should be kept to a minimum consistent with the efficient operation of the network with existing masts, buildings and other structures being used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

3.2.21 The Department for Transport (DfT) 'Door to Door' strategy[12] considers what is necessary to ensure that people can be confident in choosing sustainable transport. Measures include: regular and straightforward connections at all stages of the journey and between different modes; safe, comfortable transport facilities; and cycling and walking facilities and stations at the heart of the 'plug-in hybrid vehicle programme'.

Resources

3.2.22 The European Commission has embarked upon a strategy to encourage resource efficiency and a move towards the circular economy. The 2011 report 'A Resource-Efficient Europe'[13] seeks to achieve a resource-efficient and low-carbon economy through the following actions:
- Coordinated action in a wide range of policy areas;
- Act urgently due to long investment lead-times; and
- Empower consumers to move to resource-efficient consumption, to drive continuous innovation and ensure that efficiency gains are not lost.

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[12] DfT (2013) Door to Door: A strategy for improving sustainable transport integration [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142539/door-to-door-strategy.pdf
[13] Commission of the European Communities (2011) A Resource Efficient Europe, http://eurlex. europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0021:FIN:EN:PDF

3.2.23   The initiative aims to create a framework for policies to support the shift towards a resource-efficient and low-carbon economy to:
+ Boost economic performance while reducing resource use;
+ Identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness;
+ Ensure security of supply of essential resources; and
+ Fight against climate change and limit the environmental impacts of resource use.

3.2.24   The Roadmap[14] to support strategy to a 'Resource Efficient Europe' proposes ways to increase resource productivity and de-couple economic growth from resource use and its environmental impact. The following initiatives are proposed:
+ Strengthening green public procurement;
+ Benchmark environmental performance over the life cycle;
+ Setting measures to boost material resource efficiency;
+ Enhanced information on the environmental footprint of materials; and
+ Networking and exchange of best practice on resource efficiency.

3.2.25   The Roadmap requested that Member States:
+ Incentivise corporate benchmarking and improved resource efficiency;
+ Help companies make best use of waste and by-products (e.g. by exploiting industrial symbiosis);
+ Ensure advice and support is available to SMEs; and
+ Ensure that by 2020 all relevant Substances of Very High Concern are placed on the REACH Candidate List.

3.2.26   In-line with the mandatory requirements of the Waste Framework Directive, the Waste Management Plan for England includes analysis of:
+ The current waste management situation and measures to prepare for re-use, recycling, recovery and disposal of waste; and
+ Planned waste management technologies and methods to promote high quality recycling, including separate collections of waste; and measures to encourage the separate collection of bio-waste.

3.2.27   The Government's December 2013 statement on waste, 'Prevention is Better than Cure'[15] provided a move towards resource efficiency. The aim being to improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth. The Government wants to 'encourage businesses to contribute to a more sustainable economy by building waste reduction into design, offering alternative business models and delivering new and improved products and services'.

3.2.28   In preparing Local Plans, the NPPF records that local planning authorities should:
+ Identify and include policies for extraction of mineral resource of local and national importance in their area (excluding peat);
+ Take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously;
+ Define Minerals Safeguarding Areas and adopt appropriate policies to avoid needless sterilisation by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas;
+ Safeguard:

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[14] European Commission, (2011) Road Map to a Resource Efficient Europe, http://eurlex. europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0571:FIN:EN:PDF
[15] HM Government, (2013): Prevention is Better than Cure: The Role of Waste Prevention in Moving to a More Resource Efficient Economy, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265022/pb14091-waste-prevention-20131211.pdf

- existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities; and
- existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material;

- Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place;
- Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health; taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality;
- When developing noise limits, recognise that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction; and
- Have policies to ensure early reclamation taking account of aviation safety and that high quality restoration and aftercare takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation'
- Provide for the maintenance of land banks of non-energy minerals.

3.3 Climate change and energy

Greenhouse gas emissions

3.3.1 In its 2007 strategy on climate change, the European Commission assesses the costs and benefits of combating climate change and recommends a package of measures to limit global warming to 2° Celsius[16]. On energy, the Commission recommends that the EU's energy efficiency improves by 20% and the share of renewable energy grows to 20% by 2020. This was followed up by the 2011 report 'A Roadmap for moving to a competitive low carbon economy in 2050'[17].

3.3.2 Key messages from the NPPF include:
- Support transition to a low carbon future in a changing climate as a 'core principle'.
- There is a key role for planning in meeting the targets set out in the Climate Change Act 2008[18]. Specifically, policy should support the move to a low carbon future through:
  - Planning for new development in locations and ways which reduce GHG emissions;
  - Actively supporting energy efficiency improvements to existing buildings;
  - Setting local requirements for building's sustainability in a way that is consistent with the Government's zero carbon buildings policy;
  - Positively promoting renewable energy technologies and considering identifying suitable areas for their construction; and
  - Encouraging those transport solutions that support reductions in greenhouse gas emissions and reducing congestion.

3.3.3 To help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. They should:
- Have a positive strategy to promote energy from renewable and low carbon sources;

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[16] Commission of the European Communities (2007) Limiting Global Climate Change to 2 degrees Celsius: The way ahead for 2020 and beyond [online] available at: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0002:FIN:EN:PDF
[17] Commission of the European Communities, (2011) A Roadmap for Moving to a Competitive Low Carbon Economy in 2050 http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0571:FIN:EN:PDF
[18] The Climate Change Act 2008 sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO_2 emissions of at least 26% by 2020, against a 1990 baseline.

✦ Design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;

✦ Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;

✦ Support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and

✦ Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

3.3.4   The NPPF states that Local Plans are to take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development is to be planned to avoid increased vulnerability to the impacts arising from climate change. New development in areas vulnerable is to have adaptation measures, including green infrastructure to manage the risks.

3.3.5   To support the move to a low carbon future, local planning authorities should:
✦ Plan for new development in locations and ways which reduce greenhouse gas emissions;
✦ Actively support energy efficiency improvements to existing buildings; and
✦ When setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards.

3.3.6   Insofar as energy is concerned, local authorities are to:
✦ Have a positive strategy to promote energy from renewable and low carbon sources;
✦ Design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
✦ Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources;
✦ Support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and
✦ Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

3.3.7   With regards to low-carbon district heating networks, the DECC report the 'Future of Heating' points out that around half (46%) of the final energy consumed in the UK is used to provide heat. The Government's vision is one of: buildings benefiting from a combination of renewable heat in individual buildings, particularly heat pumps, and heat networks distributing low carbon heat to communities.

Flood Risk

3.3.8   The Water Framework Directive (WFD) (2000/60/EC) drives a catchment-based approach to water management. The EA is identifying 'Significant Water Management Issues' for each catchment with a view to presenting the second River Basin Management Plans to ministers during 2015. The Plans will seek to deliver the objectives of the WFD namely:
✦ Enhance and prevent further deterioration of aquatic and wetland ecosystems;
✦ Promote the sustainable use of water;
✦ Reduce the pollution of water, especially by 'priority hazardous' substances; and
✦ Ensure the progressive reduction of groundwater pollution.

3.3.9   The EU's 'Blueprint to Safeguard Europe's Water Resources' promotes the use of green infrastructure, such as wetlands, floodplains and buffer strips along watercourses to reduce vulnerability to floods and droughts. It also emphasises the role water efficiency can play in reducing scarcity and water stress[19].

3.3.10   With regard to flooding, the NPPF provides the following guidance:
- Produce strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply and wastewater.
- Take account of the effects of climate change in the long term, including factors such as flood risk, water supply and changes to biodiversity and landscape.
- Development should be directed away from areas at highest risk from flooding, and should "not to be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding". Where development is necessary, it should be made safe without increasing risk elsewhere. Where new development is vulnerable this should be managed through adaptation measures.

3.3.11   The Climate Change Risk Assessment for 2017 report prepared for the Committee on Climate Change[20] set out the following key messages:
- **Business as usual in managing flood risk:** A 50% increase in expected annual damage (EAD) is projected under a 2°C climate change projection and 150% with a 4°C change with further increases due to population growth.
- **Flood sources most important for risk today and in the future:** Fluvial (river), contributing £560m (40%) of total UK EAD. Future change in groundwater flooding is dominated by flooding from permeable superficial deposits.
- **Anticipated impacts:** The number of residential properties exposed to flooding more frequently than 1:75 years (on average) increases from 860,000 to 1.2 million (a 40% increase) by the 2080s under a 2°C increase in GMT, and to 1.7 million (a 93% increase) under 4°C. Both estimates assume no population growth and adaptation continuing at current levels. The area of Best and Most Versatile (BMV) agricultural land at risk from flooding increases by 32% and 65%. By the 2080s the number of care homes located in the highest flood probability category increase by 48% and 140%; schools by 32% and 95%; emergency services sites by 36% and 100%; hospitals by 23% and 68%; and GPs surgeries by 46% and 140% for 2°C and 4°C respectively, assuming current levels of adaptation and no population growth.
- **Number of people at risk:** The total number of people living in properties exposed to flooding more frequently than 1:75 years (on average) increases from 1.8milllion to 2.5million (an increase of 41%) under 2°C climate change projection and 3.5million (an increase of 98%) under 4°C climate change projection by the 2080s, assuming current levels of adaptation are continued and no population growth. People living in properties located within the UK's most deprived communities face even higher increases in risk with the number of people exposed to flooding more frequently than 1:75 years (on average) increasing by 48% and 110% under 2°C and 4°C respectively.
- **Current approach to adaptation:** Current levels of adaptation will not be sufficient to completely offset all of the projected increases under either a 2°C or 4°C climate change projection.
- **Effective adaption measures**: Spatial planning and building codes are already very effective at reducing the risk to new build properties within the coastal and fluvial floodplain (less so in areas prone to surface water or groundwater flooding) and remain an important component all future Adaptation Scenarios. The potential for perverse outcomes is highlighted where development is relocated away from one source of flooding (i.e. fluvial or coastal) into areas subject to either surface water or groundwater flooding.

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[19] European Commission (2012) A Blueprint to Safeguard Europe's Water Resources [online] available at http://ec.europa.eu/environment/water/blueprint/pdf/COM-2012-673final_EN_ACT-cov.pdf
[20] Sayers, (2015) The Climate Change Risk Assessment for 2017, Projections of Future Flood Risk in the UK https://d2kjx2p8nxa8ft.cloudfront.net/wp-content/uploads/2015/10/CCRA-Future-Flooding-Main-Report-Final-06Oct2015.pdf.pdf

- **Action needed by**: Significant increases in flood risk are projected to occur as early as the 2020s. The need for early adaptation also reflects the long lead time required to implement policy change and the long lived nature of the decisions made today that influence future risk.

3.3.12 The Water White Paper[21] sets out the Government's vision for a more resilient water sector, where water is valued as a precious resource. Measures must address poorly performing ecosystems and the combined impacts of climate change and population growth on stressed water resources. Measures are put in place to encourage and incentivise water efficiency, with the aspiration to reduce average demand to 130 litres per head, per day by 2030.

3.3.13 The Flood and Water Management Act[22] sets out the following objectives regarding flood risk:
- Incorporate greater resilience measures into the design of new buildings, and retro-fit at risk properties (including historic buildings);
- Utilise the environment, e.g. utilise land to reduce runoff and harness wetlands to store water; and
- Identify areas suitable for inundation and water storage.

3.3.14 Each River Basin District (RBD) has a plan to safeguard its waters to protect human health, water supply, natural ecosystems and biodiversity. River Basin Management Plans (RBMPs) must be reviewed and updated every 6 years. A consultation on the draft proposed update to RBMPs was open from October 2014 to April 2015. The proposed updates to the RBMP documents are expected to be published in December 2015.

3.3.15 Solihull is situated within the Humber River Basin for which a draft RBMP[23] was published in 2014. This draft encourages local authorities to:
- Consider the impact of hydromorphology in decisions on spatial planning, new buildings and infrastructure, many of which have implications for water management;
- Ensure the spatial planning process takes into account the full range of costs and benefits related to water by taking an integrated approach; and
- Consider urban diffuse pollution pressures when designing and constructing local council owned buildings, infrastructure and grounds which should incorporate sustainable drainage schemes, green infrastructure and water.

3.3.16 Solihull resides in the Tame, Anker and Mease Management Catchment[24] and the Tame Lower and Blythe operational catchments. Specific measures identified by the EA for the Tame Lower operational catchment are to:
- Reduce the impact of diffuse pollution from rural and urban sources;
- Reduce inputs of phosphate and ammonia from water industry point sources;
- Improve habitats;
- Removing barriers to fish movements; and
- Mitigating physical modifications in heavily modified water bodies.

3.3.17 The Blythe operational catchment has experienced deterioration in the status of the water environment and has similar actions to those for the Tame Lower with exception of not requiring measures to improve habitats or rectify physical modifications.

3.3.18 The draft Humber River Basin District Flood Risk Management Plan[25] identifies further actions for the Council to consider:

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[21] Defra (2011) Water for life (The Water White Paper) [online] available at http://www.official-documents.gov.uk/document/cm82/8230/8230.pdf
[22] Flood and Water Management Act (2010) [online] at: http://www.legislation.gov.uk/ukpga/2010/29/contents
[23] Environment Agency, 2014: Humber Draft River Basin Management Plan, https://consult.environment-agency.gov.uk/portal/ho/wfd/draft_plans/consult?pointId=s1405417886771#section-s1405417886771
[24] Environment Agency (2014) Tame, Anker and Mease Management Catchment https://consult.environment-agency.gov.uk/file/3172278
[25] Environment Agency, (2014) Humber River Basin District Flood Risk Management Plan – consultation https://consult.environment-agency.gov.uk/file/3092398

- Where there are no alternative options available, and development is required within the highest risk zone 3b, flood risk shall be managed through upstream alleviation in order to bring development in line with national planning policy;
- Car parking needs to be safe, especially in terms of flood warning and overnight parking areas;
- Any development adjacent to a canal should leave a minimum of an 8 metre wide buffer strip;
- Safe, dry pedestrian access/ egress up to 100 year plus climate change event + 8 m easement;
- Existing flood defence infrastructure will be protected and development that would compromise the flood defence function will be permitted only if it is demonstrated through a flood risk assessment that the risk both within and outside the site, and to sites further downstream is not increased;
- Restoration of culverted watercourses to open channels will be encouraged, especially where this will help to reduce the risk of flooding;
- Applications for new development where there is a flood risk issue should be accompanied by a site flood risk assessment;
- Developers are encouraged to secure reduction of flood risk by the provision or enhancement of green infrastructure, wherever possible;
- Habitable use of basements within Flood Zone 3 should not be permitted. Commercial basements should have a basement with a 600mm above 1 in 100 and climate change access;
- Development should incorporate floodplain storage compensation;
- Floor levels should be situated above the 100 year plus climate change predicted maximum level plus a minimum freeboard of 300mm;
- Sequential test based approach, only permitted if flood plain capacity is maintained and limited to essential infrastructure;
- Developers will be expected to demonstrate that the layout and design of a development takes account of the surface water flows in extreme events so as to avoid flooding of properties, both within and outside the site;
- The Council will expect sustainable drainage systems to be incorporated into all developments, unless it can be demonstrated that it is inappropriate or impossible to achieve;
- Above ground attenuation, such as balancing ponds, should be considered in preference to below ground attenuation, due to the water quality and biodiversity benefits they offer;
- The Surface Water Attenuation Volume should be for a 1 in 100 year on-site attenuation taking into account climate change;
- Greenfield discharge rates with a minimum reduction of 20%, as required by the Environment Agency.

3.3.19 The NPPF states that Local Plans are to be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies. Local Plans are also to apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

3.4 Natural resource protection; and environmental enhancement

Biodiversity

3.4.1 The EU Sustainable Development Strategy, adopted in 2006, included an objective to halt the loss of biodiversity by 2010[26]. An EU Biodiversity Strategy[27] was then adopted in May

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[26] Council of the European Union (2006) The EU Sustainable Development Strategy [online] available at: http://register.consilium.europa.eu/pdf/en/06/st10/st10117.en06.pdf
[27] European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: http://ec.europa.eu/environment/nature/biodiversity/comm2006/pdf/2020/1_EN_ACT_part1_v7%5b1%5d.pdf

2011 to deliver on the established Europe-wide target to 'halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020'.

3.4.2   Key messages from the NPPF include:

- Contribute to the Government's commitment to halt the overall decline in biodiversity by minimising impacts and achieving net gains in biodiversity wherever possible.
- Protect internationally, nationally and locally designated sites, giving weight to their importance not just individually but as a part of a wider ecological network.
- Promote the 'preservation, restoration and recreation of priority habitats, ecological networks' and the 'protection and recovery of priority species'. Plan for biodiversity at a landscape-scale across local authority boundaries.
- Account for the long-term effects of climate change. Adopt proactive strategies to adaptation and manage risks through measures including multifunctional green infrastructure (giving consideration to 'ecological networks').
- Encourage the effective use of land' through the reuse of land which has been previously developed, 'provided that this is not of high environmental value'.

3.4.3   The Natural Environment White Paper (NEWP) sets out the importance of a healthy, functioning natural environment to sustained economic growth, prospering communities and personal well-being. It signals a move away from the traditional approach of protecting biodiversity in nature reserves. The White Paper recognises green infrastructure as 'one of the most effective tools available' to manage 'environmental risks such as flooding and heat waves'[28]. Proposals set out in the NEWP are linked to the research on National Ecosystem Assessment (NEA) that concluded that 'substantial' benefits that ecosystems provide to society directly and through supporting economic prosperity[29].

3.4.4   Wildlife Trust 'Living Landscape' initiatives focus on conserving biodiversity over large areas of land where habitats are fragmented[30]. The Wildlife Trust (with the TCPA) have also produced guidance on 'Planning for Biodiversity'[31] noting that green infrastructure can help to 'deliver some of the services currently provided by hard engineering techniques'.

Landscape, land and green infrastructure

3.4.5   The European Landscape Convention (2007) defines landscape as: "An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors." It recognises that the quality of all landscapes matters – not just those designated as 'best' or 'most valued'. Among other things, the ELC commits all signatories to establishing and implementing policies aimed at landscape protection, management and integrating landscape into planning, cultural, environmental, agricultural, social and economic policies.

3.4.6   A key message from the NPPF is that it is strategic policy to deliver conservation and enhancement of landscape, protecting valued landscapes and giving weight to conservation of scenic beauty.

3.4.7   In terms of Green Belt the NPPF records that local planning authorities are to enhance the beneficial use of the Green Belt, by measures such as providing access; opportunities for outdoor sport and recreation as well as to retain and enhance landscapes, visual amenity and biodiversity. Opportunities to improve damaged and derelict land are also to be sought.

3.4.8   Green Belt boundaries which set the framework for Green Belt and settlement policy are to be capable of enduring beyond the plan period. Development is to be channelled towards

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[28] Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf
[29] UNEP-WCMC (2011) UK National Ecosystem Assessment [online] available at: http://uknea.unepwcmc.org/Resources/tabid/82/Default.aspx
[30] The Wildlife Trusts (2010) A Living Landscape: play your part in nature's recovery [online] available at: http://www.wildlifetrusts.org/alivinglandscape
[31] The Wildlife Trusts and TCPA (2012) Planning for a healthy environment: good practice for green infrastructure [online] available at: http://www.wildlifetrusts.org/news/2012/07/06/planning-healthy-and-natural-environment

urban areas; towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt Boundary.

3.4.9   In 'Safeguarding our Soils: A strategy for England' [32], Defra set out a vision is set out for the future of soils in the Country. Good quality soils in urban areas are recognised as being vital in supporting ecosystems, facilitating drainage and providing urban green spaces for communities. Preventing the pollution of soils and addressing the historic legacy of contaminated land is another element of the report's vision.

Historic environment

3.4.10   The NPPF addresses the historic environment with the following:
- Set strategic policy to deliver conservation and enhancement of the natural and historic environment, including landscape.
- Heritage assets should be recognised as an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of 'the wider social, cultural, economic and environmental benefits' and recognising the positive contribution new development can make to local character and distinctiveness.
- Set out a 'positive strategy' for the 'conservation and enjoyment of the historic environment', including those heritage assets that are most at risk. Look for opportunities within Conservation Areas, and within the settings of heritage assets, to enhance or better reveal their significance.

3.4.11   The Government's Statement on the Historic Environment for England[33] calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Similarly, 'Understanding Place'[34] aims to relate the designation and management of Conservation Areas to the principles of conservation management planning for historic areas and outlines how management of conservation areas relates to wider planning. 'Seeing History in the View'[35] presents a method for understanding and assessing heritage significance within views. Similarly, 'Guidance on the Setting of Heritage Assets'[36] provides the methodology for defining the extent of the setting of a heritage asset, and for determining how development can impact setting.

Built environment

3.4.12   The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Local and neighbourhood plans are to develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;

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[32] Defra (2009) Safeguarding our Soils: A strategy for England [online] available at: http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf (accessed 01/15)
[33] HM Government (2010) The Government's Statement on the Historic Environment for England [online] available at: http://webarchive.nationalarchives.gov.uk/+/http://www.culture.gov.uk/reference_library/publications/6763.aspx
[34] English Heritage (2011) Understanding place: conservation area designation, appraisal and management [online] available at: http://www.english-heritage.org.uk/publications/understanding-place-conservation-area/
[35] English Heritage (2011) Seeing History in the View [online] available at: https://www.english-heritage.org.uk/professional/advice/advice-by-topic/setting-and-views/seeing-the-history-in-the-view/
[36] English Heritage (2011) Guidance on the Setting of Heritage Assets [online] available at: http://www.english-heritage.org.uk/publications/setting-heritage-assets/

- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

3.4.13   Planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Air quality

3.4.14   The EU Thematic Strategy on Air Pollution[37] aims to cut the annual number of premature deaths from air pollution-related diseases by 40% by 2020 (using 2000 as the base year).

3.4.15   In September 2015 Defra issued its draft Air Quality Strategy[38] in response to a Supreme Court ruling. The report states that local authorities have a central role in achieving improvements in air quality. The draft strategy records that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. New development should be appropriate for its location, taking proper account of the effects of pollution on people's health.

3.4.16   Local authority planning policies are to sustain compliance with and contribute towards meeting limit values for pollutants, which includes NO_2, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should also ensure that any new development in Air Quality Management Areas is consistent with the Local Air Quality Action Plan.

3.4.17   The draft Strategy notes that the transport system needs to be balanced in favour of sustainable transport modes and that it should protect and exploit opportunities for the use of sustainable modes including, where practical, incorporating facilities for charging plug-in and other ultra-low emission vehicles and give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

3.4.18   The Government intends to set out a framework for the introduction of Clean Air Zones in early 2016 in which measures can vary from incentivising electric vehicles, through to introducing low emission zones or closing roads to certain vehicles. The Government also aims for nearly every car and van to be a zero emission vehicle by 2050.

3.4.19   The assessment undertaken for the West Midlands Urban Area agglomeration zone[39] indicates that the annual limit value for NO_2 was exceeded in 2013, with the standard being likely to be achieved before 2025 through the introduction of measures included in the baseline. When combined with the measures outlined in the overview document for the UK the Government expect this zone to be compliant by 2020.

3.4.20   Key messages from the NPPF include:
- A Core Planning Principle is to take account of and support local strategies to improve health, social and cultural well-being for all.
- Plans should contribute towards national objectives for pollutants, taking into account the presence of Air Quality Management Areas.

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[37] Commission of the European Communities (2005) Thematic Strategy on air pollution [online] available at: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0446:FIN:EN:PDF

[38] Defra (2015) Consultation on Draft Plans to Improve Aid Air Quality https://consult.defra.gov.uk/airquality/draft-aq-plans/supporting_documents/Consultation%20document%20%20draft%20plans%20to%20improve%20air%20quality.%20September%202015%20final%20version%20folder.pdf

[39] Defra (2015) Draft Air Quality Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO2) in West Midlands Urban Area (UK0002)http://uk-air.defra.gov.uk/assets/documents/no2-consultation-2015/AQplans_UK0002.pdf

- The Air Quality Strategy sets health-based objectives for nine main air pollutants. Performance against these objectives is monitored where people are regularly present and might be exposed to air pollution[40].
- New and existing developments should be prevented from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.
- Planning policies should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life.

Noise

3.4.21 Criteria for the selection of quiet areas has been published by the European Environment Agency in 2014 in its report Good Practice Guide on Quiet Areas[41]

3.5 Sustainable communities

Deprivation

3.5.1 The State of the Nation report (2014)[42] sets out the progress been made across a range of deprivation indicators. Despite improvements, the report concludes that there is no realistic hope of the statutory child poverty targets being met in 2020. The Commission noted that the high cost of housing is leading to an expansion in the private rented sector.

3.5.2 While economic development and housing policies can assist in reducing deprivation, in 2013, the Government issued guidelines to make sure that the needs and interests of rural people, communities and businesses in England are properly considered. In addition to national rural proofing, a suite of local level rural proofing materials to assist local decision makers to rural proof local policies and practices was issued[43].

Housing

3.5.3 The following messages are set out in the NPPF:
- To 'boost significantly the supply of housing', local planning authorities should meet the 'full, objectively assessed need for market and affordable housing' in their area.
- Plans for housing mix should be based upon 'current and future demographic trends, market trends and the needs of different groups in the community'.
- With a view to creating 'sustainable, inclusive and mixed communities' authorities should ensure provision of affordable housing onsite or externally where robustly justified.
- Good design is a key aspect in sustainable development. Development should improve the quality of the area over its lifetime, not just in the short term. Design should reinforce local distinctiveness, raise the standard more generally in the area and address the connections between people and places.
- Larger developments are suggested as sometimes being the best means of achieving a supply of new homes.

3.5.4 The NPPF states that where there is an identified need for affordable housing, policies on meeting the need are required, but they should be sufficiently flexible to take account of changing market conditions over time. It also advises that local planning authorities should consider the case for policies to resist inappropriate development of residential gardens. To

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[40] Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] available at: http://www.defra.gov.uk/environment/quality/air/air-quality/approach/
[41] EEA, (2014) Good Practice Guide on Quiet Areas http://www.eea.europa.eu/publications/good-practice-guide-on-quiet-areas/at_download/file
[42] Social Mobility & Child Poverty Commission (2014) State of the Nation 2014: Social Mobility and Child Poverty in Great Britain https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/365765/State_of_Nation_2014_Main_Report.pdf
[43] Defra (2013) Local Level Rural Proofing – RE0246, http://randd.defra.gov.uk/Default.aspx?Menu=Menu&Module=More&Location=None&Completed=0&ProjectID=18130

3.5.5   The Housing Report[44] identifies the need to produce a step change in housing to meet the nations needs and aspirations, especially given that: 'Many of the external pressures on the housing market, ranging from a growing and ageing population to falling incomes, are likely to intensify'. Issues include overcrowding and homelessness.

3.5.6   The report 'Housing Conditions of Minority Ethnic Households'[45] seeks to quantify the cost of poor housing among minority ethnic households to the NHS and wider society. Around 15% of the 2.2 million ethnic minority households in England are those with at least one Category 1 HHSRS hazard (classified as poor housing). The estimated annual treatment cost to the NHS is around £52m per year if the poor housing amongst the minority ethnic households is left unimproved and wider costs to society are estimated at 2.5 times the NHS costs.

3.5.7   The Select Committee[46] on housing market is not delivering enough specialist housing. An adequate supply of suitably located, well-designed, supported housing for older people could result in an increased release onto the market of currently under-occupied family housing, expanding the supply available for younger generations.

Commercial assets

3.5.8   No specific policy guidance was identified.

Health

3.5.9   The WHO 2014 report on 'Developing National Action Plans on Transport, Health and Environment'[47] provides advice for national and local government working in health, environment, transport, interior, consumer affairs, education, finance and spatial planning. Health inequalities and improving participatory governance for health are the focus for the European Commission's report Health 2020[48]. While the 2014 WHO report identifies the following actions for local authorities:
   *   Social justice, health and sustainability should be at the heart of all policies;
   *   Empowering individuals and communities to take control, promoting personal well-being, community participation, social cohesion and equity, people, process and place are key dimensions;
   *   The public sector should provide new forms of political, civic and public leadership focused on creating the conditions within which people and communities can take control of their lives;
   *   Action is required on the social determinants of health across the whole population proportionally to the level of disadvantage and across the life course to address the cumulative effect of inequities in health; and
   *   Strategies and policies need to be crosscutting.

3.5.10   Key roles for local government were identified as being:
   *   Providing community leadership to extend civic participation and local governance, mobilizing communities to co-produce health and well-being and to develop social capital, trust and resilience;

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[44] The Chartered Institute of Housing, National Housing Federation and Shelter (2012) The Housing Report: Edition 2 [online] available at: http://england.shelter.org.uk/__data/assets/pdf_file/0008/435653/Housing_Report_2_-_May_2012.pdf
[45] Race Equality Foundation (2014) The Housing Conditions of Minority Ethnic Households in England, Better Housing Briefing 24 [online] available at: http://www.better-housing.org.uk/briefings
[46] English Heritage (2007) Guidance on Tall Buildings [online] available at: http://www.english-heritage.org.uk/professional/advice/advice-by-topic/setting-and-views/tall-buildings/
[47] WHO (2014) Developing National Action Plans on Transport, Health and Environment, http://www.euro.who.int/__data/assets/pdf_file/0010/247168/Developing-national-action-plans-on-transport,-health-and-environment.pdf?ua=1
[48] European Commission, (2013) Health 2020, http://www.euro.who.int/__data/assets/pdf_file/0011/199532/Health2020-Long.pdf?ua=1

- Identifying individual and population needs and assets to inform strategic approaches and partnership working in taking local action on the social determinants of inequalities in health;
- Promoting safe and sustainable places and communities, undertaking health equity impact assessment in urban planning and place shaping to inform new design and the regeneration of existing neighbourhoods;
- Commissioning and providing a range of direct and evidence-informed prevention services to engage individuals and neighbourhoods consistent with statutory duties;
- Regulating consistent with devolved local powers to address inequalities in health; and
- Where local government is a major employer, directly or indirectly using commissioning, contracting and the provision of employment to improve local employment conditions.

3.5.11   Among the messages from the NPPF are:
- The social role of the planning system involves 'supporting vibrant and healthy communities'.
- A core planning principle is to 'take account of and support local strategies to improve health, social and cultural well-being for all'.
- Facilitate social interaction and creating healthy, inclusive communities'.
- Promote retention and development of community services / facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.
- Set strategic policy to deliver the provision of health facilities.
- Sufficient choice of school places is of 'great importance' and there is a need to take a 'proactive, positive and collaborative approach'.
- Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
- Promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the local 'individuality'.
- Ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.
- Prevent new or existing development from being 'adversely affected' by soil pollution or land instability and be willing to remediate and mitigate 'where appropriate'.

3.5.12   The NPPF states that planning policies should aim to achieve places which promote:
- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

3.5.13   Planning policies are to:
- Plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments;
- Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

3.5.14   Planning policies are to be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision as well as better rights of way and access facilities for users.

3.5.15   A supplementary report to 'Fair Society, Healthy Lives' ('The Marmot Review') investigated health inequalities and considered links between spatial planning and health[49] highlighting the following policy actions:
- Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality;
- Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by: improving active travel; improving open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing; and
- Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.

3.5.16   The TCPA report 'Planning Healthier Places'[50] notes that an emphasis on financial viability in planning decisions can underplay the long-term costs to the public purse that are incurred if populations are unhealthy because of the places where they live. It states that there needs to be new engagement between planners, developers and communities to identify how the evidence-based health benefits of investing for the long term can be factored-in.

3.5.17   The Select Committee on Public Service and Demographic Change report 'Ready for Ageing?' [51] warned that society is under-prepared for the ageing population. Key projections about ageing include 101% more people aged 85 and over in England in 2030 compared to 2010; and a 90% increase in people with moderate or severe need for social care. Organisations involved in urban planning will need to adjust to an older population. The housing market is delivering much less specialist housing for older people than is needed.

3.5.18   The RIBA City Health Check report assesses the impact of urban design and architecture on public health and shows a clear link between green space and health outcomes, with the less healthy areas tending to have a higher density of housing and a lower proportion of green space[52]. Similarly, the report Natural Solutions looks to highlight evidence from recent studies that demonstrate the important role that the natural world can play in delivering well-being. It points to the relationship between access to nature and both physical and mental health benefits. The natural environment is also described as potentially being a resource to help reduce crime levels and increase community cohesion by providing a neutral space in which people can meet and interact.

Crime and public safety

3.5.19   No specific policy guidance was identified.

Mixed development

3.5.20   As noted above the NPPF promotes mixed use development giving benefits in terms of community cohesion.

3.6   Neighbouring Local Plans

3.6.1   It is necessary for the sustainability appraisal to consider the potential for any interactions with neighbouring plans and programmes. In this regard, the evolving plans for the

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[49] The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf
[50] TCPA (2013) Planning Healthier Places [online] available at: http://www.tcpa.org.uk/data/files/Planning_Healthier_Places.pdf
[51] Select Committee on Public Service and Demographic Change (2013) [online] available at: http://www.parliament.uk/business/committees/committees-a-z/lords-select/public-services-committee/report-ready-for-ageing/
[52] RIBA (2013) City Health Check, How design can save lives and money [online] available at: http://www.architecture.com/Files/RIBAHoldings/PolicyAndInternationalRelations/Policy/PublicAffairs/RIBACityHealthCheck.pdf

neighbouring authorities of Birmingham City, Coventry City, Bromsgrove, North Warwickshire and Warwick have been considered.

3.6.2   To ensure consistency on cross-boundary issues, the Council has a memorandum of understanding (MoU) and holds regular meetings with planners in the neighbouring authorities.   Co-ordination meetings are held with:
* West Midlands Metropolitan Area Authorities Joint Committee;
* West Midlands Integrated Transport Authority;
* Chief Executives Group;
* Duty to Cooperate Group; and the
* Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Spatial Planning Group.

3.6.3   No specific contradictions between the Council's strategies and those of the neighbouring authorities have been identified by the Council. However, the potential for increased movement of goods and people between the authorities exist.

Birmingham City Council

3.6.4   The status and implications of relevant plans in the neighbouring authority of Birmingham are summarised in **Table 3.2**, with **Figure 3.2** providing an over view of the spatial strategy.

Table 3.2: Birmingham City Plans

Plan	Implications for Solihull Local Plan
Birmingham Development Plan[53] Consultation on post EiP Modifications closed October 2015.	• The ONS projections (2010) indicate that by 2031 Birmingham's population will rise by 150,000 meaning an extra 80,000 households. • Not possible to deliver the new housing development to meet this need within the City boundary. • An additional 100,000 jobs need to be created. • Land to be removed from the Green Belt for housing and employment development such as at the former Yardley Sewage Works site and development of up to 350 new homes. • Regeneration and growth of around 1,000 new homes and improvements to local centres focused on the Meadway, Stechford and Shard End. • High quality new housing environment that will ensure wider housing choice within the Shard End area in line with the principles in Policy TP26. This will include broader housing opportunities and associated community facilities.
	• A potential rapid transit route is being explored which would link the city centre to the airport and which would run along Bordesley Green and the Meadway. • A high quality employment site of 80ha is proposed at Peddimore, Minworth. The site which will be removed from the Green Belt. • A rapid transit link between the City Centre and Birmingham Airport and the proposed HS2 interchange in Solihull. • **Contribute to the provision of Birmingham's housing needs, while collaborating on the regeneration and growth of Eastern Birmingham and North Solihull including the provision of enhanced public transport infrastructure.**

Coventry City Council

3.6.5   The Council will be publishing its final version of the Local Plan and City Centre Area Action Plan in January 2016 with the Examination in Public being early summer 2016. The Council intends to have both Plans adopted by November 2016. **Table 3.3** presents a summary of key elements of relevance to the Local Plan Review.

Table 3.3: Coventry City Plans

Plan	Implications for Solihull Local Plan
Local Development Plan 2011-2031 Examination in Public anticipated Summer 2016	• Objectively Assessed Housing Need is 23,600 homes between 2011 and 2031 (1,180 a year), which in itself would represent a step change in housing delivery for Coventry. • The draft SHLAA (2014) shows that approximately 16,500 new homes can be accommodated within or adjacent to the existing urban area. Of these, around 80% would be on brownfield land. • Potentially delivery all housing need within own boundary however the sustainable growth option could see amendments to the north-west and western Green Belt boundaries. • **Housing needs for Coventry unlikely to affect Solihull, but potential links across travel to work areas.**

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[53] Birmingham City (2013) Development Plan http://www.birmingham.gov.uk/cs/Satellite?c=Page&childpagename=Development-Planning%2FPageLayout&cid=1223346396882&pagename=BCC%2FCommon%2FWrapper%2FWrapper

Bromsgrove District Council

3.6.6   Bromsgrove District Council was programmed to publish the Core Strategy in November 2011 following a consultation period which closed in April 2011. The implications of the Draft Core Strategy 2 upon Solihull are considered below.

Table 3.4: Bromsgrove Core Strategy

Plan	Implications for Solihull Local Plan
Submission Version District Plan 2011-2030 Examination in Public late 2015.	◆ Focus new development in sustainable locations in the District such as on the edge of Bromsgrove Town in the first instance. ◆ A housing target of 7,000 is proposed for the 19 year plan period of this 2,400 homes would require a Green Belt review by 2023. ◆ Two residential development sites located to the north and east respectively of the existing residential area at Wythall (one approximately 6.3ha in area, the second of approximately 3.1ha with consent or under construction. ◆ **No apparent implications.**

North Warwickshire Council

3.6.7   The Borough lies between Birmingham, Solihull, Coventry, Nuneaton and Hinckley, all of which are growth areas. No growth from these areas is expected to take place in the Borough during in the plan period.

Table 3.5: North Warwickshire District Plans

Plan	Implications for Solihull Local Plan
Core Strategy Adopted 2014	◆ Potential need to assist in meeting housing need for Tamworth. ◆ Concern over the capacity of the A5. ◆ Anticipate increased traffic through the countryside close to HS2 Birmingham International. ◆ Stressed that improved public transport connections will be extremely important. ◆ Keen to link addressing health and social inequalities, public transport, high level of out commuting and distribution industries and skills gap. ◆ No imperative for a Green Belt review but infill boundaries in the Green Belt will be brought forward to indicate where limited infill and redevelopment would be permitted. ◆ Between 2011 and 2029 at least 3,650 dwellings (net) will be built. ◆ Expansion of Hams Hall (20ha), Birch Coppice (40ha under construction) Regional Logistics Sites and MIRA Technology Park, an Enterprise Zone, south along the A5 is to be developed. ◆ **Consider collaboration on managing the transport impacts of HS2**

Warwick District Council

3.6.8   Early in 2015 Warwick District Council was informed by an Inspector that its Plan lacked a clear strategy to meet its housing market area's wider needs. The Inspector has agreed to suspend the Local Plan Examination until May 2016 dependent on satisfactory progress being made to address the Inspector's concerns.

3.7   Other plans and strategies

3.7.1   A variety of other plans have been produced since the previous SA report was prepared. The following are summarised below:
    ◆   Sustainability Matters – A Sustainability Strategy for Solihull;
    ◆   Meeting Housing Needs (Inc. Affordable Housing) SPD 2014;
    ◆   Solihull Health and Wellbeing Strategy 2013-16;

- HS2 Interchange and UK Central;
- The Interchange: Prospectus for a 'Garden City' Approach;
- M42 Economic Gateway – Masterplan Report;
- The Midlands HS2 Growth Strategy;
- GBSLEP Spatial Plan for Recovery and Growth;
- Towards a World Class Integrated Transport Network;
- Movement for Growth; and
- Solihull Connected.

Sustainability Matters – A Sustainable Strategy for Solihull

3.7.2   The 2012 Sustainability Strategy[54] sets out the following Action Plan.

Table 3.5: Solihull Sustainability Action Plan

Strategic Intent
Sustainable consumption and production – achieving more with less, reducing inefficient use of resources and taking into account impacts of products and materials across their whole lifecycle.   **Climate Change and energy** – changing the way we generate and use energy and preparing for the inevitable climate change that cannot now be avoided.   **Natural resource protection and environmental enhancement** – a better understanding of environmental limits, environmental enhancement and recovery where the environment is most degraded to ensure a decent environment for everyone.   **Sustainable Communities** – creation of sustainable communities that embody the principles of sustainable development at the local level.

Objectives
- Use natural resources efficiently and encourage and enable waste minimisation,   - reuse, recycling and recovery;   - Increase use of public transport, cycling and walking;   - Encourage local sourcing of food, goods and materials;   - Achieve a sustainable economy and prosperity for the benefit of all the Borough's inhabitants, encouraging and supporting a culture of enterprise and innovation, including social enterprise;   - Reduce emissions of greenhouse gases from transport, domestic, commercial and industrial sources, increase energy efficiency and increase the proportion of energy generated from renewable and low carbon sources;   - Implement a managed response to the unavoidable impacts of climate change;   - Encourage land use and development that creates and sustains well-designed, high quality built environments that incorporate green space, encourage biodiversity, and promote local distinctiveness and sense of place;   - Value, protect, enhance and restore the borough's environmental assets and biodiversity;   - Minimise air, water, soil, light and noise pollution levels;   - Encourage local stewardship of local environments;   - Support the reduction of fuel poverty;   - Provide decent and affordable housing for all;   - Ensure that the borough's workforce is equipped with the skills to access high quality employment opportunities whilst recognising the value and contribution of unpaid work.

Meeting Housing Needs

3.7.3   This 2014 Supplementary Planning Document[55] identifies a need not only to improve the affordability of housing, but also to deliver:

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[54] SMBC, (2012): Sustainability Matters – A Sustainability Strategy for Solihull
http://www.solihull.gov.uk/Portals/0/Planning/Sustainability_Strategy_2012.pdf

- High quality housing that is well designed and built to a high standard;
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural;
- Housing developments in suitable locations which offer a good range of community facilities and provide good access to jobs, key services and infrastructure.

3.7.4   The SPD records that the 2009 Strategic Housing Needs Assessment demonstrated that 1,182 'affordable' homes were required each year to reduce the backlog and provide for a proportion of newly formed households.

Solihull Health and Wellbeing Strategy 2013-16

3.7.5   The Health and Wellbeing Strategy[56] was revised in 2014 and has the following policy objectives:
- Give Every Child the Best Start in Life;
- Enable All Children, Young People and Adults to Maximise Their Capabilities and Have Control over Their Lives;
- Create Fair Employment and Good Work for All;
- Ensure a Healthy Standard of Living for All;
- Create and Develop Healthy and Sustainable Places and Communities;
- Strengthen the Role and Impact of Ill Health Prevention; and
- Ensure People Receive the Care and Support They Need Across the Life Course.

3.7.6   Of the objectives that have a direct link to spatial planning, the provision of employment opportunities for those in North Solihull is most evident since the alleviation of poverty will contribute to better health outcomes as would provision of affordable homes and supported housing for the elderly.   Environmental improvements are also identified as being capable to support and enhance physical and mental health wellbeing.

HS2 Interchange and UK Central

3.7.7   In June 2013, the Council together with the GBSLEP[57] published the UK Central Masterplan[58], setting out a vision for economic growth and job creation. The document highlighted four key areas within the M42 Corridor including North Solihull, Solihull Town Centre, Blythe Valley Park and an area known as the Hub. The latter area provides the most significant opportunity, encompassing the Interchange station, Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park.

Prospectus for a Garden City Approach

3.7.8   In June 2014, the Council published a 'Prospectus for a 'Garden City'[59] approach to the High Speed 2 Interchange east of the NEC providing a vision comprising high technology, innovation and communities zones along with the station area capable of providing a new residential community of at least 2,000 homes and 4,000 people.

3.7.9   Reflecting upon the proposed High Speed 2 Interchange and the Adjoining Area a proposed Local Area Plan[60] was published for consultation in November 2014. As part of the review of the Green Belt boundary to allocate the Interchange site for development, the Local Area Plan was to set out a spatial vision for the area, highlighting its potential for the creation of a new place incorporating high quality residential areas and green infrastructure, but also for

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[55] SMBC (2014): Meeting Housing Needs Supplementary Planning Document
http://www.solihull.gov.uk/Portals/0/Planning/LDF/Meeting_Housing_Needs_SPD_Final.pdf
[56] SMBC (2014) Health and Wellbeing Strategy
http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/PublicHealth/Health_and_Wellbeing_Strategy.pdf
[57] Greater Birmingham and Solihull Local Enterprise Partnership
[58] SMBC, (2013): UK Central Masterplan; http://www.investinukcentral.com/downloads/
[59] UK Central, (2014): The Interchange – Prospectus for a 'Garden City' Approach
http://www.solihull.gov.uk/Portals/0/Planning/LAP/UKC_Garden_City_Prospectus_2014.pdf
[60] SMBC, 2014: Proposed Local Area Plan for the HS2 Interchange & Adjoining Area Initial (Regulation 18) Consultation,
http://www.solihull.gov.uk/Portals/0/Planning/LAP/Local%20_Area_Plan_October_2014.pdf

economic growth and job creation. The key principles underpinning the development planning are identified in **Table 3.6**. It was subsequently determined that a more strategic approach via consolidation within the Local Plan was preferred giving opportunities to explore Borough-wide and cross boundary issues.

Figure 3.3: HS2 Vision

Table 3.6: Key Principles for HS2 Interchange

✦ Building a shared vision for a new destination;
✦ Enhanced access and connectivity to facilitate enhanced modal choice and integrate the development into the wider residential and economic context;
✦ A hierarchy of connected streets to link key assets and overcome the severance effects of transport infrastructure;
✦ An effective transport strategy;
✦ A complementary development proposition with deliverable development plots to generate an appropriate mix of commercial and residential development;
✦ An appropriate development strategy in the context of the wider area and region;
✦ Appropriate intensity of use, density, massing and form to maximise the opportunities for high quality design and place making;
✦ An integrated landscape approach including softening the edges to ensure liveability;
✦ Creation and enhancement of biodiversity and landscape assets;
✦ Maximised opportunity for phased development in a dynamic commercial environment; and
✦ Exceptional quality architecture and sustainable design.

M42 Economic Gateway – Masterplan Report

3.7.10   The M42 Economic Gateway Masterplan[61] issued in June 2013 focuses on infrastructure, spatial priorities and existing assets – both employment and transport – to create a plan to support the area's high levels of growth over the next thirty years. It suggests that large scale infrastructure investments are required at the following locations (see **Figure 3.4**):
- The Hub – namely, the NEC, Birmingham Airport;
- Birmingham Business Park and HS2;
- Jaguar Land Rover - a key site within The Hub;
- Solihull Town Centre;
- North Solihull; and
- Blythe Valley Business Park.

Figure 3.4: Areas for Growth
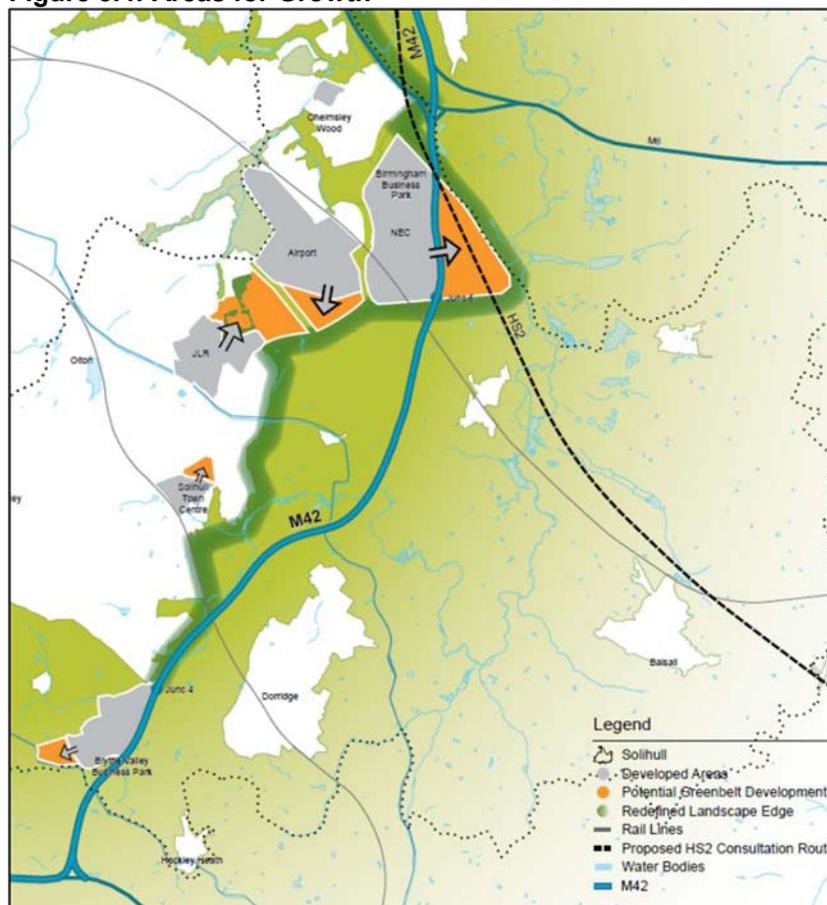
3.7.11   The Masterplan seeks to deliver the following objectives:
- Realise opportunities consistent with the wider GBSLEP strategy;
- Secure growth benefits for all local residents;
- Preserve the 'urbs in rure' character of Solihull, seeking to compensate any possible impacts on green space;
- Promote sustainable and convenient access between the communities and economic assets of the Borough and wider GBSLEP area;
- Ensure Solihull Town Centre shares in the growth through the enhancement of its services and accessibility;
- Strengthen the GBSLEP's ability to secure high quality development;
- Promote better use of public transport addressing the need for enhanced infrastructure; and

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[61] SMBC, 2013: M42 Economic Gateway Masterplan Report, http://www.investinukcentral.com/downloads/

- Promote the improvements in digital infrastructure and the advantages this poses to new and existing businesses.

3.7.12 The area has the potential to see some 24,000 – 62,000 additional jobs under the ambitious growth scenario, compared to the Business as Usual scenario split as follows:
- 33,000 additional jobs in The Hub area (excluding job growth associated with JLR);
- Around 1,000 jobs in North Solihull; and
- Blythe Valley Business Park to provide 7,000 jobs.

Solihull Town Centre

3.7.13 The Solihull Town Centre is reported in the Masterplan as being at the lower scale of successful sub-regional centres in terms of scale as well as lacking the diversity of uses normally associated with a successful centre. In retail terms, it is also lacking in independent and niche retail provision. These characteristics are also necessary for the centre to make its contribution. The Masterplan assumes that the extension of the Town Centre, together with the redevelopment of Mell Square, could serve to maintain and enhance the quality of Solihull's future retail offer. A series of proposed measures to deliver improvements are also presented.

Blythe Valley Business Park

3.7.14 The original role of Blythe Valley Business Park was to attract high-tech, knowledge-based employment. However, demand has slowed for B1 business development in such locations. In response there has been some loosening of the planning restrictions on the business park. Planning consent is in place for 200,000m^2 of B1 development; however, this is likely to change to 175,000m^2 of B1/B2/B8 development. An application for 700 homes plus an extra care facility is expected.

3.7.15 The Council recognises that the Park needs to provide a range of ancillary services, as well as improving links with surrounding neighbourhoods. The achievement of multi-modal access is also dependent on the Park being of a sufficient scale to justify expanded public transport services. The Masterplan observes that the release of land for housing and other non-employment uses should be dependent on the provision of improved access and other communal facilities.

3.7.16 The Masterplan envisages up to 7,000 jobs based on the following assumptions/ proposals:
- The potential to attract large scale advanced manufacturing activity into the area;
- The potential to attract large scale land users such as a University or Health Campus;
- The potential for development of a hub in the centre of the park, offering smaller office suites, a hotel and a range of shops, restaurants, etc; and
- The potential for a public transport system linking railway stations and key assets.

North Solihull

3.7.17 Consistent priorities identified for North Solihull in recent years have included:
- Local jobs and improved transport access to employment areas;
- A need for housing improvements and more family housing;
- Improvements in the local service offer including retail and evening economy provision; and
- Improved access to education; health; employment; housing; and other services.

Transport

3.7.18 To accommodate the aspirations of the Masterplan, the report recognises that transport improvements are a prerequisite. Currently the average weekday flows on the M42 are in the region of 105,000-145,000 vehicles per day two-way (4,000 to 5,000 vehicles/hour in each direction, Jan–Oct 2012) and Junction 6 of the M42 is approaching capacity for which short term improvements are scheduled. The Masterplan proposes to introduce two junctions to serve The Hub area.

3.7.19   The Masterplan could lead to 70,000 additional commuter trips a day to the existing demand for travel in the area and hence the Masterplan states that it is vital that high quality and efficient transport connections are provided. It stresses the importance of a connected and coherent transport network which enables people to move between residential, employment and the hubs efficiently and effectively and which offers a real alternative to the private vehicle.

3.7.20   The Masterplan records that evidence presented at the Local Plan Inquiry indicated that average travel times on the M42 corridor (between the M40 and M6 motorways) are expected to increase by around 4% between 2006 and 2016 and 16% by 2026 in the northbound direction (an increase in travel time of around 7 minutes over this section). The increase in travel time southbound is more significant with average travel times on the M42 corridor (between the M6 and M40 motorways) expected to increase by around 11% between 2006 and 2016 and 22% by 2026, or approximately 10 minutes over this section.

3.7.21   Some 80% of all of the new jobs associated with the Masterplan are expected to be created at The Hub and this will have a significant effect on the highway network, particularly at M42 Junction 6. This junction currently carries some 5,900 vehicles per hour in peak periods and of these:
   - 15%-20% of trips are associated with Birmingham Airport;
   - 10%-15% of trips are associated with the NEC;
   - 30% of trips are moving between the M42 and A45 towards Birmingham; and
   - 35% of trips are moving between M42 and A45 towards Coventry.

3.7.22   By 2026 traffic flows are forecast to be in the order of 9,000-11,000 vehicles per hour as a result of growth including local planned growth, Birmingham Airport expansion and potentially HS2. The Masterplan has the potential to add a further 1,500 - 3,500 vehicle per hour and will add to congestion and delay at the junction.

3.7.23   The key elements of the Transport Strategy are:
   - Major highway network improvements to M42 Junction 6 involving a two junction solution separating the Hub and NCCE/HS2 from Birmingham Airport and the A45 corridor, as well as further signalisation and/or freeflow slip road capacity improvements to M42 Junctions 5 and 4;
   - A high quality public transport corridor between The Hub and Blythe Valley Business Park;
   - Improvement to bus services to the hubs;
   - Management of car parking and promotion of measures to encourage sustainable travel and/or car sharing;
   - Walking and cycling improvements; and
   - Identify early opportunities with the introduction of HS2 including future connections to secure employment and growth in the surrounding area by the station.

3.7.24   The Masterplan noted that constraints, such as the capacity and capability of the motorway network need to be addressed for the region to deliver its growth potential.

3.7.25   In the context of rail, work undertaken by Centro has identified that the released capacity on the West Coast Main Line could see improved service frequency between Birmingham International Station according to the Masterplan.

3.7.26   The development of a quality public transport corridor is viewed in the Masterplan as an essential part of the Transport Strategy as it will provide:
   - Quick and efficient movement between the hubs and the regional/national rail networks;
   - Improved connectivity between Blythe Valley Business Park and Solihull Town Centre, Solihull Station and Birmingham International, reducing reliance on car travel;
   - The opportunity to interchange with Centro's Midland Metro extension;
   - The opportunity to interchange with HS2;

- Accessibility to employment opportunities for areas of East Birmingham and North Solihull; and
- The opportunity to extend the corridor to either the East Midlands and/or to potential urban extensions to the east of Birmingham. Extensions to the south could continue to residential areas such as Dickens Heath, and/or other residential catchments (subject to demand).

3.7.27   A rapid transit is proposed to pass through areas of East Birmingham and North Solihull providing potential connectivity to employment opportunities at The Hub, Solihull Town Centre and Blythe Valley Business Park helping to provide access to jobs for North Solihull residents given their lowest car ownership in the region.

3.7.28   As sites such as Blythe Valley Business Park, JLR, NEC and Birmingham Business Park all provide extensive levels of free parking there is little incentive to use public transport. Hence a review of parking policy was recommended by the Masterplan with a detailed parking management strategy that could include the investigation of existing parking ratios, parking charging strategy and Park & Ride etc. Provision for recharging plug-in vehicles was also recommended.

3.7.29   In terms of cycling and walking the Masterplan identified the need for good quality connections to public transport services and for connectivity between Solihull Town Centre and Solihull Rail Station to be improved by enhancing the environment between the two.

3.7.30   With regard to environment considerations, the Masterplan proposed the following:
- Development should contribute to sub-regional initiatives ensuring improvements to the natural environment and addressing gaps in the strategic wildlife network;
- Reduce fragmentation and improve existing landscape infrastructure asset connectivity;
- Promote education and accessibility within the landscape around key biodiversity assets;
- Ensure street tree planting and green roof initiatives replace lost environmental assets and are placed at the heart of development initiatives;
- Retain landscape infrastructure assets that support a wide range of animals and insects;
- Ensure new development meets latest government guidance and industry best practice;
- Any new development within the green belt designation zone should contribute to efforts of enhancing the biodiversity within the green belt, i.e. converting 'low grade' agricultural land along blue infrastructure to an ecologically diverse area;
- Improve overall water quality through introduction of an open water improvement framework;
- Low quality agricultural land within river corridor boundary can offer opportunities for public amenity and biodiversity improvements;
- Utilise features to integrate sustainable drainage systems, diverse landscape amenity;
- New developments shall not encroach into the flood zone, taking into account possible effects from climate change;
- Respectful integration of heritage features into new developments;
- Reinforces the sense of place;
- Ability to tell a story through landscape and built form;
- Reinforce connectivity between existing and future environmental assets;
- Encourage sustainable movement patterns between areas;
- Identify and enhance scenic views;
- New developments need to apply principles of compact and dense growth in order to make best use of land avoiding further sprawl; and
- New developments shall contribute to activities that improve bio-diversity within the green belt.

The Midlands HS2 Growth Strategy

3.7.31   This July 2015 report issued by GBSLEP[62] sets out the vision to harness the connectivity and investment of HS2 to create a step change in the Midland's economic performance, driving growth and significantly improving outcomes for its people, businesses and places. The strategy envisages:

- Delivery of a new international gateway that allows for seamless integration to local, national and global destinations;
- Enhanced access and connectivity to facilitate improved modal choice and effectively integrate the development into the wider economic context of the UK Central Hub;
- Provision of a highly connected economic 'growth hub' which is a place of design excellence and which, when development is complete, will provide an additional approximately 16,500 jobs within 245,972 sq m of office, light industrial/R&D, retail and leisure space across a range of key sectors, including advanced manufacturing, construction, utilities and ICT;
- Creation of an exemplar residential community with some 1,900 new homes;
- Creation of a linear park through the development as a key natural landscape and environmental asset; and
- The Hub@UKC is an essential component of UK Central, an established and high performing location driving national economic growth.

Meeting Housing Needs SDP

3.7.32   In July 2014, the Council adopted a Supplementary Planning Document (SPD) – Meeting Housing Needs[63] recognised that that there is a high level of housing need and that the Council is committed to widening opportunities for home ownership and helping local people who cannot afford to buy or rent homes on the open market. The SPD identified a series of housing needs (see **Table 3.7**).

Table 3.7: Housing Needs

> - Shortage of affordable and in particular social rented housing;
> - Providing affordable housing across the Borough to help meet priority needs, particularly the needs of local families and children, local single person households and local first time buyers;
> - Need for affordable extra care housing for older and/or disabled people (learning, mental health and physical and sensory);
> - Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development;
> - Little opportunity to address affordable housing needs in the Rural Area as part of market development; and
> - Addressing the imbalance in housing offer across the Borough.

3.7.33   The above needs were then translated into the following objectives:

- Maximise the provision of affordable housing of the right size, type and tenure and in the right location to help meet housing needs across the Borough;
- Provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure;
- To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities and other needs;
- Help address need on the housing waiting list and through homelessness and reduce the need for local households to move out of the Borough to find suitable housing or to continue to share with other households; and

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[62] GBSLEP, (2015) The Midlands HS2 Growth Strategy http://centreofenterprise.com/wp-content/uploads/2015/07/Midlands-HS2-Growth-Strategy.pdf?bcsi_scan_e956bcbe8adbc89f=cqNO9Vtc4tv/BB6iaP40GrjdQUEaAAAAVzjxJA==&bcsi_scan_filename=Midlands-HS2-Growth-Strategy.pdf
[63] SMBC, (2014): Meeting Housing Needs Supplementary Planning Document, http://www.solihull.gov.uk/Portals/0/Planning/LDF/Meeting_Housing_Needs_SPD_Final.pdf

✦ Accommodating additional development to help meet housing needs in the Borough whiles ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.

3.7.34 The SPD notes that more housing is needed because the number of households in the Borough is increasing and the average household size is decreasing. Population is projected to increase by around 20,000 between 2011 and 2028. The number of households is projected to increase by 14,000 over the period 2006 to 2028 with more people staying single longer; more couples/families separating and people living longer and continuing to live in their own home, often alone. National Household Projections forecast that by 2028 around one third of all households will be single people including those over pensionable age, people with disabilities and households splitting. Many of these households are likely to require affordable rather than market housing.

3.7.35 The number of households represented by the over 75s is, according to the SPD, projected to increase by 7,000 between 2008 and 2023 to comprise 21% 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'.

3.7.36 Affordable housing need is exceptionally high and 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.

The GBSLEP Housing Needs Study

3.7.37 The GBSLEP Housing Needs Study[64] a shortfall of some 27,000-61,000 dwellings for Greater Birmingham (the difference between objectively assessed housing need for 204,000-238,000 net new dwellings and identified land supply for 177,000 dwellings). Spatial options (scenarios) for distributing this shortfall between local authority areas, which were initially defined by the study brief as follows:
   ✦ **Scenario 1**: Intensification – deliver extra dwellings through increased densities and / or intensification of existing urban areas;
   ✦ **Scenario 2:** Peripheral Urban Extensions – distribute the shortfall to the urban periphery of the conurbation, close to areas where growth pressures are greatest;
   ✦ **Scenario 3:** Public Transport Corridors – distribute the shortfall according to spare capacity and growth potential in the rail network;
   ✦ **Scenario 4:** Enterprise – base the distribution on future employment growth, to ensure a broad balance between housing and employment;
   ✦ **Scenario 5:** Dispersed Growth – distribute the growth to shire districts, in proportion to the population of main urban settlements; and
   ✦ **Scenario 6:** New Towns / Settlements – distribute the shortfall to expansion of existing New Towns at Redditch and Telford, together with potential new settlements.

3.7.38 The study identified an annual housing deficit of 1,921 dpa[65] over 20 years for Birmingham and 133 dpa for Solihull over the same period. It also confirmed that it will not be possible to provide significant numbers of dwellings, over and above current plans, through brownfield development, estate regeneration or increasing densities on sites already identified for development.

3.7.39 Solihull has several active proposals for urban extensions. All are in the Green Belt, and the Council advises that, because of the geography of the Borough, most would erode settlement gaps and would have a severe impact on the already fragmented landscape. There is also a concern about the lack of secondary school capacity in that part of the

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[64] GBSLEP (2015) Strategic Housing Needs Study Stage 3 Report, http://centreofenterprise.com/wp-content/uploads/2015/09/SHNS-Phase-3.pdf
[65] Dwellings Per Acre

Borough, with limited scope to extend the existing school because of a lack of land. This makes proposals outside Solihull town difficult to accommodate.

3.7.40   Known proposals awaiting to be assessed include:
    ◆   Small (circa 500 units) east of Knowle, west of Dorridge and a further proposal east of Dorridge.
    ◆   Larger proposals (1,000 units) south of Solihull town and a further proposal east of the town. There is also a proposal for a large extension to the west of Bentley Heath.

3.7.41   In considering scenario 3, Solihull has 10 rail stations within its area with the potential supply of 1,327ha within 1.2km radius of the stations once HS2 safeguarded land, SSSI and Ancient Monuments are considered but this is reduced to 63ha within 1.2km of the stations due to policy constraints such as Green Belt. The Solihull stations, including Dorridge and land to the west of Widney Manor (land to the east of the station is undeveloped) have accommodated large-scale housing growth that is out of scale with the original post-war settlement pattern. If these stations are to play a part in meeting any strategic housing need, the most likely option is via the new settlement route as any sizeable development would be out of scale and proportion to their existing size and function. Their small size also makes it unlikely they have the infrastructure to accommodate any significant strategic housing need through a sustainable urban extension.

3.7.42   The report observes that for scenario 3, the provision of a sufficient quantity of development can result in changes to public transport accessibility (by for instance allowing routes to become more viable and/or at greater frequency). Therefore, it should not necessarily be the case that this option should only consider existing accessible locations, but also those that could be made more accessible through the provision of additional development or other initiatives. However this approach was noted as only being considered as a realistic option when robust evidence can demonstrate its deliverability. Development potential under this scenario may present an opportunity to address the quality of public transport links between North Solihull and the south of the Borough. The SHLAA[66] 2012 shows potential sites in the Green Belt, notably around Berkswell, Dorridge, Hampton-in-Arden, Shirley, Whitlock's End, Widney Manor and Wythall stations.

3.7.43   An enterprise based scenario was envisaged with up to 9,286 jobs being established at UK Central starting four years before the end of the current plan period in 2031 giving rise to approximately 500 jobs per year and an additional 7.5% to Solihull's employment related housing demand. Beyond 2031, and if the UK Central goes forward, the likely impact would be to strengthen the relative position of Solihull and increase sustainable commuting from parts of Coventry and Warwickshire as well as the Greater Birmingham. The study acknowledges that a dispersed housing scenario would require increased commuter flows into the core urban area potentially triggering a need for additional transport investment.

3.7.44   Solihull was identified as having very limited land to develop the dispersed scenario. Settlements that may be considered are those that are either inset from the Green Belt, or have significant parts of them excluded from it, ie Balsall Common, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/Dorridge, Meriden and Tidbury Green. It is recognised that these in most rural locations have limited public transport accessibility which are very unlikely to offer a genuine choice of transport modes.

3.7.45   With regard to new settlements, the Housing Needs study identified that north east of Solihull could physically accommodate a new settlement but that the land is designated as Green Belt. It highlights large 1,000 dwelling proposals south of Shirley/A34, east of the Solihull town centre and north-west of Bentley Heath, with smaller up to 500 dwellings proposals around Knowle and Dorridge.

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[66] Strategic Housing Land Availability Assessment

3.7.46   The report considered that up to 3,000 new homes could be provided, but with Green Belt and other constraints. Larger scale expansion of rural settlements offers the increased and significant opportunity later in the Plan to seek additional infrastructure. It was reported that HS2 investment and associated local transport improvements may present the market with a step change in demand for additional homes. However, the timing of such provision would depend on when the infrastructure is delivered.

Spatial Plan for Recovery and Growth

3.7.47   GBSLEP published in September 2013 a consultation draft of a spatial plan[67] setting out a context for Local Plans and Core Strategies through series of spatial objectives within a 20 year horizon. The Plan is intended to establish the broad scale and distribution of housing and employment sites with the following ten routes to accommodate growth:
- Urban consolidation;
- Enterprise Belt including the M42 Gateway;
- New Towns/Settlements;
- Extend Existing Major Urban Areas;
- Dispersed Growth;
- Corridors of Growth – Rail;
- Corridors of Growth – Road;
- Multi Centred Targeted Approach;
- Dormitory Settlements; and
- Accommodate growth elsewhere.

3.7.48   A set of spatial objectives and policies were recorded in Appendices 3 and 4 of the Spatial Plan. These are represented in **Appendix B** to this SA report.

Towards a World Class Transport Network

3.7.49   In April 2013, Centro issued 'Towards a World Class Transport Network'[68], setting out the long term vision and strategy framework which will help transform the transport system serving the West Midlands. The strategy noted that travel demand across the West Midlands is forecast to increase by 22% over the next twenty years due to increased population and higher employment levels. This, combined with a long term trend for longer journeys, particularly for work, gives a 34% forecast increase in the number of car kilometres travelled equivalent to an extra 1.2 million extra car journeys per weekday.

3.7.50   The draft prospectus identifies corridors for new rail or rapid transit connecting key employment areas to residential areas in the Solihull area. A preferred LRT route would connect Birmingham City Centre through East Birmingham and North Solihull to Birmingham Business Park with a potential extension to the NEC/Birmingham Airport area. The A45 Coventry Road would be upgraded through improved bus provision connecting Birmingham, Birmingham Airport/NEC/ proposed HS2 Interchange area and onwards to Coventry. A second phase would connect to Blythe Valley Business Park (see **Figure 3.5**).

Movement for Growth – Strategic Transport Plan

3.7.51   West Midlands Strategic Transport Plan 'Movement for Growth'[69] was issued by the West Midlands Integrated Transport Authority, for public consultation between July and October 2015. The strategy document promotes its transport vision for the following reasons set out in **Table 3.8** below.

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[67] GBSLEP, 2013: Spatial Plan for Recovery and Growth Consultation Draft, http://centreofenterprise.com/wp-content/uploads/2013/09/SPRG-Final-version.pdf
[68] Centro, (2013) Towards a World Class Transport Network http://www.centro.org.uk/media/11162/exec_summary-Apr2013_smaller.pdf
[69] http://www.wmita.org.uk/media/8701/large-document-layout-final-draft-low-res-seperate.pdf

Figure 3.5 Transport Connectivity
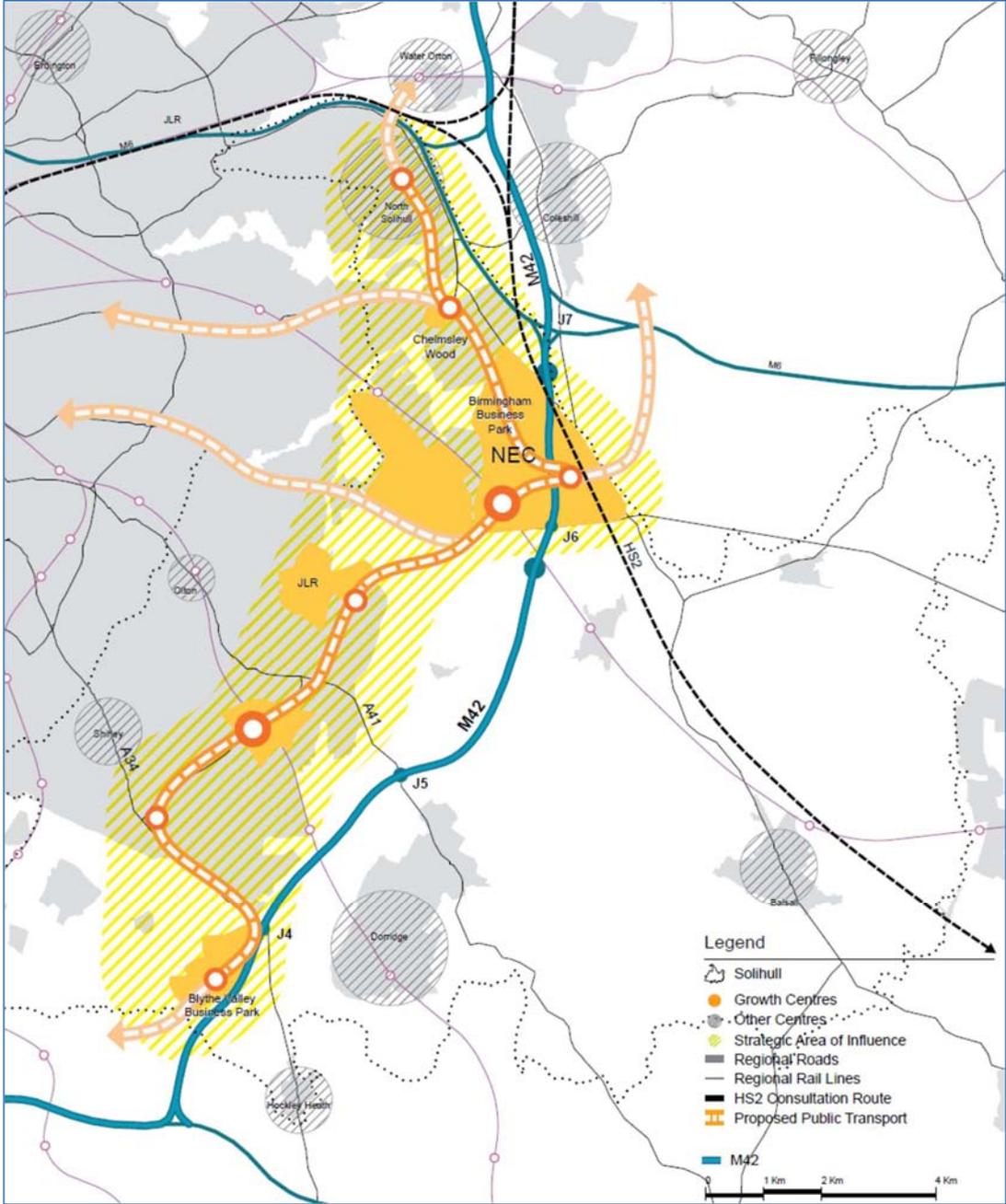
Table 3.8 West Midlands ITA Transport Objectives

Economic
- **ECON1** - Support growth in wealth creation (GVA) and employment (jobs) in the West Midlands Metropolitan Area, as a prized national economic asset.
- **ECON2** - Support improved levels of economic well-being for people with low incomes in the West Midlands Metropolitan Area to help make it a successful, inclusive, European city region economy.

Environment and Public Health
- **ENV1** - To significantly improve the quality of the local environment in the West Midlands Metropolitan Area.
- **ENV2** - To help tackle global warming by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area.
- **ENV3** - To significantly reduce diabetes, obesity, respiratory and cardio-vascular problems in the West Midlands Area;
- **ENV4** – To significantly reduce the number and severity or road traffic casualties in the West Midlands Metropolitan Area.

Population Growth and Housing Development
- **POP1** - In order to help meet future housing needs, support new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria.

Social
- **SOC1** - To radically improve the well-being of socially excluded people.

3.7.52   The long term transport strategy is recognised as needing to focus upon:
- Maximising the benefits of HS2 through effective local connections to stations and careful use of released rail capacity for regional and suburban rail services;
- Facilitate the role of Birmingham Airport through high quality surface access;
- Increasing rail and rapid transit capacity of public transport, particularly for journeys across the conurbation to employment growth areas;
- Providing a more joined up public transport system to cater for the huge number of origin-destination combinations across the West Midlands;
- Making better, safer, use of existing transport assets, through measures such as "Smart Routes" to give smoother, more reliable traffic and road safety strategies;
- Providing for more efficient freight and logistics movements;
- Improving the attractiveness of the West Midlands' centres, as places of employment, shopping and creativity;
- Increasing environmentally benign walking and cycling;
- Transferring some car use to public transport, cycling and walking through smarter choices for some journeys, particularly at congested times;
- Increasing use of public transport to access job opportunities, skills and services, for people without access to a car;
- Continuing to develop a public transport network which is accessible to all sections of the population, through such measures as accessible information provision, infrastructure design, comprehensive local network coverage, disability awareness and supporting services such as Ring and Ride and Community Transport;
- Recognising the importance of attention to detail, so that all aspects of provision are considered, with many small improvements alongside larger scale schemes.

Solihull Connected

3.7.53 'Solihull Connected'[70] offers a perspective on the ambition to create balanced investment in transport infrastructure over the next 20 years that recognises the need to care for cars and places appropriate and increasing emphasis upon alternatives such as:
- Game changing public transport schemes;
- High quality cycling networks; and
- Community focused initiatives to encourage healthier transport choices.

3.7.54 Intended to stimulate discussion, this Green Paper will be followed by a White Paper strategy in early 2016 which will provide a ranked list of investment priorities and a programme of interventions. The objectives for the transport strategy are that, Solihull Connected will:
- Ensure that transport capacity and congestion are not a constraint to growth and that major transport investment helps drive growth effectively;
- Promote and support sustainable and efficient transport and investment;
- Aim to support people's daily lives and well-being by providing door to door transport choices. Wherever possible these will include the opportunity to walk or cycle/use public transport whilst recognising the constraints to travel choice that exist within parts of the rural area; and
- Identify a prioritised short, medium and long term delivery plan to achieve the overarching vision and objectives whilst recognising and balancing the specific needs of the different parts of the Borough.

3.7.55 Solihull residents generate around 572,000 daily trips by all modes (walking, cycling, car and public transport). The Green Paper notes that this figure could rise to 675,000 within 20 years with the increase in households. In addition, there are around 50,000 people who come into the Borough each day to work, representing approximately 50% of local jobs being taken up by people travelling in from elsewhere. Coincidently around 60% of Solihull commuters travel out of the Borough for work each day. Continuation of this pattern could result in as many as 120,000 people travelling in and out of the Borough each day for work, making 240,000 trips; of which 164,000 will be by car. The different travel to work journey distances across the Borough is presented in **Figure 3.6** below.

3.7.56 The Green Paper records that more than 60% of all journeys to work made by Solihull commuters are made by car and whilst many authorities in the UK have seen a decline in car commuting between 2001 and 2011; in Solihull it has increased.

3.7.57 The Council have identified a series of transport needs they envisage for different parts of the Borough as shown in **Table 3.9**. Among the needs are better north/south connections through public transport linking the three growth areas from Blythe Valley in the south to the airport/NEC/HS2 Interchange via Solihull Town Centre. There may also be demand for a connection towards Coventry to access The Hub area or connect in with HS2. Another opportunity is to connect Solihull into a West Midlands mass-transit network via:
- A Metro link between the Airport and Birmingham City Centre;
- 'Sprint' bus routes along the A45 and right in the north of the Borough running between Coleshill Parkway and Birmingham City Centre;
- Potentially a 'Sprint' link out to Coventry from the HS2 Interchange, which could form an extension of the A45 route;
- 'Sprint' bus routes connecting Solihull Town Centre with Birmingham City Centre along the Stratford and Warwick Roads;
- A Solihull focused 'Sprint' route eventually linking Chester Road with Solihull Town Centre, via Chelmsley Wood and the Airport via the JLR Factory to provide or via Damson Parkway which could provide a faster link;
- Improved interchanges and connectivity at rail stations across the Borough to link passengers into the rest of the mass-transit network

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[70] SMBC (2015) Solihull Connected, Green Paper Report
http://www.solihull.gov.uk/Portals/0/ParkingTravelRoads/SolihullConnected/Solihull_Connected_LRP.pdf

Figure 3.6: Average Distance Travelled to Work across the Borough
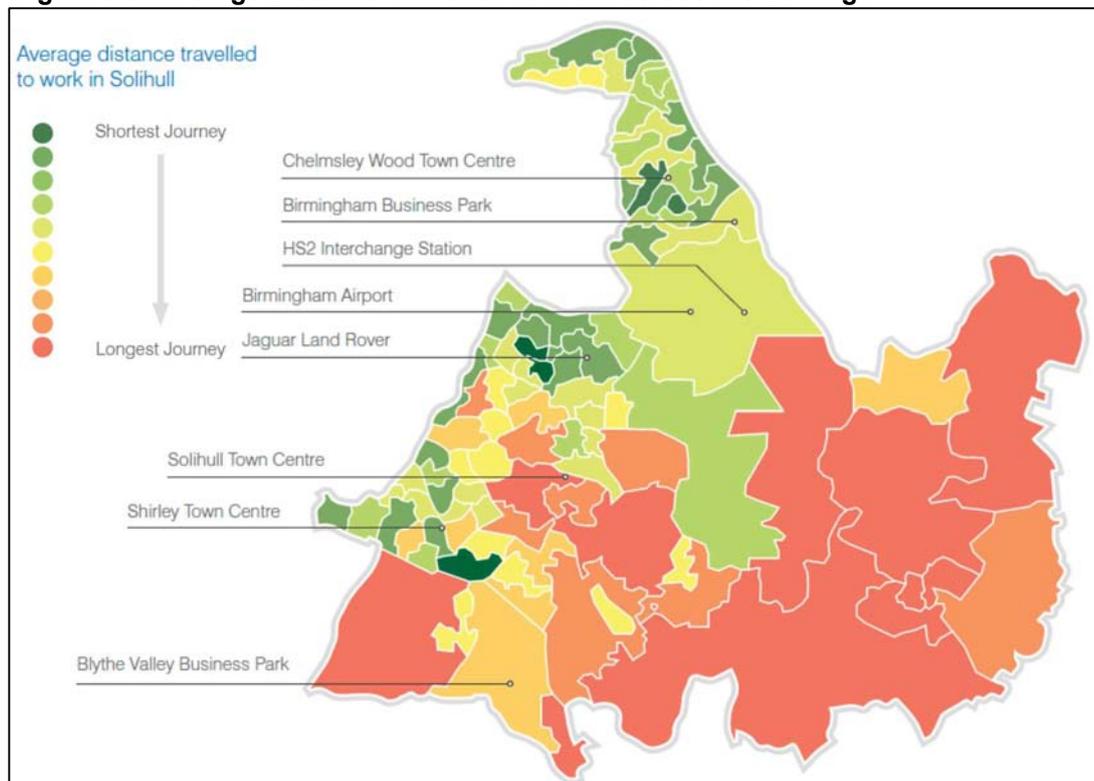
Table 3.9: Anticipated Transport Needs Across the Borough

North Solihull
1. Better public transport connectivity to Solihull town centre and central area of the Borough
2. Ensure that the public transport aspirations of Birmingham and the West Midlands that run through the area meet the needs of our residents
3. An even greater focus on providing safe and attractive cycle links
4. A strategy for reducing the barrier effect of the A45 Coventry Road for all users
5. A greater focus on improving local streets and reducing severance from busy roads so that people are encouraged to walk and cycle and are happy to let their children do so.

Urban Core
1. Change the perception of public transport in order for it to compete with the car; for peak time commuter journeys in particular. This will require a step-change in the service offer currently on-street; such as: a) Vehicle quality: b) Journey reliability and c) Flexible payment systems
2. Provide improved accessibility to rail stations by public transport and cycling to enable commuters to get into the rail system quicker and easier
3. Provide more frequent and reliable public transport connections to the north and south of the Borough
4. Take advantage of the latent demand for cycling from the resident population who already own and use bikes for leisure purposes. Provide a network of cycle facilities which lie along peak demand lines for commuting purposes but also connect parks and rural areas; taking advantage of the 'green lungs' of the Borough
5. Improving local streets and reducing severance from busy roads so that people are encouraged to walk and cycle and are happy to let their children do so to school. In doing so we can alleviate traffic congestion caused by the morning school-run

Rural East

1. Better cycling connectivity between and within villages for both leisure purposes but also to provide an alternative to driving for short distance trips
2. Investigation into the best way to serve the area by public transport. Clearly there is insufficient demand to operate high-frequency buses and yet we need to provide accessibility for those who either don't own a car or don't wish to drive particular journeys. Connectivity to Solihull Town Centre, the Airport/NEC and over towards Coventry and Warwickshire is and will be important to this area
3. The effect of traffic and speeds in villages needs to be considered and treated appropriately
4. Ensure that there is sufficient capacity at rail station Park & Ride facilities to provide this area with a viable option to driving to work
5. A greater focus on improving local streets and reducing severance from busy roads so that people are encouraged to walk and cycle and are happy to let their children do so

Southern Fringe

1. As further development occurs, Blythe Valley Business Park needs vastly improved connections, by public transport and cycling, to the wider Borough and beyond
2. Create alternative southern access to Blythe Valley Park to alleviate congestion
3. Improve the public transport and cycling connections between Cheswick Green, Dickens Heath with Stratford Railway Line, Shirley, Dorridge/Knowle and Solihull Town Centre. Determine the potential for a new orbital bus service linking the communities
4. Ensure that there is sufficient capacity at rail station Park & Ride facilities to provide this area with a viable option to driving to work
5. Integrated active travel choices with environmental assets including a network of country parks
6. Safe Routes to schools programme within the area to include safer/quiet lanes and cycle lanes
7. A greater focus on improving local streets and reducing severance from busy roads so that people are encouraged to walk and cycle and are happy to let their children do so

Solihull Town Centre

There is a need for a comprehensive master plan for Solihull Town Centre. This study should take a detailed look at the land use plans and bring together a staged approach to:

a. Identify the best land use mix and location
b. More fully understand the current and future car parking need and develop a considered strategy for pricing, locations and making the best use of technology
c. Ask and answer the question as to whether moving the railway station could result in an improved overall land use pattern for the centre
d. Improve the interchange between modes of transport
e. Improve accessibility for pedestrians and cyclists into and across the centre
f. Public realm design and the relationship between walking and cycling networks and green space
g. Can businesses in the centre collectively encourage more sustainable transport use by their employees; helping to alleviate peak time congestion
h. Investigating the possibility of opening the High Street to vehicles in the evening in order to 'activate' the area for the evening economy

Birmingham Airport/NEC/HS2 Interchange

1. Improved public transport connections, both to places within the Borough and beyond
2. A land use mix and design that encourages walking, cycling and public transport access and interchange within the area. Specifically infrastructure is needed to overcome severance caused by the M42, the West Coast Main Line and in the future HS2 rail line
3. Enhanced and new cycle and pedestrian links to connect the area with the urban and rural parts of Solihull
4. A high quality strategic multi-modal interchange
5. Improvements to highways infrastructure (both strategic and local) to accommodate access by car
6. A collaborative approach to dealing with the varied parking needs and provision of businesses in the area

3.7.58   The following highway investment s are identified in the Green Report:
  * M42 Junction 6 is a significant congestion issue and a scheme has been approved to start within the next 5 years;
  * New road infrastructure will be needed to support the housing and employment growth at the development around the HS2 Interchange;
  * Improved access to business parks, such as Birmingham Business Park and Blythe Valley; and
  * Congestion hot-spots on arterials approaching Solihull Town Centre and other local centres.

A master plan for the future of Solihull's Town Centre is a prospect which will examine movement needs as well as an investigation into the opportunities to better integrate the rail station into the central area including relocating the station.

3.8   Projects & Proposals

3.8.1   There are several transport proposals affecting the Borough. These include:
  * **Birmingham City Centre Airport Rapid Transit:** This is a proposed metro route which would connect Birmingham city centre to Birmingham International Airport. Such route will connect with local stations and would also serve the proposed High Speed Rail station.
  * **East Birmingham/North Solihull:** This proposed scheme will help enhance public transport accessibility and connectivity for areas such as East Birmingham and North Solihull, which currently have poor levels of public transport accessibility.
  * **A45 Transport Corridor Improvement Scheme:** The A45 Coventry Road between its junctions with Damson Parkway and the M42 at junction 6 has an important access and connectivity role linking the motorway network with Birmingham city centre and Solihull. It is also part of the national primary route network linking Birmingham and Coventry and carries over 50,000 vehicles per day including a significant proportion of freight related movements. Existing junctions at Damson Parkway and M42 Junction 6 operate at close to capacity and can at times impact on the flow of traffic on the A45
  * **ANITA:** Birmingham Airport and NEC have committed to enhancing local bus services serving BA/NEC also providing links to East Birmingham North Solihull Regeneration Strategy thereby increasing accessibility to residential and employment areas.

4.   Key issues

4.1   Introduction

4.1.1   The January 2012 SA Report provides a synthesis of the baseline situation and trends across the sustainability themes relevant to the Borough. These themes were grouped as follows:
- Sustainable consumption and production;
- Climate change and energy;
- Natural resource protection and environmental enhancement; and
- Sustainable communities.

4.1.2   Appendix D to the 2012 SA Report provided a review of the Ward profiles for 2009/10 to inform the appraisal of the site allocations. This review will be revisited following further work by the Council in its task of identifying sites to meet the areas housing needs.

4.1.3   Since the evidence was assembled for the 2012 SA Report not only has new Census and Deprivation data been issued, but also new housing and health data exists. In addition, the Council published 'Sustainability Matters – A Sustainability Strategy for Solihull'[71] which provides high level statements on the subject.

4.1.4   Given the early stage in the plan preparation process, this chapter provides the key findings from the 2012 SA Report prior to a revised baseline being prepared to inform subsequent appraisals.

4.2   Sustainable consumption and production

4.2.1   The following baseline and trends emerge for the sustainable consumption and production theme:

Prosperity and Employment
- Solihull is challenged by a prosperity gap with performance indicators in the regeneration zone in North Solihull lagging the rest of the Borough with unemployment being almost double the Borough average and male unemployment being even higher.
- Only 5% of the Borough's jobs are in North Solihull, although over 20% of the population live there.
- Most employers are small and medium sized enterprises being with 0-4 employees[72].
- A high rate of new enterprise formation exists, but is offset by a higher closer rate;
- Most enterprises are in the professional, scientific and technical sector (16.7%).
- Private sector knowledge-intensive services account for 38.2% of employment in Solihull.
- In 2008 the Business Services and Finances Group delivered 36% of the GVA with Transport and Communications accounting for a further 21.9%.
- Significant spatial variations in the living patterns of residents of different ethnicities and religions exist with. Black or Black Caribbean residents being most likely to live in the 'North Solihull' regeneration area. Asian or Asian British Indian residents are most likely to live in the urban south of the Borough. Muslim residents are most likely to live in the urban west. Sikh residents live throughout the south of the Borough with significant communities living in Blythe and Meriden.
- Proportionately more of the Borough's 94,700 economically active residents work in higher skilled and managerial positions (52.3%) than other parts of the region.
- The working age population is well qualified with 22.9% having a degree level qualification, but 26% are only qualified to NVQ1 level or below, the working age

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[71] SMBC, (2012): Sustainability Matters – A Sustainability Strategy for Solihull
http://www.solihull.gov.uk/Portals/0/Planning/Sustainability_Strategy_2012.pdf
[72]   Office for National Statistics, (2011) Painting Pictures of Place Series: Local Profiles – Enterprise

population in North Solihull has much lower qualification levels than the rest of the Borough with skill gaps in ICT and customer service skills.

- The workforce is mainly employed in services with the public administration, education and health sectors accounting for approximately a quarter of local employment and 18% of local economic output all experiencing reductions in funding.
- Between 2005/06 and 2009/10, Foreign Direct Investments accounted for 13% of new investments into Solihull recorded by the Council.
- The proportion of new enterprises formed in 2009 was greater than the average in the West Midlands region and England[73].
- Over the period 2005/6 to 2009/10 indicates that 35% of new businesses came from relocation, 30% by expansion and 13% by foreign direct investments[74].
- The main concentrations of business and employment are set out in **Figure 4.1**.

Figure 4.1: Distribution of Businesses[75]

Source: Annual Business Inquiry
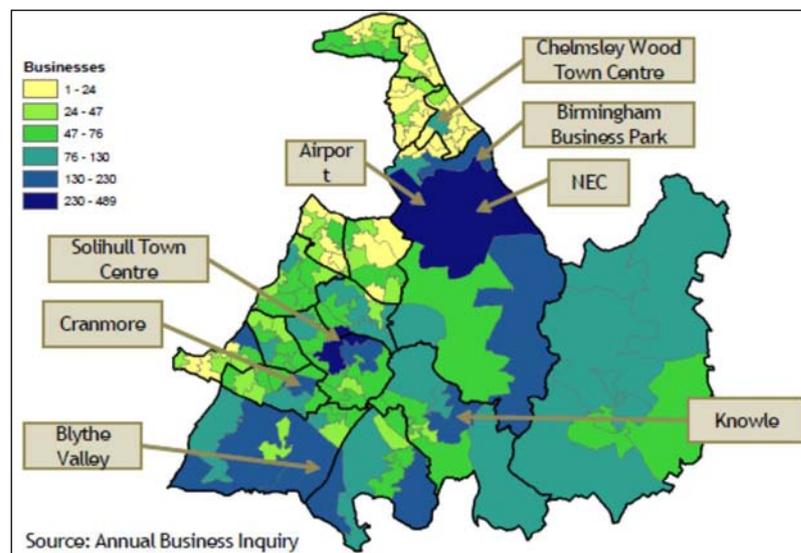
- The Town Centre has some significant weaknesses[76] including a limited diversity of uses; a decline in the environment and retailer representation in parts of the town centre (e.g. Mell Square); peak time congestion; limited public transport access; a limited evening economy; limited independent and convenience retail; and an absence of development sites.
- Shirley is the second largest shopping centre in the Borough, but has faced increased competition from nearby out of centre retail development along the Stratford Road corridor, as well as from the increased offer at Solihull Town Centre. It lacks a substantial retail core, with several food stores acting as anchors for mini clusters although it is well served in terms of variety for convenience shopping.
- The DTZ 2009 Retail Study identified a need for environmental improvements aimed at breaking the linearity of Shirley Town Centre and reinforcing local character areas within the shopping streets.
- Chelmsley Wood Town Centre is the third largest centre but is not viewed as being attractive, lacking night time activity along with other weaknesses identified in the DTZ Retail Study.
- The DTZ Retail Study identified capacity for substantial comparison goods floorspace to support further development schemes in the town centre up to 2026. Later phases of retail development were advised to be concentrated within or adjacent to the retail

[73] Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise
[74] Solihull MBC, 2011: A Local Assessment
http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/EconomicDevelopment/LocalAssessment.pdf?bcsi_scan_e956bcbe8ad
bc89f=4cbu1Ypdu6gBb62tfvpUsigOyjoaAAAAN6qxJQ==&bcsi_scan_filename=LocalAssessment.pdf
[75] Solihull MBC, 2011: A Local Economic Assessment for Solihull Consultation Appendix A
[76] GVA Grimley May 2009: 'Solihull Town Centre Study',

core of Solihull town centre. Demand for large leisure facilities were also anticipated, however the town centre is relatively constrained and is unlikely to be able to provide the amount and range of office floorspace.

- The regeneration priorities of the residential areas of East Birmingham and those of North Solihull are linked hence a consistent approach to improving access to jobs is important.

Accessibility and transport

- Public transport links are limited from the rural to the urban area and from the Regeneration Zone to south Solihull.
- Inward and outward commuting plays an important role in Solihull's economy.
- Residents in the north of the Borough have a smaller travel to work area, with strong commuting links with central and eastern areas of Birmingham and North Warwickshire. Residents of rural Solihull are more likely to work in areas other than Birmingham, particularly Coventry or Warwick.
- Solihull has high levels of car ownership, except in the north of the Borough where greater there is reliance on public transport to access jobs and services. Overall less than 20% of all journeys within Solihull are made using public transport[77] with services being limited for people working non-standard hours.

Material Assets

- Use of landfill is limited (18%) as the majority of waste is incinerated and used to generate energy[78].
- The Council's Waste Strategy acknowledges that household waste per person is 'relatively' high at just under half a tonne of household waste per person each year.
- The household recycling rate of Solihull has increased over the last ten years.
- The River Tame has been assessed by the Environment Agency in 2013[79] as having water available for licensing subject to a Hands-Off Flow' (HOF)[80] of 197Ml/d at Water Orton gauging station with the River Blythe having availability of 100Ml/d at Castle Farm gauging station.
- No further abstraction from the Meriden groundwater unit is to be licensed that may adversely impact the River Blythe.
- Significant parts of Solihull's Western Fringe, Motorway Corridor and Rural Heartland are classified as best and most versatile agricultural land[81].

4.2.2   The challenges faced by the Borough are

- To offset the anticipated reduction in public sector employment with growth in other sectors while also addressing the disparities in unemployment across the Borough.
- Online retail is expected to provide an increasing threat to the town centre retail offer.
- Ensure delivery of ITC infrastructure.
- Prevent clustering of certain uses in Shirley High Street, in particular convenience stores, to encourage a greater foot flow between areas of the centre and to prevent the development of competing retail zones.
- Based on the population profile above, at the end of the plan period, the Borough will be faced with a peak in the number of retired persons and hence provision for their needs is a challenge for the later stages of this plan period.
- Measures are needed to offset the declining level of qualifications in the younger members of the working population to provide a local work force equipped to address the low carbon, import/export and ITC businesses.
- Measures to help to retain those well-educated members of the work force are needed.

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[77] Solihull MBC, (2010) Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010
http://eservices.solihull.gov.uk/mgInternet/Data/CPH%20Economic%20Development%20%26%20Regeneration%20Decision%20Session/201102091825/Agenda/Annual%20Monitoring%20Report%202009-2010.%20-%20att28478.pdf
[78] Solihull MBC, (2010) One Planet – Our Future: Waste Management Strategy for Solihull.
http://www.solihull.gov.uk/Portals/0/Planning/LDF/Waste_Management_Strategy_for_Solihull.pdf
[79] Environment Agency (2013): The Tame, Anker and Mease Abstraction Licensing Strategy,
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/291402/LIT_3306_bc78df.pdf
[80] This specifies that if the flow in the river drops below that which is required to protect the environment abstraction must stop.
[81] Solihull MBC, (2000) Solihull's Countryside

- Opportunities for individuals with low qualification levels are becoming and are expected to continuing to become less available with skills gaps as a barrier to business and economic growth.
- To ensure that future development is not compromised by limitations on either water resource use of the implications of discharges on water quality.

4.2.3   Opportunities for sustainable consumption and production include:
- **Construction:** Low carbon renovation of housing stock;
- **Transport, Storage and Logistics:** Sustainable logistics and use of rail freight, development of alternative fuels and infrastructure;
- **Environmental goods and services:** Increased non-metal waste recycling; provision of advice, development of low carbon community energy companies/schemes;
- **Manufacture of food and beverages:** Use of food waste to generate energy[82];
- **ITC:** Existing strong representation particularly in software consultancy and design provides a good base;
- **Higher value, personal services, technology and ethical goods and services:** Reflects relatively affluent local population;
- **Elderly population:** Changing demand from older residents likely to see need for care services and more local services;
- **Export and import businesses:** Focusing upon business and financial services, motor vehicles and wholesale where potential exists;
- **Shirley Town Centre:** Offer buildings flexible enough for retailers[83] and develop an evening economy with the provision of more A3 and A4 units;
- **Solihull Town Centre:** Encourage more town centre leisure uses for people to remain in the centre;
- **Chelmsley Wood Town Centre:** Measures to enhance pedestrian access from the car parks and soften the environment;
- **Transport:** Ensure that the transport and regeneration activities serve the needs of the deprived communities and develop cycle access and provision further by ensuring cycle lanes on all accesses into the High Street;
- **Water consumption:** To deliver reductions in the quantity of water used in the Borough; and
- **Materials:** Promote resource efficiency and deliver reductions in the waste arising and move up the waste hierarchy.

4.3   Climate change and energy

4.3.1   For the climate change and energy theme the following baseline and trends have been identified:
Greenhouse gases
- Make the most of key low carbon economic opportunities, such as in construction, manufacture of motor vehicles and transport and manufacture of non-metallic goods, environmental goods and services.
- Carbon dioxide emissions per capita for Solihull have reduced from 1,631.7 kt to 1,519.7 kt or from 8.1 t per capita to 7.3 t per capita from 2005 to 2013[84]. In the same period Birmingham reduce per capita emissions from 6.6 t to 5.0 t, while Coventry reduced per capita emissions from 7.1 t to 5.0 t and Lichfield from 9.0 t to 7.6 t. Tamworth and Dudley both had 2013 per capita emissions of 4.7 t. This suggests further effort is needed across the Borough.

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[82] Atkins, (2010) Opportunities in the Low Carbon Economy
[83] DTZ, (2009) Solihull Retail, Leisure and Offices Study
[84] DECC, (2015) 2005 to 2013 UK Local and Regional CO2 Emissions Full Dataset
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/437281/2005_to_2013_UK_local_and_regional_CO2_emissions_full_dataset.xlsx

Energy consumption

♦ While the average domestic energy consumed in Solihull has declined between 2005 and 2013 by 18% ahead of the 16% average for the West Midlands[85], average non-domestic electricity consumption has only fallen by 2% in contrast to 16% across the West Midlands.

♦ Domestic energy consumption between 2005 and 2013 declined in the Borough by 26% while the decline was 28% for the West Midlands[86].

Business and urban adaption

♦ Sectors with high vulnerability to carbon constraints on operations in Solihull are: health & social work, transport equipment, transport & communications, electricity, gas & water supply, education, and other manufacturing sectors. The sectors with low vulnerability are: business services, construction, finance & insurance, and agriculture[87].

Solihull businesses are equally vulnerable to carbon constraints on products and services as West Midlands' businesses, however, employment within Solihull is much more vulnerable (+7 percentage points) to carbon constraints than employment in the region[88].

Flooding

♦ The Flood Risk Map for Surface Water issued in December 2013 reveals that a large portion of Solihull has a high risk of surface water flooding, but there has not been a history of significant flooding.

4.3.2 The challenges faced by the Borough include:

♦ Improving the rate of reduction in per capita CO_2 emissions such that by 2020 that the Borough contributes to the 34% reduction target;

♦ To become more resilient to the wider effects of climate change through adaptation measures;

♦ Driving down energy consumption and greenhouse gas emissions from new build but also crucially from its existing housing and commercial stock; and

♦ Enhancing environmental presence within the voluntary and community sector, particularly in the area of climate change and wider sustainability issues.

4.3.3 Opportunities for climate change and energy include:

♦ To encourage reduced energy use and renewable energy and to in particular to facilitate the deployment of Combined Heat and Power (CHP) district heating networks which has a greater potential exists for than other forms of renewable energy;

♦ Manage, maintain and where necessary improve the capacity of the drainage network to reduce the economic losses from flooding; and

♦ To ensure that development provides for adaptation to urban heating and to the effects of high winds and assists in promoting behaviour change.

4.4 Natural resource protection and environmental enhancement

4.4.1 The following have been identified: natural resource and environment theme

Biodiversity

♦ Continuing unfavourable condition of the River Blythe[89] due to agricultural and sewage pollution. The River accounts for 70% of the Borough's 57ha of SSSI.

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[85] DECC (2015) Regional and Local Authority Energy Consumption Statistics
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/400903/Sub-national_consumption_statistics__2005_-_2013_published.xlsx

[86] DECC (2015) Gas Sales and Numbers of Customers by Region and Local Authority 2005 to 2013
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/400900/Sub-national_gas_consumption_statistics_2005_2013_published.xlsx

[87] WMRO, (2010) Regional Growth into a Low Carbon Economy Solihull Briefing

[88] WMRO, (2010) Regional Growth into a Low Carbon Economy Solihull Briefing

[89] Natural England (2015) SSSI Condition Summary River Blythe
https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteCode=S1001772&ReportTitle=RIVER BLYTHE

- A decline in biodiversity, including sites of national importance such as the River Blythe, loss of sites of local importance, fragmentation of habitats is occurring;
- The Cole valley wildlife corridor with Kingfisher Country Park a 7mile (11km) stretch in North Solihull although partly polluted, still provides a valuable green corridor for wildlife as well as recreation.

Landscape & Green Infrastructure

- There are no designated Areas of Outstanding Natural Beauty (AONB) within the plan area. However, there are two County Parks: Kingfisher Country Park and Dickens Health Country Park. Close to North Solihull Regeneration Zone is the Sheldon Country Park.
- Degradation of the historic Arden landscape character in parts of the Borough.
- Solihull has a total of 5.88ha of green space per 1,000 head of population. Provision of park space is vital to ensure that residents in urban wards such as Shirley East, Olton, Smith's Wood and Silhill (where there are less than 3ha per 1,000 population) have access to the social and health benefits associated with use of green space (see **Figure 4.2**). Solihull has seven Green Flag parks; Elmdon Park, Shirley Park, Malvern and Brueton Park, Meriden Park, Knowle Park, Lavender Hall Park and Dorridge Park[90].
- The north of the Borough has large amounts of "amenity" land, used for screening, creating road boundaries etc, but very little open space which meet local needs.
- Provision for people with disabilities is generally inadequate. Problems with sports facilities have also emerged in the parts of the north and the more isolated rural communities[91].
- The existing woodland is envisaged to be retained with gradual improvements in the green infrastructure.

Figure 4.2: Distribution of Green Space across the Borough[92]
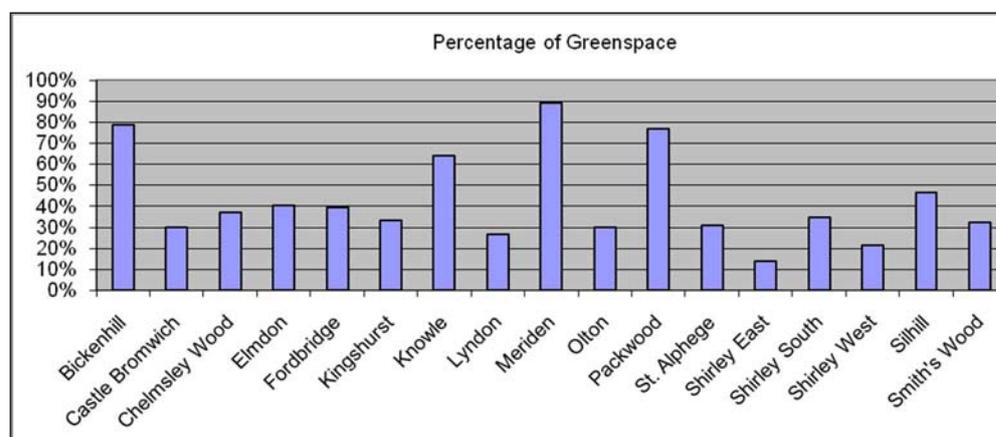
Historic environment

- There are 15 scheduled monuments in Solihull[93] and two Grade II* Registered Parks.
- There are 20 Conservation Areas which vary greatly in nature and character.
- The Arden landscape is recognised as being an area of highly sensitive historic landscape types which have been altered and their character eroded.

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[90] Solihull MBC and Solihull NHS Care Trust (2010) Joint Strategic Needs Assessment, 2009- 2010.
[91] Solihull MBC, (2006) Solihull Green Spaces Strategy.
[92]   Generalised Land Use Database 2005
[93] English Heritage, 2010: Understanding the Assets http://hc.historicengland.org.uk/content/pub/2190644/understanding-the-assets-2014.xls?bcsi_scan_e956bcbe8adbc89f=1

- It can be anticipated that the increasing population in the Borough will place both direct and indirect pressures upon the historic fabric of the area.
    Air quality, water and noise
- There are no Air Quality Management Areas across the Borough with few houses near highways. Monitoring indicates low to moderate levels of NO_2 at some locations but none exceed the action levels set out in legislation.
- Solihull has two rivers flowing through its boundaries, the River Blythe and the River Cole. There are also several brooks and tributary watercourses in the Borough.
- There estimated to be 400 people within a road or rail noise Important Area within Solihull
- A potential for adverse impacts on wellbeing exists if inappropriate new development is located near a major source of noise, including the airport and new roads.

4.4.2   The challenges to emerge from the above review for natural resource protection and environmental enhancement are summarised below:

- Address green space deficiencies while also meeting housing need;
- Manage pressure on landscape distinctiveness and character in rural areas and urban fringe. Enabling change associated with the HS2 and the Hub while also delivering the Warwickshire Landscapes Guidelines for Arden published in 1993[94] and the Countryside Strategy (see **Table 4.1**);
- Enhance the developers' contributions for green spaces and their features and facilities, either for the capital sums, or the commuted sums that support long-term management;
- Realise the recreational and educational potential and allow greater opportunities for people to enjoy and learn about the countryside without damaging its character and qualities; and
- Continue to conserve and promote the unique historic features of the area to help maintain local distinctiveness and thereby aid the attractiveness of the area for businesses seeking to locate in the Borough.

Table 4.1: Objectives Set in Solihull's Countryside Strategy First Review 2010-2020

Landscape Zone	Objectives
Hockley Heath Parish: A small scale enclosed landscape typical of Arden Pastures, but subject to urban fringe features and uses, and significant change resulting development. It has considerable recreational potential.	- Minimise the impact of new developments on the edge of the countryside. - Maintain the openness and rural character of the gaps between development. - Encourage the retention of farming practices which preserve the characteristic features of the Arden landscape. - Encourage and support the potential of the Stratford-on-Avon canal/ Earlswood Lakes as valuable green/blue infrastructure assets.
The Western Fringe This zone is dominated by major commercial and urban influences, such as the Airport and NEC, which have plans for expansion. It contains a small but significant area of countryside and woodland fringe, although the northern part suffers from poor accessibility to the countryside.	- Protect the open countryside from further development unless the need for, and benefits of, the development in that location outweigh the loss or deterioration of the countryside. - Recognise the importance to the regional and local economy of the major employment centres, whilst retaining the landscape character and local distinctiveness. - Strengthen and enhance features characteristic of Arden landscape. - Increase opportunities for access to the countryside.
Landscape Zone	Objectives

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[94]   Solihull MBC, (2000) Solihull's Countryside

The Motorway Corridor The influence of the motorway and associated uses dominates this zone, which also includes important natural features, such as the River Blythe SSSI, attractive open countryside and many recreational facilities.	• Encourage further planting along the motorway corridor to screen view from surrounding settlements and facilities. • Resist outward expansion of urban area into the countryside. • Protect and enhance important ecological features and habitats, including the River Blythe corridor and local wildlife sites. • Enhance recreational activities appropriate to the area.
Knowle and Dorridge The closeness of the countryside to the village centres enhances the attractiveness of both settlements, whilst the Knowle/Solihull and Meriden Gaps are important because of their narrowness. The zone suffers from poor accessibility to the countryside.	• Resist outward expansion of settlements into the countryside. • Increase opportunities for access to the countryside. • Strengthen and enhance urban edge by woodland planting.
Rural Heartland This zone has an open rural character linking it with the wider Warwickshire countryside, which provides an attractive setting for historically important villages and hamlets. Sand and gravel workings and deposits have a significant impact, as do important natural features, such as the River Blythe SSSI.	• Protection of rural character from development. • Enhance the effect of wooded enclosure. • Increase opportunities for access within the countryside. • Determine a long term strategy for the use of old mineral workings. • Locate any developments which are likely to attract significant numbers close to public transport and major roads. • Protect and enhance important ecological features, including the River Blythe corridor.
Balsall Common Balsall Common has a major influence on its surrounding countryside, partly due to the significant change resulting from UDP proposals, and partly from urban fringe features and uses.	• Resist outward expansion of urban area into the countryside. • Minimise the impact of new developments on the edge of the countryside. • Increase opportunities for access to the countryside. • Strengthen and enhance urban edge by woodland fringe planting.
Northern Upland This zone has large areas of mixed woodland of ecological value with extensive views of surrounding urban areas, and from surrounding areas. It has a remoteness relative to surrounding areas with a good network of footpaths, bridleways and quiet lanes.	• Maintain rural character and remoteness. • Protect and enhance important ecological features. • Enhance opportunities for access to the countryside. • Develop links with adjoining authorities to ensure consistent policies.
Coventry Fringe This zone is dominated by the influence of the urban edge of Coventry, with urban fringe features and uses and has suffered from the loss of hedgerows.	• Maintain clearly defined urban edge. • Strengthen and enhance urban edge by woodland planting and restoring the Arden landscape character. • Increase opportunities for access to the countryside. • Expand recreational opportunities. • Encourage restoration of landscape by replacement hedgerow planting.
Landscape Zone	**Objectives**

West Solihull The west of Solihull is dominated by urban areas and Birmingham as its immediate neighbour. There are landscape features characteristics of the Aden landscape within parks and open areas within this zone which are reminders of the countryside.	◆ Protect and enhance areas of green spaces, seeking to restore Arden characteristics in terms of planting. ◆ Protect and enhance important ecological features. ◆ Increase opportunities for recreational opportunities and access to the countryside. ◆ Seek to establish green infrastructure links within the zone and to the countryside beyond.
North Solihull Borders the Warwickshire countryside, but remote from it due to the M42 and M6 motorways. An urbanised area, it has remnants of the Aden landscape within areas such as the ancient semi natural woodlands of York's Wood, Smith's Wood Meriden Park Wood and Alcott wood. The area has a major benefit of the River Cole value and associated areas of green space which are valuable for recreation and nature conservation. The area is undergoing change through a regeneration programme.	◆ Protect and enhance those features characteristic of the Aden countryside within the urban areas. ◆ Seek to establish Green infrastructure links within North Solihull and beyond into the wider countryside. ◆ Protect and enhance the Cole Valley and Kingfisher Country Park. ◆ Protect and enhance important ecological features.

4.4.3 Opportunities for the natural environment include:
- Ensure the environmental quality and accessibility of parks, open space and countryside is maintained and where possible enhanced at the same time enhancing biodiversity connectivity as well as supporting social and economic development.
- Avoiding before offsetting impacts on habitats and species from development proposals.
- Creation of new adaptable habitats in accordance with the Arden Landscape Character Guidelines, LBAP habitat and species action plans that are resilient and adaptable climate change.
- Identify locations where flood attenuation ponds or wetland areas could be developed with associated habitats improvement or creation.
- Work with aggregate companies and the mineral and waste authorities to identify opportunities to create an after use that benefits both wildlife and flood risk management.
- Encourage the opening up of culverts into open channel, whenever development occurs on sites containing culverted watercourse.
- Enhance watercourses and riparian habitat wherever possible, ensuring sufficient buffers are included to protect important wildlife corridors, whenever development occurs on sites containing watercourses.

4.5 Sustainable communities

4.5.1 The following baseline, trends and challenges emerged for the sustainable communities theme:

Deprivation
- Solihull is a broadly affluent Borough with above levels of school performance, and the extent of deprivation is limited with only 20 of the Borough's 133 Lower Super Output Areas (LSOAs) being in the 20% most deprived areas in the country[95];
- Solihull has one of the widest gaps in the country between the wealthiest and the poorest communities. Socio-economic deprivation is highly spatially concentrated in Chelmsley Wood, Kingshurst & Fordbridge and Smith's Wood (see Figure 4.3).

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[95]   There are 32,482 Lower Super Output Areas in England and 133 in Solihull.

* On average, weekly household incomes in the 'North Solihull' are 28% below the England average and 19% below the West Midlands average. Average household incomes are around one third below the Solihull median in Cole Valley, Bennett's Well, Craig Croft and Babb's Mill. Olton South has the highest concentration of low income households (£15,000 per annum and less) outside the 'North Solihull'.
* Inequalities also mean that a significant number of local people across Solihull face poorer health, education, housing and employment opportunities than others in the Borough.

Figure 4.3: Distribution of Deprivation (IMD 2007)[96]
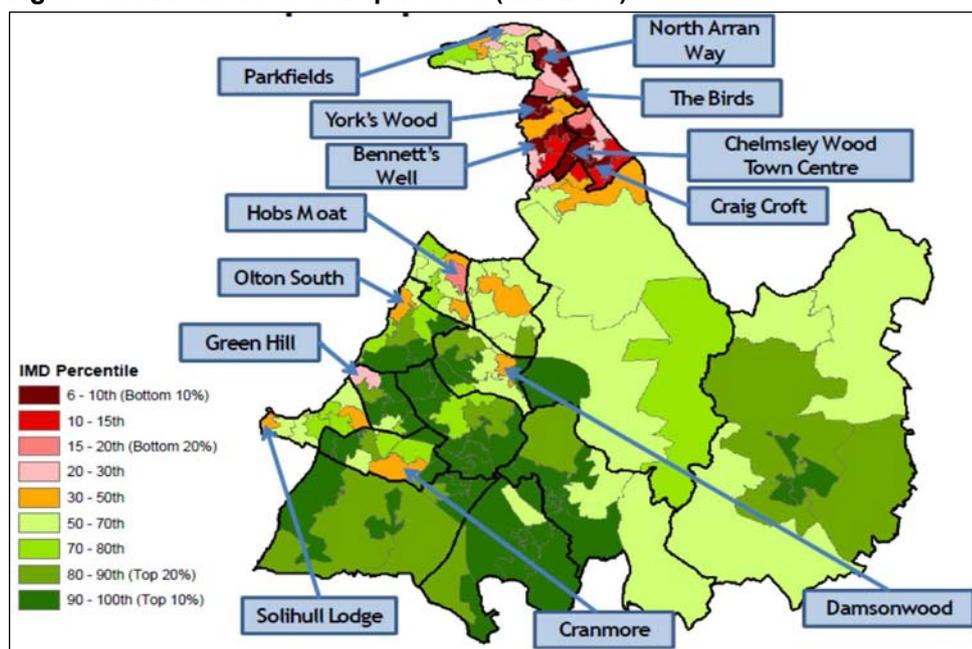
Housing

* Solihull has one of the most severe housing affordability problems in the region. This reflects both a shortage of affordable housing and house prices that are significantly above the regional average with a house price to income ratio of 5.36[97].
* The 2009 Strategic Housing Market Assessment (SHMA) showed that 70% of newly forming households were unable to satisfy their needs in the market with 1,182 'affordable' homes required each year to reduce the backlog and provide for a proportion of newly formed households.
* The Local Plan must provide homes to meet identified needs, guided by a growth strategy for the area taking into account affordable housing needs and economic growth employment and the economy.
* The SHMA concluded that:
  * There is a significant shortage of affordable housing;
  * The shortage is Borough-wide and across all property sizes;
  * The most significant need is for social rented housing, but also a need for intermediate tenure exists;
  * A growing need for homes for older people and those with disabilities;

Health

* The health of people of Solihull is generally better than the English average[98] however life expectancy is 10.7 years lower for men and 9.7 years lower for women in the most

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96   Solihull MBC, (2011) A Local Assessment for Solihull
http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/EconomicDevelopment/LocalAssessment.pdf?bcsi_scan_e956bcbe8ad
bc89f=4cbu1Ypdu6gBb62tfvpUsigOyjoaAAAAN6qxJQ==&bcsi_scan_filename=LocalAssessment.pdf
97   Solihull MBC and Solihull NHS Care Trust (2010) Joint Strategic Needs Assessment, 2009-2010.

deprived areas of Solihull than in the least deprived areas. Three wards consistently have the least advantageous health outcomes, namely: Chelmsley Wood; Kingshurst and Fordbridge; and Smiths' Wood.

- Year 6 childhood and adult obesity levels are better than the average for England.
- Fuel poverty is a significant issue and is considered to be a contributory factor to excess winter mortality.
- Statutory homelessness is significantly worse that the average for England.
- Only 7.2% of working age Solihull residents either walk or cycle to work'.
- Dementia will become an increasing burden, with 20% of the 80+ age group likely to be affected. Estimates of future dementia for Solihull suggest that between 2010 and 2025 Solihull will experience a 36% increase in dementia cases[99]. This will pose a growing challenge in meeting their mobility needs particularly in the rural areas.
- The 65+ population predicted to increase by 26% and the 85+ population by 58% over the next 14 years; over half the population will then be older adults and pensioners[100]. The number of people over 70 forecast to increase by over a third in the next 20 years, and the number of people over 85 by more than 70%.
  Crime
- Crime levels are falling from a relatively low starting point, development must help contribute to this trend. Solihull has a relatively low crime rate compared to neighbouring areas such as Birmingham and Coventry, and is about average compared to similar areas.
- The trend over the period 2009/10-2010/11 has been for a reduction in violence against the person, robbery, thefts from vehicles, but an increase in burglary from dwellings[101].

4.5.2　　The challenges to be addressed under the sustainable communities theme are:
- Catering for an additional demand for school places.
- Providing for an ageing population and the specialist housing and accessible healthcare needs.
- Continue to deliver a GVA above the regional average by supporting knowledge based industries and enabling the local workforce, particularly from North Solihull, to be equipped to exploit local opportunities.
- Address inequalities within the Borough, including reducing deprivation in identified communities.
- To improve community capital and reduce isolation.
- Increase the proportion of people making healthy lifestyle choices, particularly on diet, exercise, smoking and alcohol.

4.5.3　　Opportunities that for sustainable communities are focused around delivering access to employment and housing in a manner that contributes towards reducing inequalities.

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[98] Public Health England (2015)
http://www.apho.org.uk/resource/view.aspx?RID=171740&bcsi_scan_ab11caa0e2721250=1LQDAgCoCN6iatpKiuOmstg8e3kWAAAAKWQzJQ

[99] North East Public Health Observatory Mental Health Observatory Brief No3: Estimating the Future Number of Cases of Dementia in PCTs and Upper Tier Local Authorities in England, http://www.nepho.org.uk/uploads/doc262_1_brief003_10.pdf

[100] Solihull MBC and Solihull NHS Care Trust (2010) Joint Strategic Needs Assessment, 2009- 2010.

[101] Local Authority Areas Recorded Crime
http://www.cjp.org.uk/EasysiteWeb/getresource.axd?AssetID=5200&type=full&servicetype=Attachment

5. Revising the Local Plan

5.1 Introduction

5.1.1 Following the Examination in Public for the Solihull Local Plan for the period 2011 to 2028 in April 2013, the Local Plan was adopted in December 2013. A Judicial Review concluded in December 2014, "that only parts of the policy should be impacted, that these need not be quashed but remitted back to the Council for re-examination. The main issue at stake is the overall number of houses to be built in Solihull between 2012 and 2028".

5.1.2 The Judicial Review also considered two sites at Tidbury Green where the Council was seeking to return the land to Green Belt. The judge ruled that there are no exceptional circumstances justifying an alteration to the Green Belt boundary; and that the Inspector was wrong in accepting that the stringent tests for a change in the Green Belt had been met. This case does not necessarily mean these sites are suitable for development or can now be developed.

5.1.3 The Local Plan Review takes account of the following changed circumstances:
* Representations made to the Regulation 18 consultation for the High Speed 2 Interchange and adjoining area Local Area Plan;
* The Spatial Plan for Growth (SPfG) currently being prepared on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP);
* The West Midlands Transport Strategy – Movement for Growth;
* The emerging Hampton in Arden Neighbourhood Plan Pre-Submission draft;
* The GBSLEP Housing Needs Study; and
* Revisions to the National Planning Policy Framework and Building Regulations.

5.1.4 There is urgency in the preparation of the Plan due to:
* The legal challenge on the Local Plan resulted in an absence of an overall housing requirement making it difficult to demonstrate a five year housing and supply risking speculative housing developments being allowed on appeal.
* A commitment was given by the Council to revise the housing allocations following completion of the GBSLEP[102] Housing Study and the Spatial Plan for Growth. The examination of Birmingham Development Plan confirmed that Solihull may need to meet some of the shortfall in housing needs of the City.
* The UK Central Masterplan and prospectus for a Garden City approach to HS2 Interchange and the adjoining area proposed Local Area Plan highlighted the need to review the Green Belt boundary to enable the Interchange Area to be allocated for development.

5.1.5 The Council is reviewing existing policies in the adopted Solihull Local Plan to assess those where there has been a significant change in circumstances since they were adopted, or where the evidence base needs updating. However, this does not mean that all the policies will change, as some may still remain up to date and relevant.

5.2 Plan challenges and objectives

5.2.1 The Local Plan Review currently proposes to introduce only one amendment to twelve existing challenges set out in the Adopted Local Plan, namely challenge G – housing. The existing Local Plan challenges are:
* **A:** Reducing inequalities in the Borough;
* **B:** Addressing affordable housing needs across 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;

[102] Greater Birmingham and Solihull Local Enterprise Partnership

- ⬥ **F:** Climate change;
- ⬥ **G:** An imbalance in the housing offer across the Borough and a shortage of gypsy and traveller sites;
- ⬥ **H:** Increasing accessibility and encouraging sustainable travel;
- ⬥ **I:** Providing sufficient waste management facilities and providing for sand and aggregates;
- ⬥ **J:** Improving health and well-being;
- ⬥ **K:** Protecting and enhancing our natural assets; and
- ⬥ **L:** Water quality and flood risk.

5.2.2   With the Adoption of the Gypsy and Traveller Site Allocations Plan in December 2014, the needs of this section of the community have been met through a five year supply of deliverable sites, with scope for other sites to come forward from a later period of the Development Plan Document (beyond 2017) should the need arise. Consequently it is suggested by the Council that challenge G becomes:

- ⬥ **G:** An imbalance in the housing offer across the Borough and to maintain a supply of gypsy and traveller sites.

5.2.3   The implementation of significant projects such as the extension to the airport runway and the Genting "Resorts World" development at the NEC, as well as the prospect of HS2 and an Interchange station, alongside the increased clarity over the shortfall in housing across Greater Birmingham Housing Market Area led the Council to suggest the following three additional challenges:

- ⬥ **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; and
- ⬥ **O:** Addressing the need for housing, in the context of the significant shortfall in the Housing Market Area.

5.2.4   As yet no proposals have been made to the Adopted Local Plan objectives and hence currently there is no need to re-visit their compatibility with sustainable development principles established for the Adopted Local Plan. However for the sake of completeness, the appraisal of the Adopted Local Plan objectives is also presented.

6.   *Appraisal of Individual Policies*

6.1   Introduction

6.1.1   Insofar as the Local Plan policies are concerned, two policies are proposed to be significantly amended or replaced, while another twelve are intended to be subject to minor amendment.

6.1.2   This Chapter considers the sustainability performance of the 21 Adopted Local Plan policies focusing upon those that have been identified for revision based upon the anticipated amendments using the sustainability framework set out in **Table 2.2.** A perspective on the uncertainties, possible mitigation and enhancement measures is also provided.

6.1.3   The tables provided summarise the headline sustainability appraisal for each policy presenting only those outcomes anticipated to be of moderate or greater significance. A summary of the number of direct, cumulative, positive as well as the number of outcomes by significance is also presented

6.1.4   A discussion of the reasonable alternative policies was reported within Section 3.3 of the Sustainability Appraisal Addendum Report (August 2012). Where it is concluded that the Adopted Local Plan initial policies have scope for further enhancement then a perspective on modifications that merit consideration is offered for each policy.

6.1.5   Towards the end of the chapter an overview of the performance of the assumed change to the policy framework is provided.

6.2   Proposed Policy Revisions

6.2.1   The Local Plan Review: Scope, Issues & Options sets out proposals to significantly amend or replace two policies and propose minor amendments to another twelve with no change to seven policies as summarised in **Table 6.2** below.

Table 6.2 Proposed changes to Local Plan Policies

Adopted Local Plan Policy	Proposed Change
P1 - Support Economic Success	Significantly Amended or Replaced
P2 - Maintain Strong Competitive Town Centres	Minor Amendments
P3 - Provision of Land for General Business & Premises	Minor Amendments
P4 - Meeting Housing Needs	Minor Amendments
P5 - Provision of Land for Housing	Significantly Amended or Replaced
P6 - Provision of Sites for Gypsies and Travellers	No Change
P7 - Accessibility & Ease of Access	Minor Amendments
P8 - Managing Demand for Travel & Reducing Congestion	Minor Amendments
P9 - Climate Change	Minor Amendments
P10 - Natural Environment	No Change
P11 - Water Management	No Change
P12 - Resource Management	Minor Amendments
P13 - Minerals	Minor Amendments
P14 - Amenity	No Change
P15 - Securing Design Quality	Minor Amendments
P16 - Conservation of Heritage Assets and Local Distinctiveness	No Change

Adopted Local Plan Policy	Proposed Change
P17 - Countryside and Green Belt	Minor Amendments
P18 - Health and Wellbeing	Minor Amendments
P19 - Range & Quality of Local Services	Minor Amendments
P20 - Provision for Open Space, Children's Play, Sport, Recreation & Leisure	No Change
P21 - Developer Contributions & Infrastructure Provision	No Change

6.3   Alternatives

6.3.1   Under the regulations, assessing the likely significant effects of implementing the plan or programme must include consideration of "*and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme*". There is also a requirement to provide "*an outline of the reasons for selecting the alternatives dealt with*". This means that an audit trail is required that explains and justifies the shortlist of alternatives that have been selected for assessment.

6.3.2   Section 5.3 of the Consultation Draft Local Plan Sustainability Appraisal Report set out the alternatives explored during the preparation of the Adopted Local Plan. It included a business as usual scenario; the options considered for the growth and delivery of development as well as policy alternatives[103].

6.3.3   Given the early stage of the Local Plan Review, no alternative polices have thus far been considered by the Council. Indeed, as evidenced in the appraisal of the anticipated policies, most of the changes do not affect the direction or intent of the policy. Consequently, it is either premature or there is no need to consider alternative policies.

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[103] The Sustainability Appraisal Report is available at:
 http://www.solihull.gov.uk/Attachments/Sustainability_Appraisal_Report_-_A4_pdf_(2).pdf

6.4 Appraisal of Policy 1: Support Economic Success

Introduction

6.4.1 This section presents the appraisal of the policy to support economic success which is anticipated to be amended to addresses the UK Central proposals including the Hub and Interchange Sites as well as a forthcoming Airport Master Plan. The intention is to support the mixed use development opportunities and to provide an integrated approach towards the unparalleled opportunities afforded by HS2 Interchange site.

6.4.2 The aim of the appraisal is to establish the policy's sustainability performance and identify any improvements to strengthen its sustainability credentials. Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy 1 – Support Economic Success

Solihull's key economic assets and growth drivers are located near the M42 in the area between junctions 4 to 6 that forms the M42 Gateway. This area supports more than 100,000 jobs and has strong potential for further sustainable growth that can create employment and contribute to regeneration.

a) National Exhibition Centre and Birmingham Airport
The Council will support the continued development of the NEC and Birmingham Airport within their respective boundaries defined in this Draft Local Plan to enable them to meet their future aspirations.

National Exhibition Centre (NEC)

The NEC is a key economic driver of the local and regional economy and, located adjacent Birmingham Airport, is at the Region's international gateway. The role of the NEC is as a major events, tourism and leisure venue, serving business and leisure markets. The NEC aims to encourage visitors to stay longer on site through enhanced attractions, provide a stronger sense of arrival, strengthen its brand and be attractive to all ages and cultures. 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/ replacement 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.

Birmingham Airport

Birmingham Airport is the principal international gateway into the region and an important part of the national airports infrastructure. It is vitally important in the local and regional economy, attracting investment and supporting business growth and international trade in key sectors.

The Council will support and encourage further development including the extension to the main runway south of the A45, in accordance with the approved

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planning application, and development needed for operational purposes such as passenger and freight facilities, terminals, transport facilities and other development that supports operational needs.

The Council will also support a broad range of ancillary/ complimentary 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 including in terms of scale and in terms of supporting the Airport function and are appropriately located within the Airport so as not to detract from Airport function.

b) 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 prime employment location and enhance its important role as a high quality, managed business park.

Development that will be supported and encouraged is as follows:

Business development for uses falling in the Business Use Classes (B1, B2, B8 of the Use Classes Order). The Council will expect development to progress in a well planned, managed 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 support a broad range of supporting ancillary or complimentary uses needed to enhance the attraction of the business parks 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 of Birmingham Business Park.

The Council will support the expansion of Birmingham Business Park to the south-west as indicated on the Proposals Map. The Council will expect the land to be developed as an integrated part of the business park and in a way which facilitates access by public transport.

c) 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 prime employment location and enhance its important role as a high quality, managed business park.

Development that will be supported and encouraged is as follows:

Business development for uses falling in the Business Use Classes (B1, B2 and B8 of the Use Classes Order). The Council will expect development to progress in a well planned way and 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 creates overall

sense of place 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.

d) Jaguar Land Rover (JLR)

JLR is important to the national, regional and local economy and is a major employer. JLR remains committed to the Lode Lane plant in Solihull and has the opportunity to develop advanced manufacturing, the low carbon economy and technology that will stimulate new skills and new opportunities.

The Council will support and encourage the development of Jaguar Land Rover 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. The reasonable expansion of the site into the Green Belt will be given positive consideration where economic need can be demonstrated and appropriate mitigation can be secured.

e) Council considers that the above key economic assets represent an important opportunity to improve access to employment. It is also important that economic growth does not harm the quality of the environment.

The Council will expect development proposals that generate significant numbers of jobs to demonstrate measures to improve access to employment from parts of the Borough where unemployment persists, in particular North Solihull or where economic opportunity can be taken, for example, Solihull Town Centre. This could, for example, include public transport improvements and practical support for partnership working arrangements that will enable residents to take advantage of training arising from developments.

Applicants for development are expected to have regard to other relevant policies of the Local Plan, including those referring to design, climate change, access and amenity.

An**ticipated Policy Changes**

6.4.3   The current policy provides a supportive position towards the key regional economic assets in the Borough. Failure to provide a strategic policy framework for the land use and employment change envisaged to result from HS2 may result in reduced opportunities secure sustainable development benefits. Also, an unstructured approach towards transport, housing, retail development could risk not just undesired local environmental and community impacts, but also sub-regional impacts affecting commuting patterns and potentially borough-wide threats to Shirley and potentially Solihull Town Centres.

6.4.4   When viewed from the perspective of the major employers currently and potentially attracted to UK Central, the absence of a clear planning framework risks introducing uncertainty into the development planning processes that may, in some situations, be a factor in attracting investment capital.

6.4.5   Without revisions to the existing policy it would continue to perform poorly under the natural resource protection and environmental enhancement theme. While the currently policy has a requirement to "protect and enhance the environment including the natural environment", the existing Business Parks, it is anticipated that this policy would be across the UK Central area. There may be adverse effects upon the historic environment, however, the 2014 Proposed Local Area Plan promoted the following vision:
    *   An appropriate development strategy in the context of the wider area and region;
    *   Appropriate intensity of use, density, massing and form to maximise the opportunities for high quality design and place making;

- An integrated landscape approach including softening the edges to ensure liveability;
- Creation and enhancement of biodiversity and landscape assets;
- Maximised opportunity for phased development in a dynamic commercial environment; and
- Exceptional quality architecture and sustainable design.

6.4.6   In accordance with the vision for integrating environment and economy set out in the Proposed Local Area Plan for the HS2 Interchange & Adjoining Area Initial (Regulation 18) Consultation, it is assumed that the following themes to deliver the 'Garden City' approach would feature within Policy 1:
- Ensuring existing environmental assets are protected and enhanced;
- Incorporating biodiversity and landscape assets into a design based on 'Garden City' principles;
- Investing in green and blue infrastructure to create amenity and landscape assets including a new central park;
- Enabling countryside management and enhancement that provides mitigation for the Interchange and rail link;
- Ensuring that heritage assets are protected and enhanced;
- Incorporating innovative designs including green bridges connecting neighbourhoods and major infrastructure;
- That secures protection for the Green Belt and the Meriden Gap;
- Enhancing parks and open spaces and creating biodiversity assets for the benefit of existing communities;
- Where water resources and green space will be seamlessly blended into the green belt setting, connecting urban and rural environments, and
- That can benefit from large scale community energy and heating networks building on existing plans for the NEC.

6.4.7   It is also assumed that the key principles underpinning the development planning would include:
- Building a shared vision for a new destination;
- Enhanced access and connectivity to facilitate enhanced modal choice and integrate the development into the wider residential and economic context;
- A hierarchy of connected streets to link key assets and overcome the severance effects
- of transport infrastructure;
- An effective transport strategy;
- A complementary development proposition with deliverable development plots to generate an appropriate mix of commercial and residential development;
- An appropriate development strategy in the context of the wider area and region;
- Appropriate intensity of use, density, massing and form to maximise the opportunities for high quality design and place making;
- An integrated landscape approach including softening the edges to ensure liveability;
- Creation and enhancement of biodiversity and landscape assets;
- Maximised opportunity for phased development in a dynamic commercial environment; and
- Exceptional quality architecture and sustainable design.

6.4.8   The following changes to the policy are anticipated for the purposes of the appraisal:
- Encourage the more efficient use of land within the NEC and reflect the forthcoming Airport Master Plan;
- Deletion of reference to the runway extension as this is now in place;
- Potentially widen the range of permitted uses within Birmingham Business Park;
- Support mixed use development opportunities with in particular a wider diversity of development opportunities being permitted at Blythe Valley Business park, including acceptance of an increase in the scale of development in order to maximise opportunities associated with UK Central;

- Extension of a need to protect and enhance the environment across all major development areas within UK Central;
- A requirement for major developers to invest in green and blue infrastructure to create amenity and landscape assets including a new central park; and
- Consideration of the development needs for JLR.

6.4.9 The Adopted Local Plan contained a commitment to prepare an SPD on Accessibility as well as one on Managing Demand for Travel. The Accessibility SPD will include guidance on:
- Walk distances;
- Local facilities;
- High frequency bus and rail services; and
- Local / Regional employment centres.

6.4.10 The Managing Demand for Travel SPD is to include guidance on:
- The criteria and circumstances in which Transport Assessments, Transport Statements and Travel Plans will be required in association with development;
- Local standards for parking and servicing provision associated with different types, scales and locations of development; including reference to the proportion of car parking provision that should be reserved for electric vehicles;
- The 'Strategic Walk, Cycle and Public Transport Network' and how development proposals should relate to it; and
- Transport measures, initiatives and targets to encourage sustainable travel behaviour.

6.4.11 It is envisaged that this commitment would remain and be framed in a manner that reflects the new development context that is emerging.

Forecast Effects

6.4.12 This policy performs in a positive manner with eight beneficial outcomes comprising three major positives and three minor positives as illustrated in **Table 6.3** and **Appendix E**. To offset the positives are eight of the twenty-one sustainability objectives that return an adverse outcome (two moderate negative and six minor negative).

Table 6.3: Sustainability Appraisal: Policy 1

SA Objective	Significant Effects	Rationale
Prosperity	**Maj+ve**	Policy supports HS2, Hub, BIA, NEC, Birmingham and Blythe Valley Business Park and provides for controlled diversification of employment opportunities. .
Access to jobs	**Maj+ve**	Policy is envisaged to reduce difficulties to access employment across the Borough as well as from North Solihull.
Commercial Assets	**Maj+ve**	Policy is specifically designed to enhance the regional assets.
Reducing travel	**Mod-ve**	While the emerging transport strategy promotes access by public transport, the policy does not lock in sustainable modes or promote travel plans. UK Central is forecast to generate additional car based movements; although some self-regulation may result from congestion, additional highway infrastructure would be promoted extending the travel to work area.

SA Objective		Significant Effects		Rationale					
Resource efficiency		**Mod-ve**		Efficiencies gained by exploiting existing employment centres given established networks, but the international scale of the UK Central offer is likely to attract premier employers and thus attract employees from a wide hinterland ultimately supported by HS2 and additional transport infrastructure provision to the detriment of this objective.					
Local	9	Unlikely	0	Direct	9	Positive	8	Maj +ve	3
District	3	Potential	9	Indirect	6	Negative	8	Mod+ve	0
Regional	4	Likely	6	Cumul	1			Min+ve	5
National	0	Definite	1					Neutral	5
								Min-ve	6
								Mod-ve	2
								Maj -ve	0

6.4.13   The effects arising from the policy are anticipated to extend over the medium to long term given the timescale to build out the development sites and transport infrastructure. While most of the effects are at a local scale there are seven at a Borough or regional scale that reflect the importance of the sites and commercial activities being undertaken.

6.4.14   The majority of the impacts are direct (nine) with six being indirect one cumulative effect being on greenhouse gases. Four of the indirect effects are minor negatives relating to the potential consequences for biodiversity; the historic environment; pollution and public safety. Of the remaining two indirect effects, one is a moderate adverse impact upon resource efficiency. This outcome is a reflection of the investment needed in transport and the anticipated extension to the travel to work area arising from the synergies of an international airport, HS2 interchange and world leading employers. The remaining indirect effect results from a reduction in health inequalities possibly arising from construction employment opportunities afforded by development in and beyond UK Central.

6.4.15   With the advent of HS2, revisions to Policy 1 are envisaged to provide for a major beneficial effect upon prosperity, although a proportion could accrue to areas beyond Solihull itself. The policy is considered to have the potential for beneficial effects upon deprivation, since diversifying the range of business activities is likely to provide some opportunities for residents from North Solihull. Enhanced revenues from successful business areas could also support measures to reduce deprivation. The number of people with difficulties in accessing employment potentially being reduced.

6.4.16   The establishment of a planning framework across UK Central would provide confidence for investment in commercial assets supported by HS2 and Birmingham Airport.   The resultant effects of between 62,000 additional jobs above the Business as Usual scenario (excluding job growth associated with JLR) could add up to 70,000 commuter trips per day to the existing demand. Given the timescale to deliver new transport infrastructure such as improvements to Junctions 4, 5 and 6 of the M42, as well as a high quality public transport corridor between the Hub and Blythe Valley Business Park, negative effects are anticipated. Additional to such commuting traffic, movements associated with the new homes are envisaged to intensify the traffic movements to the east of the M42 and in towards the rest of the Borough.

6.4.17   While Policy P1 does not provide for measures to promote travel plans, developers are to have regard to Policy P8. This policy requires Transport Assessments and Travel Plans to be prepared to ensure that detrimental impacts are adequately mitigated. The policy also secures implementation of, or contributions towards measures to encourage and enable travel by non-car modes.

Forecast Uncertainty

6.4.18   Five of the sixteen effects were considered to be likely or certain to be delivered suggesting positive outcomes. Of these a definite major positive outcome is anticipated for commercial assets, two are likely major beneficial effects upon prosperity and access to jobs. In contrast, there are two likely moderate negative effects upon the SA objectives of reducing travel and resource efficiency (see **Appendix F**).

6.4.19   The policy results in nine potential outcomes two of which run the risk of leading to moderate negative effects, but are currently judged to result in minor adverse effects for the reasons set out below. These are impacts upon greenhouse gases and landscape.

6.4.20   In terms of the climate change and energy sustainability theme, developers currently are to have 'regard' to relevant policies of the Local Plan. The Proposed Local Area Plan sets out vision of exceptional architectural and sustainable design. It is envisaged that this will be translated into a requirement for exemplar standards of construction or for reduced greenhouse emissions due to buildings or commuting. Despite the potential to deliver exemplar green buildings, the likelihood of extensive car based commuting is anticipated to dominate greenhouse emissions. Currently these two potentially opposing outcomes are considered to result in a minor adverse impact.

6.4.21   The current general requirement to protect and enhance the natural environment anticipated to be supported by a strong landscape requirement under the revised policy. Nevertheless, there is a potential for adverse effects upon urban fringe landscapes given the considerable land use change and additional infrastructure that would be required. Should the policy framework strongly commit to effective landscape integration then a minor adverse effect may result over the medium term as the new infrastructure and landscape measures become established.

6.4.22   A key element of the policy that undermines the remaining policies of the Local Plan is that "*Applicants for development are expected to have* **"*regard to*"** *other relevant policies of the Local Plan, including those referring to design, climate change, access and amenity*". Hence all other policies are of a lesser status to that of supporting economic success.

Mitigation and Enhancement

6.4.23   A series of recommendations are provided in **Table 6.4** below.

Table 6.4: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Relationship with other policies	Delete phrase *'have regard to*'	Local Plan policies are applicable as a package and thus enhance the certainty that measures to reducing travel and improving accessibility to areas of high unemployment would be adopted.
Design standards	Extend the need for high standards of design across the UK Central.	Absence of UK Central runs counter to the Masterplan and unique opportunities afforded.
	Require a natural environment masterplan alongside those for transport, energy, housing and employment.	The Local Area Plan vision is for exceptional quality architecture and sustainable design with innovative design that enhances green infrastructure corridors and links. The trick will be to ensure that the development delivers local distinctiveness in a manner that contributes to the Borough's character.
Travel and resources	Policy to give emphasis to reducing the need to travel and resource efficiency.	Recognises the challenges caused by development at the Hub.

Theme	Action	Justification
Travel and resources	Link timing/scale of development with delivery of new transport infrastructure/services.	Recognises the additional congestion that development could have on local and regional transport infrastructure.
	Explore implications of residential and commuter based travel associated with existing and future development east of the M42	
	Confirm adequacy of forthcoming SPDs on Managing Demand for Travel and on Accessibility.	
	Require preparation, implementation and monitoring of travel plans. Link with policies P7 & P8.	Development of UK Central likely to attract car and rail commuters from beyond the Borough.
Distributed heat networks	Requirement major development proposals to demonstrate how they could make provision to link into future heat or energy networks when viable.	Solihull has not reduced energy consumption to the same extent as others in the West Midlands.
	Avoid sterilisation of sites or the creation of future barriers to delivery for distributed heat and energy networks.	Future proof delivery of heat and energy networks.
	Provide the policy underpinnings for distributed heat and energy networks.	In accordance with NPPF para 95.
Natural environment	Extend the general requirement to protect and enhance the natural environment, beyond the two existing business parks to across UK Central.	Unclear why UKC should have a lower standard than existing business parks.
Natural Environment	Promote the use of green roofs and green walls.	As exemplar development the Hub should deliver on policy P9 and P15 while reducing the effects of runoff upon the River Blythe SSSI.
	Require exploration of design opportunities to enhance ecological connectivity, habitats and conserve soils.	Meets European and national policy.
Landscape	Adopt an urban fringe landscape design strategy.	Contribute to National Character Area 97 Arden Statements of Environmental Opportunity.

Theme	Action	Justification
Sustainable communities	Require demonstration of measures taken to improve accessibility to employment from areas with persistent unemployment.	In line with Borough objective to reduce inequalities and deprivation.
	Ensure Hub areas are designed for all users.	Ensure designs are not just for the young professional groups, but also for the elderly and those with disability including that of dementia.
	Require provision of child care facilities within the major employment hubs.	Promote equality of employment and reduce deprivation.
Public health	Require 20 mph zones and a physical form that promotes physical fitness.	Establish the Hub as a healthy community to enhance market premium for new residents in line with health strategies.
	Require provision of fresh food outlets within new developments.	
	Require creation and protection of quiet areas in major housing development areas.	
	Require consideration of effects of major development on health and social care provision.	Capacity constraints exist across all community services.
Prosperity	Proposals for new developments to include appropriate open and shared infrastructure (wired and wireless) to provide high speed ubiquitous internet access providing for future flexibility as far as is viable.	Access to high speed broadband is critical to economic, transport environmental and social development.
	Promote Hub a smart community providing exemplar applications of digital services.	

6.5   Appraisal of Policy 2: Competitive Town Centre

Introduction

6.5.1   The proposed policy on delivering a competitive town centre is assessed in this section. It is envisaged that minor amendments would be made to reflect the UK Central proposals.

6.5.2   The aim of the appraisal is to establish the policy's sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy alongside the effects that result from the adopted policy thereby providing an appraisal of the entire policy.

Policy 2 – Maintain a Strong, Competitive Town Centre

The Council will maintain strong and competitive Town Centres. Town Centres will be the focus for all new developments including retail and other commercial development in line with Town Centre first approach of the National Planning Policy Framework.
 	
 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 character and quality of the town will be protected and enhanced through the promotion and careful control of new development which is sensitive to its context but adds a new dimension to visual interest, activity and economic success.
 	
 The Town Centre Strategy Map establishes:
   ✦   The extent of the town centre to focus commercial and leisure activity, facilitate effective and efficient patterns of movement and public transport and to provide a clear identity.
   ✦   A public realm framework as a focus for pedestrian movement and activity. New building will be required to front onto this network and focus their public activity to that frontage
   ✦   A pattern of retail frontages to ensure the effective, efficient, convenient vital and successful functioning of the town as a shopping centre
   ✦   Opportunity Sites for new development at Touchwood, Mell Square West, Lode Lane and Herbert Road/Station Road: and indicative opportunities elsewhere including Mell Square East, Lode Lane and Homer Road.
 	
 In total, new development in the town centre will provide:
   ✦   **About 34,000m² of additional comparison retail floorspace by 2021; a further 23,000m² 2021 to 2026; and an additional 2,800m² of convenience retail floorspace to 2026.**
   ✦   **Up to an additional 35,000m² of new office floorspace**
   ✦   **Residential development, both on freestanding sites and as part of mixed use development or refurbishment schemes, will be encouraged in & around the town centre. Larger scale sites additional to the Opportunity Sites listed above will include:**
      - **Monkspath Hall Road**
      - **Station Approach**
 	
 The development of Monkspath Hall Road shall be designed to allow for the relocation of Solihull Railway Station though such a proposal is not being put forward at this time.
 	
 The timing of new development will pay due regard to the need to ensure a balance

of activity throughout the town centre during the whole of the plan period. A particular concern will be to ensure the continued success of both sides of High Street without either side becoming overly dominant in terms of floor space or activity.

The timing of development will also need to pay due regard to the need to ensure the effective provision of public transport, walking and cycling routes and to avoid unacceptable levels of traffic congestion within, or on routes to and from, the town centre.

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.

The provision of private parking within the town centre will be accepted for housing development and where there is clear operational need.

The provision of additional public parking will only be accepted where it can be shown that there is insufficient public parking already available to serve the development proposed.

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.

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 of 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.

The former Powergen Building 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 is 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.

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 and its interlink 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

> 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. Elsewhere there is a presumption against development unless it is promoted by the policies and proposals of the Plan. This approach is justified by the terms of the National Planning Policy Framework, the opportunities available for development in the Borough's town centres and by the findings of the Council's Retails Capacity Study.

Anticipated Policy Changes

6.5.3 Since the Local Plan was adopted the Parkgate scheme in Shirley has commenced trading and it is anticipated that a Waitrose at Homer Rd/Herbert Rd, Solihull Town Centre will be built by the time the Plan is adopted.

6.5.4 The Masterplan highlights some of the weaknesses Solihull Town Centre as a sub-regional centre noting that it lacks the diversity of features necessary to make its contribution to the UK Central. It is envisaged that the retail offer be maintain and enhanced by:
- Mell Square redevelopment including retail, leisure and residential uses (on upper floors);
- Lode Lane, including replacement of current car parks;
- The Council House for expansion of the Touchwood Centre;
- Monkspath car parks to accommodate residential or office uses;
- Station Quarter site for residential uses; and
- Redevelopment of various surface car parks.

6.5.5 The Masterplan suggests a very long term possibility of other large sites becoming available, and anticipates further development of the hospital site (for medical related uses). The Morrison's and Holiday Inn sites are also identified. Elsewhere the Masterplan foresees the further reinforcement of Chelmsley Wood Town Centre with a range of local and destination retail, leisure and community facilities.

6.5.6 The current policy position provides a supportive position towards Solihull Town Centre and the supporting centres of Shirley and Chelmsley Wood. The risk is that without changes to the policy that the ability to support the needs of the additional residents and exploit the benefits of HS2 and UK Central would be impaired. Also, without policy changes to reflect the roll forward of the Plan to 2033, its ability to support the needs of residents through strong town centres could be impaired

6.5.7 As the Local Area Plan makes no reference to retail or town centre function, it is difficult to speculate as to the minor amendments to the existing policy. Nevertheless, it is assumed that the policy will reinforce the status of the existing town centres. A high level vision document for local retail offers at Blythe Valley Business Park will inform the Local Plan Review.

6.5.8 The UK Central Masterplan recognises that the HS2 Interchange station and surrounding area will provide facilities beyond a functional interchange to include specialist and boutique high quality retail and restaurant facilities, hotels and smaller scale exhibition and conference facilities, similar to contemporary airport terminal style provision. In addition, the Masterplan makes provision for hotels, retail and ancillary airport activities.

6.5.9 For the purpose of the appraisal it is assumed that the following changes would be a made:
- An expansionary policy towards town centre functions serving the south and eastern settlements beyond the M42, while at the same time protecting the status of the secondary centres of Shirley and Chelmsley Wood;
- Provision for retail/town centre needs that result from rolling forward Plan period;
- A relaxation of the retail constraints operating on Shirley provided the additional trade from the future housing does not detract from the viability of the Solihull Town Centre;
- Enabling of limited retail at Blythe Valley Business Park to support the housing and permissive attitude towards mixed use development;

- Enabling town centre uses proportionate to the envisaged spatial strategy for the additional housing.

Forecast Effects

6.5.10 Given the minor change in the policy that is envisaged, there would be little overall change to the sustainability outcomes. However, under some of the free standing housing options such as growth around transport hubs and expansion of rural villages/new settlements, increasing pressure could be placed upon the some retail activity in the smaller settlements.

6.5.11 Alternatively, increasing transport pressures are likely as people are drawn into the existing town centres albeit with the potential for increased congestion until the investment in public transport infrastructure is made. Again, the challenge of the scheduling of investment decisions and housing allocations is at the heart of defining the sustainability outcome.

6.5.12 A revised town centre policy is expected to leave unchanged the five moderate beneficial outcomes associated with the Adopted Plan. Given the possibility of new housing to the east of the M42, so the policy of meeting the car parking demand risks leading to further failure in reducing the need to travel with a consequential increase in transport emissions. Consequently five minor beneficial effects remain (see **Table 6.5** and **Appendix E**). This is accompanied by one moderate adverse (historic environment). The remaining objectives deliver neutral outcomes with three minor negative effects associated with the absence of measures dealing with greenhouse gas emissions, an increase in travel and potentially negative effects from noise and air pollution.

Table 6.5: Sustainability Appraisal: Policy 2

SA Objective	Significant Effects	Rationale
Prosperity	Mod+ve	Expansion of retail premises together with local housing and improved connectivity is likely to assist targeted communities and enhance local prosperity.
Resource efficiency	Mod+ve	Potential to support efficient use of land and reduce the demand for out of town commercial development despite pressures that may emerge due to HS2 Interchange and the Hub.
Deprivation	Mod+ve	With the introduction of new housing, the policy has the potential to help disadvantaged communities by providing housing close to work and retail needs.
Housing	Mod+ve	Policy assists with provision of a diverse housing offer that could contain an affordable housing element.
Commercial assets	Mod+ve	A strong and attractive town centre has the potential to play a role in attractiveness of regional investment sites as could mixed development at Blythe Valley Business Park.
Historic environment	Mod-ve	No reference to encouraging local distinctiveness or a policy towards Conservation Areas and Listed Buildings.

Local	9	Unlikely	0	Direct	8	Positive	10	Maj +ve	0
District	5	Potential	4	Indirect	5	Negative	4	Mod+ve	5
Regional	0	Likely	10	Cumul	1			Min+ve	5
National	0	Definite	0					Neutral	7
								Min-ve	3
								Mod-ve	1
								Maj -ve	0

6.5.13 For the sustainable consumption and production theme, the revised policy is not expected to alter the beneficial outcome of the existing policy of two moderate beneficial outcomes (prosperity and resource efficiency, as well as minor beneficial effect on access to jobs).

6.5.14 The policy offers a negative outcome for climate change and energy with no measures being provided for reducing CO_2 emissions with expanding car parking potentially leading to increased emissions. Also, there are no measures provided to deliver urban adaptation to climate change. However, policy P9 provides for local heat networks and Policy P15 addresses design quality.

6.5.15 The natural resource protection & environmental enhancement theme receives mixed support from the policy. The requirement to enhance the public realm in Shirley Town Centre and Chelmsley Wood may delivery some landscape improvements, although there is little indication that the landscape effects of development are to be considered or the opportunities to address climate change adopted.

6.5.16 The potential enhancements to the climate change and energy sustainability theme are available by making provision for local heat/energy networks and the integration of green infrastructure and green roofs through policy P9 and policy P15.

6.5.17 There is a requirement upon developers to sustain Solihull Town Centre as a place of quality and distinction. In the case of Shirley Town Centre development is to be sensitive to local character and enhance the public realm, while at Chelmsley Wood development is to enhance the public realm. Overall, it is likely that some enhancement to the built environment would result.

6.5.18 The sustainable communities theme is supported through three moderate beneficial outcomes (deprivation, housing and commercial assets) and one minor beneficial outcome (mixed development). However, the policy fails to provide measures to "design out" crime or to address public safety or the needs of an elderly population, although the policy P15 addresses these aspects.

6.5.19 The proposed policy makes reference to the inclusion of residential development within mixed-use developments such as at Blythe Valley. Provided a portion of the houses are assigned as affordable housing then there are benefits to the sustainability objectives under sustainable communities.

6.5.20 The effects are judged to be mainly local (nine) with five being district-wide in scale (see **Appendix E**). Eight outcomes were considered to be direct with five being indirect and one (greenhouse gases) being cumulative in nature. Overall there were ten positive outcomes and four negative.

Forecast Uncertainty

6.5.21 Ten of the outcomes are regarded as being likely to occur, with four considered to have the potential to result in a significant effect. The proposed modifications are judged reduce the risk of edge of town retail development by promoting the pre-eminence of the town centres. With increased housing provision the policy of concentrating town centre development risks increasing travel to those centres on congested roads until enhanced public transport is in place.

Mitigation and Enhancement

6.5.22   There are no measures for mitigation and enhancement identified as the prospect of updating the Retail Leisure and Office Study should assist in identifying whether additional capacity is required. The study should also inform the relationship between town centre functions with that of UK Central including accessibility work in Station Rd and Lode Lane. Meanwhile, the Council has recognised the need to review how Shirley Town Centre functions following completion of Parkgate and the likelihood of Powergen being bought forward as largely residential development.

6.6 Appraisal of Policy 3: Provision of Land for General Business and Premises

Introduction

6.6.1 The Council intend to amend the policy to provide for employment land to provide greater clarity when supporting uses are suitable on business use sites.

6.6.2 The aim of the appraisal is to establish the policy's sustainability performance and to identify any potential improvements to strengthen its sustainability credentials. Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the anticipated direction of the emerging policy.

<table>
<tr><td>**Policy 3 – Provision of Land for General Business and Premises**</td></tr>
<tr><td>

Sustainable economic growth is important to Solihull's success as an attractive place to live, work and invest. It will enable increased prosperity, opportunity, well being and quality of life and will potentially provide a better quality of life for individuals and communities experiencing high unemployment.

To encourage sustainable economic growth and provide a broad range of employment opportunities **the Council will plan for a continuing supply of employment land.** Figure 14[104], 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 for this purpose that may lead to unnecessary loss of Green Belt land.

The Council will support the allocated sites for purposes set out in Figure 14. Small-scale supporting facilities may be allowed where needed to specifically enhance/ complement business use in the particular business locality and is 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:

a)   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

b)   It is clearly demonstrated that there is no longer a need to retain the site/premises for their intended business class purpose, or

c)   In the case of vacant premises, there is no longer a reasonable prospect of attracting business development in market terms and,

d)   The alternative use will support sustainable development principles and will directly support employment locally.

e)   There is no conflict with other policies of the Core Strategy or the National Planning Policy Framework.

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:

a)   Form, use and scale are appropriate to character of the particular location.

b)   There is no significant harm to the local environment, including landscape quality and character.

c)   Proposals for home-working are compatible with the character of the local environment and are consistent with the amenity policies of this Local Plan.

d)   The land/premises are not in the green belt or are compliant with green belt

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[104]   See Table 6.5 below

policy.

e)   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 where technically feasible.

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.

Table 6.6: Allocated Employment Sites

Site	Remaining Land (Ha)	Readily Available Land (Ha)	Preferred Use Class
TRW, Stratford Road	18.5	18.5	B1, B2, B8
Solihull Business Park	6.0	6.0	B1, B2, B8
Fore, Stratford Road	2.0	2.0	B1
Chep / Higginson, Bickenhill Lane	4.0	0.0	B1, B2, B8
North of Clock Interchange, Coventry Road	2.0	1.0	B1
Land adj. B'ham Business Park	9.0	0.0	B1, B2, B8
Total	**41.5**	**27.5**	

Anticipated Policy Changes

6.6.3   It is anticipated that amendments to the policy will be informed by:
*   Local evidence of need for additional employment land, likely to be sought through Strategic Housing and Employment Land Availability Assessment;
*   the Strategic Employment Sites Study commissioned by West Midlands' authorities; and
*   An Employment Land Requirements study commissioned for the GBSLEP that is yet to report.

6.6.4   The Strategic Employment Sites Study relates to strategic sites in the Region that are able to accommodate internationally footloose businesses and very large scale logistics facilities. The study concluded that there is no need for strategic B1 office sites. A shortage of large industrial units in the M42 corridor was recognised with a recommendation that new manufacturing and logistics sites should be located around the edge of the conurbation, although Solihull was not specifically identified. The results of the Employment Land Requirements Study should inform the location of employment land requirements in accordance with housing growth.

6.6.5   The TRW site on Stratford Road south of Shirley is currently allocated for B1, B2 and B8 uses and has a substantial area of land available for development. As with other employment sites, there is potential to deliver a wider range of uses, recognising the development that has already taken place for a hotel and a residential care home.

6.6.6   Given the above, minor amendments are expected to focus upon:
  * Provision to meet needs resulting from rolling forward the Plan period to 2033;
  * Provision of employment land in alignment with the UK Central Masterplan and thus maximise the potential of the land to the east of the NEC for the station, light industrial and research and development, mixed use and residential areas;
  * Mixed use neighbourhoods provide additional opportunities for the creation of high quality sustainable residential and business communities.

Forecast Effects

6.6.7   The prospect minor amendment to this policy is not envisaged to give rise to a significant change to the appraisal of the adopted policy. As a result this policy is envisaged to give rise to three moderate beneficial effects and nine minor beneficial effects and one minor negative effect (greenhouse gases). The remaining eight objectives are neutral (see **Table 6.7** and **Appendix E**). There are eight direct effects and four indirect with one cumulative effect (greenhouse gases). The majority of the outcomes are local in scale with three being considered Borough-wide. The effects typically extend for more than 10 years.

6.6.8   The policy is likely to provide moderate beneficial outcomes (prosperity and access to jobs but is not certain to reduce the need to travel. The climate change and energy sustainability theme is not addressed nor are measures promoted to reduce greenhouse gas emissions or adaptation to climate change.

6.6.9   The outcome of the policy upon the natural resource protection and environmental enhancement sustainability objective is broadly positive with five minor positive outcomes. It is noted that this outcome is due to the requirement not to undermine the quality and character of the natural environment, i.e. to prevent adverse effects. There are no positive obligations to enhance biodiversity, contribute towards the provision of green infrastructure or to protect/enhance the historic and build environment.

6.6.10   Sustainability objective 21 seeks to encourage development that delivers an enhanced balance between jobs, housing and services in the local area, with easy and equitable access to opportunities for all. While policy provides for alternative uses under certain conditions, the intention of the sustainability objective was to encourage development that delivered a balance between employment, housing, services and community facilities and amenities across local areas. As such the intention was to view employment development proposals in the context of the wider community needs.

Table 6.7: Sustainability Appraisal: Policy 3

SA Objective	Significant Effects	Rationale
Prosperity	**Mod+ve**	Policy provides for the potential to allow small-scale supporting facilities as well as specific measures to encourage the small and medium sized enterprises.
Access to jobs	**Mod+ve**	Identifies the importance of access to business development with developers having to demonstrate how the generated employment will help meet local needs, support employment locally and help sustain small and medium sized businesses.
Deprivation	**Mod+ve**	References to demonstrating support for small & medium sized businesses. Also, support to employment locally and meeting local employment needs.

Local	10	Unlikely	0	Direct	8	Positive	12	Maj +ve	0
District	3	Potential	7	Indirect	4	Negative	1	Mod+ve	3
Regional	0	Likely	6	Cumul	1			Min+ve	9
National	0	Definite	0					Neutral	8
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

6.6.11   As the policy makes reference to supporting small and medium sized businesses, support to employment locally and meeting local employment needs with North Solihull as a priority, it is likely to deliver a moderate beneficial outcome for the deprivation objective. In contrast, it fails to address health inequalities; crime and public safety (see **Appendix E**). The uncertainty raised by the policy is whether it would address the sustainability objective 21.

Forecast Uncertainty

6.6.12   Of the significant effects, seven are potential effects and six are considered to be likely outcomes. Of the potential effects all are associated with minor beneficial outcomes.

Mitigation and Enhancement

6.6.13   **Table 6.8** sets out potential actions to enhance the ability to address the sustainability objectives.

Table 6.8: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Adaptation	Supplementing the final clause to reads "Development that makes a positive contribution towards the achievement of distributed heat and energy networks would be encouraged".	Prioritise development in areas where low carbon outcomes and delivery of local heat or energy networks can be enhanced.
Sustainable Communities	Encourage major employers to demonstrate how they intend to support local small and medium sized companies; particularly those located within disadvantaged communities.	Reduce inequalities and deprivation.

6.7 Appraisal of Policy 4: Meeting Housing Needs

Introduction

6.7.1 An appraisal of the policy to meet housing needs is considered below assuming that minor modifications are being made to establish its sustainability performance and to identify potential improvements to strengthen its sustainability credentials. The specific policy commitments from the Adopted Policy are highlighted below. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

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 0.2 hectares or more, or housing developments of 3 or more net homes.

Affordable housing includes social rented, affordable rented or intermediate - tenure housing which is available at below market price or rent and which is affordable to households whose needs are not met by the market.

The local definition of 'affordable' is set out in an Affordable Housing 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 40% dwelling units on the development site, but will take into account:

i. **Site size;**
ii. **Accessibility to local services and facilities and access to public transport:**
iii. **The economics of provision, including particular costs that may threaten the viability of the site;**
iv. **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;**
v. **The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and**
vi. **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.

This policy applies to all qualifying sites across the Borough and includes Gypsy and Traveller sites.

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.

The mechanisms and criteria for delivery of Policy 4 are set out in an Affordable Housing Supplementary Planning Document.

(b) Rural Exceptions

The provision of affordable housing developments on green belt land will be supported in circumstances where,

i. **The development proposal is consistent with the Parish or Neighbourhood Plan; or**

ii. **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 Group.**
>
> **(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:**
>
> i. **Site size;**
>
> ii. **The existing mix of market housing and local housing demand in the area as guided by the Strategic Housing Market Assessment;**
>
> iii. **Accessibility to local services and facilities and access to public transport;**
>
> iv. **The economics of provision, including particular costs that may threaten the viability of the site;**
>
> v. **The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and**
>
> vi. **The need to achieve a successful housing development.**
>
> **The Council considers permanent residential moorings to be low cost market housing and will require a proportion of all new moorings to be permanent residential and not solely provision for touring, leisure and holiday moorings.**

Anticipated Policy Changes

6.7.2   The anticipated policy change is to reflect the outcome of the legal challenge to the Government's policy on the threshold for affordable housing. A second legal challenge relates to the deletion of the overall housing target figure which related to policy P5. A minor amendment could be required to reflect Starter Homes Exception Site policy and potentially self/custom build housing.

Forecast Effects

6.7.3   The anticipated policy change is not considered to alter the performance of the adopted policy which performs in a positive manner with five of the twenty one sustainability objectives reporting a moderate beneficial outcome (see **Table 6.9** and **Appendix E**). The lower sustainability performance than that for the adopted policy is as a function of changes to the Building Regulations.

6.7.4   The effects arising from the policy are anticipated to be long term (greater than 10 years), with five occurring at a borough-wide scale with five at a local scale. There are six direct impacts and four indirect effects.

6.7.5   The policy performs well on the sustainable consumption and production theme with two potential and one likely indirect beneficial outcome. The consequences for the climate change and energy theme are neutral as it is unclear how the costs of sustainable construction and provision of renewable energy are to be considered in tests of viability.

6.7.6   Delivery against the sustainable communities theme is strongly positive in terms of the effects on deprivation and housing. The policy does not contribute to the objectives of designing out crime or providing for public safety.

Forecast Uncertainty

6.7.7   The consequence of the legal case has been to increase the uncertainty of beneficial outcomes against the sustainability objectives of deprivation, housing and health inequalities. However the increased level of housing provision would also increase the provision of affordable housing.

Table 6.9: Sustainability Appraisal: Policy 4

SA Objective	Significant Effects	Rationale
Deprivation	**Mod+ve**	Supports the delivery of housing to meet the needs of low income households and potentially for those with special needs.
Housing	**Mod+ve**	Seeks to address the need for affordable housing as well as provision of a range of housing sizes and types. Policy also provides for rural exceptions. It seeks to address the needs of those seeking low cost market housing, affordable housing and housing in the rural area.
Prosperity	**Mod+ve**	Affordable housing could potentially assist people to locate closer to employment or have resources to travel to work.
Access to jobs	**Mod+ve**	Increased affordable housing provision is likely to help people find accommodation closer to areas with job opportunities.
Reducing travel	**Mod+ve**	Suitability of sites for affordable housing judged on accessibility to local services, facilities and public transport potentially reducing travel needs.

Local	5	Unlikely	0	Direct	6	Positive	6	Maj +ve	0
District	5	Potential	8	Indirect	4	Negative	4	Mod+ve	5
Regional	0	Likely	2	Cumul	0			Min+ve	1
National	0	Definite	0					Neutral	11
								Min-ve	4
								Mod-ve	0
								Maj -ve	0

Mitigation and Enhancement

6.7.8   Table 6.10 presents the actions to enhance the existing policy in the light of changes to the Building Regulations.

Table 6.10: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Housing	The Design SPD should make Category 2 the default standard for all new homes, with 10% built to Category 3 standard.	Category 2 (broadly comparable to Lifetime Homes and Category 3 similar to the Wheelchair Housing Design Guide) are optional[105]. Category 1 homes create restrictions to mobility and have major impacts on independence, inequality and health.

[105] Habinteg 2015: Briefing – 7 Points About the New Housing Standards 2015.
http://www.habinteg.org.uk/download.cfm?doc=docm93jijm4n1359.pdf&ver=1528

6.8 Appraisal of Policy 5: Provision of Land for Housing

Introduction

6.8.1 Following from policy 4 on housing needs, this section focuses upon the allocation of land for housing. It is expected that the policy will be significantly amended or replaced to address the findings from the August 2015 GBSLEP Strategic Housing Study[106].

6.8.2 Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

POLICY P5 – Provision of Land for Housing
The Council will allocate sufficient land for 3,960 net additional homes to ensure sufficient housing land supply to deliver 11,000 additional homes in the period 2006-2028. The allocations will be part of the overall housing land supply detailed in the table below. **The annual housing land provision target is 500 net additional homes per year (2006-2028).** A trajectory showing how this target will be delivered from all sources of housing land supply is included in the Strategic Housing Land Availability Assessment and will be subject to annual review. The housing sites are phased to ensure a continuous supply of housing provision throughout the Plan period and a continuous supply of affordable housing. **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.** **New housing will be supported on unidentified sites in accessible locations where they contribute towards meeting identified 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.** **Development briefs will be prepared for each site in consultation with communities and developers and will set out the Council's expectations for the development of each site. Each brief will provide criteria and principles for development. Development briefs will be a material consideration in planning applications and will inform pre-application discussions.**

6.8.3 The Adopted Local Plan sets out a phased approach to the release of housing with those remaining for immediate release recorded below in **Table 6.11 - 6.13** with subsequent tables identifying the phased release of sites from 2018 and 2023. Without such phasing, Solihull's strong housing market characteristics could lead to the early delivery of sites with unsustainable infrastructure capacity and pressure for further growth in undesirable locations later in the Plan period. Due to legal challenge and uncertainty over our 5 year housing land supply sites from phases 2 & 3 have been brought forward and thus sites 16, 19, 20, 23, 24, 25 & 26 have been approved.

6.8.4 The site at Conway Road (Fordbridge) (number 2 in the SLP schedule) is not now included as it is to accommodate the WMG Academy for Young Engineers and will not therefore be available for residential development. All of the other sites allocated in the Plan (which are

[106] Peter Brett Associates, 2015: Strategic Housing Needs Study, Stage 3 Report , http://centreofenterprise.com/wp-content/uploads/2015/09/SHNS-Phase-3.pdf

not included in the above table) have now either been built, are under construction, or now have the benefit of planning permission.

Table 6.10: Sites for Immediate Release

	Site	Site Area (ha)	Capacity Estimate
North Solihull Regeneration Area			
1	Foxglove Crescent (35 dph)	1.98	70
3	Simon Digby Chelmsley Wood (45 dph)	4.57	200
6	Chester Road/Centurion PH & adjoining land (45 dph)	1.06	35
Major Urban Area			
8	Solihull Town Centre – Mixed Use	43.40	300
9	Chelmsley Lane/Coleshill Road (40 dph)	1.96	80
10	Powergen - Mixed use	3.84	373[107]
Rural Area – 40 dwellings per ha			
11	Blythe Valley Park (46 dph)	7.5	350
14	Middlefield, Knowle	2.86	110[108]

Table 6.11: Phase 2 Sites – for Release on 1st April 2018

	Site	Site Area (ha)	Capacity Estimate
Major Urban Area			
15	Solihull Town Centre (Mixed use)	43.4	350
17	Moat House Farm consented	-	—
Rural Area (40 dwellings per ha)			
18	Blythe Valley Park (50 dph)	5.0	950[109]
21	Riddings Hill Balsall Common	1.61	65

Table 6.12: Phase 3 Sites – for Release on 1st April 2023

	Site	Site Area (ha)	Capacity Estimate
Major Urban Area			
22	Solihull Town Centre (Mixed use)	43.4	300
Rural Area (40 dwellings per ha)			
27	Land off Meriden Road Hampton in Arden	2.79	110
Total Capacity			**3,293**

Anticipated Policy Changes

6.8.5   The Council's Strategic Housing Land Availability Assessment is to be updated to demonstrate that all brownfield/urban options have been considered. The Plan will then establish a replacement housing target, identify additional housing sites and potentially alter the existing phasing of the release of sites.

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[107] The estimated capacity identified in the SLP was for 130 dwellings. However recent pre-application consultation by the intended developers was on the basis of a development accommodating 373 units.
[108] The estimated capacity identified in the SLP was for 115 dwellings. However a recent planning application has been submitted on the basis of a development accommodating 110 units.
[109] The estimated capacity identified in the SLP was for 600 dwellings. However recent indications from the developers are that a development of 950 dwellings is to be pursued.

6.8.6   The following changes are anticipated for the purposes of this appraisal:
- Establish the number of houses to be provided for the period 2011 to 2033 at either 13,500 3,870 per annum or a significantly greater figure;
- Embrace the 'Garden City' concept;
- Linking of the phased release of development sites with investment in additional infrastructure including education;
- Identification of priority areas for family accommodation;
- Consideration of the release of employment land for housing such as at the TRW site on Stratford Road;
- Provision to be made for meeting the housing needs of all the community;
- A strategy for the targeted expansion of one or more rural settlements.

Forecast Effects

6.8.7   The policy is envisaged to have the potential for a slightly more beneficial outcome than the appraisal reported for the Adopted Local Plan. This is due to the likelihood for improved outcomes against prosperity and access to jobs brought about through the UK Central initiative delivering benefits at and beyond a borough scale. Also, with the anticipated intention to meet the housing needs of all residents, four moderate beneficial outcomes are expected. In contrast to the three additional moderate beneficial outcomes, the anticipated revisions are now expected to have a borough scale impact on the landscape.

6.8.8   A total of six minor beneficial effects are anticipated along with four minor adverse effects. Ten outcomes are judged to be direct with ten outcomes being expressed at a local scale and five at a borough scale (prosperity, access to jobs, landscape, housing and health inequalities). The forecast consequences of the policy upon the sustainability objectives are presented in **Table 6.13** below and **Appendix E**.

Table 6.13: Sustainability Appraisal: Policy 5

SA Objective	Significant Effects	Rationale
Prosperity	**Mod+ve**	Housing is to focus upon the urban area in the early phases with rural housing increasing in later phases. This approach has the potential to assist in helping with the affordability of housing and mobility for those where access to employment could otherwise be restricted. The increased density of housing at Blythe Valley could aid the prosperity of younger professionals working in UK Central.
Access to Jobs	**Mod+ve**	Exceptional circumstances are needed to allow unidentified sites to proceed where accessibility to employment centres and a full range of services and facilities is poor across all settlements. With the mixed use development proposed for Blythe Valley Business Park and the wider opportunities to be afforded by UK Central there appears to be a prospect of relatively local employment towards the end of the Plan period and also an increased likelihood of effective public transport links.
Housing	**Mod+ve**	It is unclear that the identified housing needs for North Solihull are to be met over the middle plan period. While the overall Borough needs are likely to be met.

SA Objective	Significant Effects	Rationale
Health Inequalities	**Mod+ve**	Enhanced housing typically leads to health benefits however the reduced supply in North Solihull may give rise to increased housing difficulties in a community that already experiences health inequalities unless additional sites can be identified. Also the changes to the Building Regulations without action would result in the reduced availability of homes for particular groups such as the elderly or those needing wheelchair access.

Local	10	Unlikely	0	Direct	10	Positive	9	Maj +ve	0
District	5	Potential	8	Indirect	5	Negative	6	Mod+ve	4
Regional	0	Likely	6	Cumul	0			Min+ve	6
National	0	Definite	1					Neutral	6
								Min-ve	4
								Mod-ve	1
								Maj -ve	0

6.8.9 Ideally, by focusing the housing upon the urban area in the early phases with rural housing increasing in later phases, this approach has the potential to assist in helping with the affordability of housing and mobility for those where access to employment could otherwise be restricted. However as noted above, challenges and uncertainty over 5 year housing supply land sites, limited opportunities for urban development and the developer pressure for green fields sites cause difficulties in securing the desired phasing of development. The outcome is likely to increase travel needs.

6.8.10 The Adopted Plan was unable to achieve the housing supply originally envisaged for North Solihull, and since then the North Solihull Partnership has undertaken a thorough review of all housing land supply within the regeneration area revealing no additional sites. This situation could lead to increased housing pressures and may cause some to seek homes in places where public transport may not aid access to jobs to the same extent as that of North Solihull. The provision of housing provision in the latter part of the Plan period as UK Central commences its build out may well offset this risk.

6.8.11 Businesses attracted to UK Central are expected to recruit across the higher socio-economic groups with younger professionals potentially being served by the proposed housing. However, it is not clear that the community choosing to locate in Blythe Valley would be provided with appropriate local employment opportunities until the proposed mixed use development becomes established or enhanced public transport is in place. Nevertheless, some service sector and construction jobs may be created.

6.8.12 The housing allocations are expected to increased reliance upon private transport and use of the M42 corridor thus works against the objective of reducing the need to travel at least until major development permits investment in new public transport infrastructure.

6.8.13 In terms of the climate change and energy sustainability theme, the policy is neutral as it is not clear that positive outcomes would be delivered via the site development briefs.

6.8.14 While the Adopted Local Plan made no provision to contribute towards green infrastructure or to consider the historic environment, it is expected that with the Garden City concept would be adopted in the new policy. Hence it is likely that a positive contribution would be made, although these objectives may be delivered via the other policies and site development briefs. Although biodiversity and landscape may also be affected policy 10 would ensure mitigation.

6.8.15 A minor positive outcome occurs for the built environment objective as the policy states that new housing is to contribute towards maintaining local character and distinctiveness,

whereas housing on unidentified sites is to contribute wards "*enhancing local character and distinctiveness*".

6.8.16   The sustainable communities theme is where the housing policy might be expected to deliver most of the beneficial outcomes. However, the policy provides two moderate beneficial outcome (housing and health inequalities) three minor positive outcomes (crime, public safety and mixed development). A minor adverse outcome for deprivation is possible due to the reduced availability of affordable housing in North Solihull. Further, in the case of the Blythe Valley Site, while some younger professionals working in the M42 economic gateway may benefit, others would need to seek employment at greater distances and relying upon private transport exposing them to higher travel costs until the change to mixed use development begins to provide local opportunities. Towards the end of the Plan period levels of deprivation may well be reduced by the improved accessibility afforded by HS2.

Forecast Uncertainty

6.8.17   Of the twenty one objectives, seven were assessed as being likely or expected to support the sustainability outcome; a further eight had the "potential" to deliver the anticipated outcome. Hence there is some uncertainty in how the policy would perform in practice. It should be noted that two of the moderate beneficial effect are considered to have the potential to be delivered with the other two being likely to occur. Two of the six minor beneficial outcomes were considered to potentially arise (resource efficiency and crime) with four being likely to occur.

Mitigation & Enhancement

6.8.18   Essentially, the uncertainty being addressed by the mitigation measures reflect the reliance upon site development briefs to consider the sustainability objectives. Recommendations to enhance performance of the policy are set out below.

Table 6.14: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Reducing travel	Encourage provision of public transport infrastructure and education provision with the phasing of the release of housing sites	Enable communities without access to a car across the Borough to access education and employment.
Deprivation	Monitor effect of reduced housing provision at North Solihull,	Avoid increasing deprivation and health inequalities.

6.9   Appraisal of Policy 6: Provision of Sites for Gypsies & Travellers

Introduction

6.9.1   There are no proposals to modify the adopted policy on gypsies & travellers and thus the appraisal remains unchanged with no mitigation/enhancement being proposed.

Policy P6 – Provision of Sites for Gypsies and Travellers

The Council will meet the identified need for 38 permanent residential pitches by 2027 as set out in the 2012 Gypsy and Traveller Accommodation Assessment. The provision of pitches to meet this need will be determined through a Gypsy and Traveller Site Allocations Development Plan Document.

The following criteria will be used in the allocation of future sites and subject to compliance with other policies in the plan, applications which perform well against the criteria and which contribute to meeting any identified unmet need, will be considered favourably.

i.   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;
ii.   Any unacceptable adverse visual impact can be adequately minimised;
iii.   The site is not in an area prone to flooding;
iv.   Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated;
v.   There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;
vi.   The site has safe and convenient access to the highway network;
vii.   Whether 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 only then in "very special circumstances".

Anticipated Policy Change

6.9.2   No alterations to the adopted policy are expected.

Forecast Effects

6.9.3   This policy gave rise to eleven minor positive, eight neutral and two minor negative effects (see **Table 6.15**) reflecting the relatively small areas involved and their localised influence, with eight being direct effects and five indirect. The indirect effects are upon the natural resource production and environmental enhancement theme and on community deprivation (see **Appendix E**). As no moderate beneficial or adverse outcomes are forecast the table below summarises the numerical outcomes of the appraisal.

Table 6.15: Sustainability Appraisal: Policy 6

Local	13	Unlikely	0	Direct	8	Positive	11	Maj +ve	0
District	0	Potential	10	Indirect	5	Negative	2	Mod+ve	0
Regional	0	Likely	2	Cumul	0			Min+ve	11
National	0	Definite	1					Neutral	8
								Min-ve	2
								Mod-ve	0
								Maj -ve	0

6.9.4   While the appraisal reflects the policy within the adopted Local Plan, it should be noted that the Gypsy & Traveller Site Allocations DPD includes policy to promote community safety and social cohesion.

Forecast Uncertainty

6.9.5   Ten of the significant effects are associated with potential effects and a further three outcomes are likely or expected to occur. Hence there is considerable uncertainty in the outcome of the appraisal of this policy.

Mitigation & Enhancement

6.9.6   No recommendations are necessary at this stage.

6.10   Appraisal of Policy 7: Accessibility and Ease of Access

Introduction

6.10.1   Minor amendments are anticipated to the adopted policy on accessibility to reflect the growth areas and housing sites under consideration.

6.10.2   Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

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.

Development will be expected to meet the following accessibility criteria, unless justified by local circumstances.
*   Proposed housing development should be:

    o   Within an 800m walk distance of a primary school, doctor's surgery and food shop offering a range of fresh food; and

    o   Within a 400m walk distance of a bus stop served by a commercial high frequency bus service (daytime frequency of 15 minutes or better) providing access to local and regional employment and retail centres; and / or

    o   Within an 800m walk distance of a rail station providing high frequency services (3 or more per hour during peak periods) to local and regional employment and retail centres.

*   Proposed offices, retail and leisure development should be located 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. Here and elsewhere they should be within a 400m walk distance of a bus stop served by a commercially run high frequency bus service.

*   Proposed education, health and other public service facilities should be located where they are easily accessible on foot, by bicycle and bus by the local community they serve.

*   Proposals for change of use are likely to be resisted if they reduce accessibility to levels below those listed in this policy.

Investment in improvements to local public transport provision, cycling and / or walking measures will be sought in association with development proposals which do not meet the accessibility criteria set out by this policy.

Residential development proposals for fewer than 3 dwellings in urban areas west of M42 and within rural settlements will be exempt from the criteria set out above. Investment in improvements to local public transport provision, cycling and / or walking measures will continue to be sought in association with such proposals where considered necessary.

Access to development from the strategic walk, cycle, public transport and road network will be expected to be:
*   Safe, attractive, overlooked and direct on foot, by bicycle and from public transport.
*   Safe for those vehicles which need to access the development.
*   And assessed in accordance with Policy P15 'Securing Design Quality' in the Local Plan.

Anticipated Policy Changes

6.10.3   It is anticipated that the restriction of all new development to the most accessible locations will be moderated to provide scope for the roll out of the UK Central Masterplan where initially new sites would not necessarily be most accessible until the associated transport infrastructure is in place. In addition office development is anticipated to be accepted at HS2 Interchange and the Hub.

Forecast Effects

6.10.4   The adopted policy was assessed as performing in a slightly positive manner with ten of the twenty one sustainability objectives reporting a minor beneficial outcome (see **Table 6.16** and **Appendix E**). All of the effects were considered to be of a local scale reflecting the manner in which the accessibility criteria are applied to individual development sites. The table is truncated reflecting the absence of outcomes of moderate significance.

6.10.5   With the advent of HS2, the UK Central Masterplan and the additional need for housing two of the outcomes have been increased to being of borough scale (prosperity and access to jobs). A further two potentially minor positive outcomes have been re-classified as being potentially minor negative due to the anticipated increase in private car use at least until new public transport infrastructure is put in place and the improved accessibility being promoted for Solihull Town Centre. With investment in additional infrastructure a minor negative is considered likely for resource efficiency. The only other change in the sustainability outcome is that of the mixed development objective which would be aided by the altered planning restrictions for Blythe Valley Business Park.

Table 6.16: Sustainability Appraisal: Policy 7

Local	8	Unlikely	0	Direct	2	Positive	7	Maj +ve	0
District	2	Potential	6	Indirect	7	Negative	3	Mod+ve	0
Regional	0	Likely	4	Cumul	1			Min+ve	7
National	0	Definite	0					Neutral	11
								Min-ve	3
								Mod-ve	0
								Maj -ve	0

6.10.6   The majority of the effects associated with the sustainability objectives are indirect (7) occurring primarily under the sustainable consumption and production theme. Should the policy be effective in promoting development in those areas with high levels of accessibility then there is a potential to contribute towards lowering greenhouse gas emissions. However, with increased commuting to UK Central by private car this policy an increase in the emission of CO_2 is envisaged.

6.10.7   In terms of the sustainable communities theme, the policy focuses upon the location of development and provides for the enhancement of facilities or measures to improve accessibility. It is concluded that the sustainability outcomes are dependent upon local circumstances.

Foercast Uncertainty

6.10.8   Four of the seven positive outcomes have the potential to occur with the other three being likely positive outcomes (crime, public safety and now mixed development).

Mitigation and Enhancement

6.10.9   The emerging strategy in 'Solihull Connected'[110] and wider public transport initiatives outlined in **Section 3.7** outline potential mitigation strategies.

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[110] SMBC (2015) Solihull Connected, Green Paper Report
http://www.solihull.gov.uk/Portals/0/ParkingTravelRoads/SolihullConnected/Solihull_Connected_LRP.pdf

6.11 Appraisal of Policy 8: Managing Demand for Travel and Reducing Congestion

Introduction

6.11.1 The proposed policy on transport demand and congestion is examined in this section against the sustainability objectives. A minor amendment to the policy is anticipated to reflect the implications of HS2 and the additional housing requirements.

6.11.2 Set out below is the current policy with the key elements in bold. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy P8 – Managing Demand for Travel and Reducing Congestion

All development proposals should have regard to transport efficiency and improved highway safety for all users:
 	
  ◆ **Development will not be permitted which results in a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network.**
 	
  ◆ **Travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network;**
 	
  ◆ **Ensure new development reduces the need to travel e.g. by promoting linked trips and encouraging mixed use development where appropriate;**
 	
  ◆ **Provision for parking and servicing will be required in accordance with an SPD on managing travel demands associated with development.**
 	
  ◆ **The Council will support proposals for strategic public transport schemes such as rapid transit, local rail schemes as identified in LTP3 and 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 use of sustainable modes of transport, i.e. walking, cycling and public transport, shall be promoted and encouraged in all developments by:
 	
  ◆ **Ensuring the design and management of the development enables and encourages the use of sustainable modes of transport;**
 	
  ◆ **Ensuring transport planning measures are implemented to help and encourage people accessing the development to use sustainable transport modes;**
 	
  ◆ **Ensuring the routes to the site from nearby services and local public transport stops are good quality, direct and attractive to use for all users.**

Anticipated Policy Changes

6.11.3 It is anticipated that the minor amendments will be introduced to provide support to the emerging West Midlands Strategic Transport Plan presumably providing support for the provision of enhanced public transport measures on key corridors to support road based transit proposals for SPRINT and Metro. A key output of the Strategic Transport Plan is expected to be enhanced north-south public transport connections as an alternative to the congested M42 albeit over the longer term.

6.11.4   It is possible that the revised policy may refer to the need for appropriate transport infrastructure including development access roads to support additional housing where relevant.

Forecast Effects

6.11.5   With the prospect of UK Central, delivery of an effective high quality public transport is likely to be essential to deliver the economic potential of the area given the congestion on the strategic road network. Equally the prospect of the business rates as a consequence of HS2 Interchange ought to generate funds to secure the public transport investment. As a result, an increase in the scale of some impacts from local to borough wide is anticipated.

6.11.6   Two moderate beneficial outcomes are expected given the role an effective public transport system will play in enhancing prosperity and access to jobs. The Adopted Local Plan appraisal suggested a moderate potential positive outcome in reducing the need to travel. The anticipated policy still has the potential to reduce the travel demands of development and manage the amount of parking provided. Nevertheless, the permissive approach to car parking in Solihull Town Centre as well as measure to improve access to the town may well impede public transport investments should public transport follow rather than precede housing and employment projects.

6.11.7   Other outcomes are either neutral or minor beneficial (see **Table 6.17** and **Appendix E**) and localised in their geographic extent with typically impacts having medium term duration before they become established. Nine direct benefits are associated with reducing travel; resource efficiency; built environment; deprivation; commercial assets; health inequalities; crime and public safety.

Table 6.17: Sustainability Appraisal: Policy 8

SA Objective		Significant Effects				Rationale			
Prosperity		**Mod+ve**				Enhanced north-south public transport movements potentially enhancing the employment opportunities for residents in North Solihull and the rural communities.			
Access to Jobs		**Mod+ve**				Support to the West Midlands Strategic Transport Plan as well as accessibility to Blythe Value mixed use development is likely to improve access to jobs over the duration of the Plan.			
Local	8	Unlikely	0	Direct	7	Positive	12	Maj +ve	0
District	4	Potential	8	Indirect	2	Negative	0	Mod+ve	2
Regional	0	Likely	4	Cumul	3			Min+ve	9
National	0	Definite	0					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.11.8   While the policy has the potential to assist with reducing greenhouse gases and reducing pollution these outcomes are uncertain due to the need for development proposals to 'have regard to transport efficiency' introducing elements of uncertainty.

Forecast Uncertainty

6.11.9   Overall, it is expected that the amended policy will provide for increased certainty of the outcomes despite that development proposals are required to 'have regard to' rather than 'to promote' transport efficiency and highway safety. This increased likelihood of the forecast outcomes is as a result of the emphasis provided by the emerging West Midlands Strategic Transport Plan and the prospect of UK Central. The extent to which development

proposals, particularly across UK Central, deliver sustainable transport outcomes as well as the availability of effective public transport in advance of car based commuting patterns is key to the success of this policy.

Mitigation and Enhancement

6.11.10   Potential measures to enhance the policy are presented below.

Table 6.18: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Reducing travel	Require developments 'to promote' transport efficiency and highway safety.	Efforts needed to reduce the early need for major highway infrastructure projects.
	Consider work place charging across UK Central.	Follow the example of Nottingham to generate funds to invest in public transport and incentivise its use.
	Require developments to not normally adversely affect walking and cycling access or exacerbate motor vehicle dependence.	Contribute towards reduced congestion, enhance road safety and public health outcomes.
	Promote a design strategy that reverses the dominance of private car within development masterplans.	
Greenhouse gases	Promote reduced parking tariffs for low emission vehicles or car pool vehicles.	Enhance contributions to lowering CO_2 emissions.

6.12   Appraisal of Policy 9: Climate Change

Introduction

6.12.1   As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal below is presented on the basis of the anticipated direction of the emerging policy. Currently, the Council propose minor changes will be made to the policy with removal of reference to allowable solutions and the Code for Sustainable Homes.

Policy P9 - Climate Change
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 the location and design of new development. It 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. Where appropriate, improvements to the energy standards of existing buildings through national and local initiatives such as the Affordable Warmth strategy for Solihull and the Government's Green Deal will be promoted.
Developers will be expected to follow a sequential approach to carbon reduction for all new development. Where feasible and viable, new development should incorporate decentralised energy and heating networks. Where it is demonstrated that decentralised networks are not feasible or viable, development should achieve the necessary carbon reduction through on-site measures incorporating design, energy efficiency and renewable energy generation, taking account of the contribution from the Building Regulations and achievement of the Code for Sustainable Homes where relevant. Where it is demonstrated that carbon reduction through on-site measures is not feasible or viable, a financial contribution toward off-site carbon reduction will be required, in the form of allowable solutions.
Proposals to develop decentralised energy and heating networks in the Borough will be encouraged and should be based on the latest available evidence. 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, Shirley and Chelmsley Wood town centres, North Solihull Regeneration Zone hubs, and major business parks and developments, **developments of an appropriate scale, density and/or mix will be encouraged and developers will be expected to connect to or deliver decentralised networks, unless it is demonstrated that this is not feasible.**
Where lower cost solutions such as decentralised networks are viable, developers should aim to achieve zero carbon for all new developments in excess of 50 dwellings or 1,000 square metres, unless it is demonstrated that this is not feasible or viable. Where decentralised networks are not feasible or viable at the time of application, developers will be expected to show evidence in the design of the development to enable future adoption of decentralised networks.
In locations where decentralised networks do not exist and are shown to be unviable, or where the scale or nature of the development is unsuitable, on-site energy efficiency measures and low or zero carbon energy generation shall be provided to meet a minimum of 20% of predicted energy requirements. Developers will be expected to demonstrate the highest viable energy efficiency standards through the location and layout of developments and the use of materials and construction techniques that minimise emissions. Where viable, higher level

> **standards of the Code for Sustainable Homes will be encouraged.**
>
> **Where 'allowable solutions' are used to offset carbon emissions, the Council will give priority to the funding of projects within the Borough.**
>
> **This policy aims to ensure that all sections of the community are more resilient to the effects of climate change, particularly older people, children and disabled people. Developers should ensure resilience to the impacts of a changing climate for the anticipated lifespan of the development through consideration of a range of adaptation measures, including the location, design, materials, build and operation of developments, and the provision of green infrastructure. Further guidance will be provided to assist the delivery of sustainable design and construction in a Sustainable Design and Construction document, which will include appropriate 'allowable solutions'.**
>
> **All new developments shall provide for systematic monitoring of the energy use and carbon emissions with the capability of linking into a Borough-wide monitoring system, unless it is demonstrated that such monitoring is unnecessary. All applications shall include evidence to show compliance with this policy in the form of an energy or sustainability statement and/or within the format of the West Midlands Sustainability Checklist or an agreed equivalent.**

Anticipated Policy Change

6.12.2   The Government has decided to remove the Code for Sustainable Homes, Green Deal and abandon both the "allowable solutions" and the proposed increase in on-site energy efficiency standards. In addition, through the Housing Standards Review[111] issued in March 2015, the Government has removed the ability of Councils to exceed the Building Regulation standards for new housing.

6.12.3   Through the 2015 Building Regulations Document G – Sanitation, the Government has enabled the optional requirement of 110 litres/person/ day instead of a default of 125 litres/person/day where required by planning permission. Given that the movement of water necessitates the expenditure of a considerable amount of energy and thus greenhouse gases, it is anticipated that the Council would adopt the lower water consumption figure.

6.12.4   It is suspected that the Council would not have any ability to influence other elements of how development in the Borough responds to climate change. .

Forecast Effects

6.12.5   In spite of the Government changes, this policy is envisaged to continue to perform in a positive manner with eleven of the twenty-one sustainability objectives reporting beneficial outcome. The anticipated policy would reduce the three major positive (prosperity, greenhouse gases and urban adaptation) and two moderate positive outcomes to eleven minor beneficial outcomes as illustrated in **Table 6.19** and **Appendix E**. The loss of the Government initiatives lowers the potential effects of the adopted policy from a moderate negative effect to a minor negative effect upon the viability of housing schemes. The effects would also be localised to where distributed heating systems can be deployed.

6.12.6   While the potential effect upon the regional business park assets could have been the only effect of regional scale, the adopted Policy 1 exempts the regional assets from the climate change policy.

6.12.7   A total of five indirect effects are anticipated, all related to the potential upon the natural resource protection and environmental enhancement theme; commercial assets and health sustainable communities objectives. These consequences are indirect since they arise from how the policy implemented rather than due to the policy itself.

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[111] http://www.labc.co.uk/sites/default/files/the_housing_standards_review_explained.pdf

Table 6.19: Sustainability Appraisal: Policy 9

Local	12	Unlikely	0	Direct	7	Positive	11	Maj +ve	0
District	0	Potential	13	Indirect	5	Negative	2	Mod+ve	0
Regional	1	Likely	0	Cumul	1			Min+ve	11
National	0	Definite	0					Neutral	8
								Min-ve	2
								Mod-ve	0
								Maj -ve	0

6.12.8   There are seven direct and one cumulative effect that are anticipated. The direct effects are associated with the prosperity, resource efficiency; urban adaptation, landscape, green infrastructure housing and deprivation (see **Appendix E**).

6.12.9   In terms of the sustainable consumption and production theme, the policy is envisaged to have the potential to give rise to minor beneficial outcomes focusing energy and heat networks in areas where benefits to businesses and local communities may provide energy savings.

6.12.10   Being focused upon climate change, the policy has the potential to deliver reductions in greenhouse gas emissions and also aid urban adaptation, in both cases resulting in potential minor beneficial outcomes. Though not referenced in this policy, the value of green infrastructure in reducing the urban heat island effect is recognised in policy 10.

6.12.11   In terms of the effect of the policy upon the natural resource protection & environment theme, four of the outcomes are judged to be a potential minor positive with the a minor negative outcome for pollution and neutral for the historic environment.

6.12.12   The policy has the potential to contribute to reducing deprivation and health inequalities. This is achieved since the elderly and those with long term illness have the potential to benefit given the importance of income deprivation and domestic heating.

Forecast Uncertainty

6.12.13   With the reduced weight that is anticipated in the amended policy, the uncertainty assigned to the performance of the policy has been increased such that no outcome is likely to occur.

6.12.14   A total of four potential outcomes are anticipated across the natural resource protection and sustainable communities themes as most of the outcomes can only be determined at a project level when the specific circumstances are known and on how the policy would be targeted to benefit those groups with the greatest need.

Mitigation and Enhancement

6.12.15   An effect of the anticipated change will be to limit the ability to drive contributions from exemplar development in an area where major commercial opportunities are apparent. Some recommendations are set out below to again adapt to climate change and reduce greenhouse gas emissions.

Table 6.20: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Greenhouse gases	Require developers to explore future proofing for distributed networks.	The Council ought to develop sufficient evidence to allow identification of key sites for distributed heat and energy networks in line with the NPPF.
	Require future provision for emerging LEV infrastructure and charging points.	Encourage charging plug-in and other ultra-low emission vehicles in line with NPPF para 35.

6.13   Appraisal of Policy 10: Natural Environment

Introduction

6.13.1   There are no proposed alterations to the policy on the natural environment and hence the appraisal is that undertaken for the adopted policy which is set out below.

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 will be supported, recognising the need for a landscape scale approach to the natural environment and conservation of biodiversity.**

The Council will seek to protect, enhance and restore the diverse landscape features of the Borough, so as 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 or necessary.

The Council will seek to conserve, enhance and restore biodiversity and geodiversity, to create new native woodlands and other habitats and to protect, restore and enhance ancient woodland and green infrastructure assets across the Borough. Protection of ancient woodland, designated sites and priority habitats shall include the establishment of buffers to any new development. 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. When appropriate, development should seek to enhance accessibility to the natural environment, especially for disabled people.

The Council will protect areas of national and local importance for biodiversity and geodiversity, where it is reasonable, proportionate and feasible to do so. Development likely to have an adverse affect 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 affect on a Site of Special Scientific Interest, developers will be expected to incorporate measures to enhance the condition of the site, unless it is demonstrated that it is not feasible.

Development likely to have an adverse affect on a Local Nature Reserve or a Local Wildlife or Geological Site 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 affect on a site of local value, developers will be expected to incorporate measures to enhance the site or to restore the links between sites in accordance with the Green Infrastructure study, unless it is demonstrated that it is not feasible.

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, or sites in the Local Geological Action Plan. Developers will be required to undertake a full ecological survey and to deliver a net gain or enhancement to biodiversity, unless it is

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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.

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, 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 in alternative strategic locations within the biodiversity or green infrastructure network, to deliver biodiversity or other objectives may be considered. Where appropriate, developers should demonstrate compliance with this policy through an ecological statement or by relevant information in the West Midlands Sustainability Checklist.**

Anticipated Policy Change

6.13.2   No alterations to the adopted policy are expected.

Forecast Effects

6.13.3   This policy is slightly beneficial as there are six minor positive outcomes across the twenty one objectives comprising the sustainability framework (See **Table 6.21** and **Appendix E**). As all other objectives report neutral outcomes there are no moderate outcomes to report.

Table 6.21: Sustainability Appraisal: Policy 10

Local	6	Unlikely	0	Direct	4	Positive	6	Maj +ve	0
District	0	Potential	3	Indirect	2	Negative	0	Mod+ve	0
Regional	0	Likely	3	Cumul	0			Min+ve	6
National	0	Definite	0					Neutral	15
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.13.4   The policy gives rise to six positive outcomes across the climate change, natural resource protection and the sustainable communities themes. The policy does not perform as highly as it might since its positive intentions are predicated upon development occurring that requires mitigation measures.   Thus the benefits are traded for losses. It is not clear whether the clause "*Where development is permitted, appropriate mitigation of the impacts and compensation where relevant will be required to deliver a net gain in biodiversity, landscape character and local distinctiveness*" applies to any development not having an effect upon a designated site.

6.13.5   It is evident that there is no certainty that enhanced biodiversity, landscape or other aspects of the natural environment such as soils; would result from the policy.

Forecast Uncertainty

6.13.6   Of the six beneficial effects three are considered to result in a likely outcome, the other three having the "potential" to deliver a beneficial outcome.

Mitigation and Enhancement

6.13.7   A recommendation is made to require development to provide for the appropriate long term management of ecological mitigation or offsetting measures and to provide for the enhancement of local biodiversity.

6.14 Appraisal of Policy 11: Water Management

Introduction

6.14.1 There are no proposed alterations to the policy on the natural environment and hence the appraisal is of the adopted policy is set out below.

Policy P11 Water Management

All new development should have regard to the actions and objectives of appropriate River Basin Management Plans 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 expect 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.**

The Council recognises the need for water efficiency in all new development. **Developers shall demonstrate the highest possible standards of water efficiency** through the use of water efficient fittings and appliances, and where appropriate, recycling of potable, grey water and rainwater in order to minimise consumption.

All new development shall incorporate sustainable drainage systems, unless it is shown to be impractical to do so. Developers shall ensure that adequate space is made for water within the design layout of all new developments to support the full use of sustainable drainage systems, and shall demonstrate that improvements to the water environment will be maximised through consideration of a range of techniques. Wherever possible, sustainable drainage systems will be expected to contribute towards wider sustainability considerations, including amenity, recreation, conservation of biodiversity and landscape character, as well as flood alleviation and water quality control.

Developers shall explore opportunities to contribute towards the objectives of relevant Catchment Flood Management Plans. Wherever possible, development should promote the reduction of flood risk by seeking to reinstate the natural floodplain, the de-culverting of watercourses and the limiting of surface water runoff to green field rates via the use of sustainable drainage techniques. On all development sites larger than 1 hectare, surface water discharge rates shall be limited to the equivalent site specific Greenfield runoff rate. Developers will be expected to demonstrate that the layout and design of a development takes account of the surface water flows in extreme events so as to avoid flooding of properties, both within and outside the site. Applications for new development where there is a flood risk issue should be accompanied by a site flood risk assessment. Developers are encouraged to secure reduction of flood risk by the provision or enhancement of green infrastructure, wherever possible.

Existing flood defence infrastructure will be protected and **development that would compromise the flood defence function will be permitted only if it is demonstrated through a flood risk assessment that the risk both within and outside the site, and to sites further downstream is not increased.**

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.

Anticipated Policy Change

6.14.2   It is envisaged that the Council will be informed by evidence from an updated Water Cycle Study on the merits of adopting the 2015 Building Regulations Document G – Sanitation, a domestic water consumption allowance of 110 litres/person/ day instead of a default of 125 litres/person/day.

6.14.3   The Council published for consultation its Local Flood Risk Management Strategy[112] in August 2015. This report identified that there are 1,553 properties within the 1 in 30 year surface water flood outline, an event that is more likely to occur than the estimated 1 in 75 year event that occurred in 2007. Among the recommendations located within the Action Plan of relevance to the revised Local Plan are the following:

   ✦   Develop an affordable and suitable flood asset maintenance regime based on local knowledge and risk;
   ✦   Use available information on flood risk to identify appropriate development potential and steer growth towards suitable areas;
   ✦   Develop a planning process to create clear advice and direction to developers on flood risk and drainage;
   ✦   Develop a programme of flood mitigation schemes and initiatives which are likely to be funded through the National Programme or Local Levy;
   ✦   Encouraging the use of SuDS in developments;
   ✦   Comply with the Solihull Local Plan principles and objectives for mitigating flood risk and improving the water environment;
   ✦   Provide information about how citizens can minimise flood risk and protect themselves during flooding; and
   ✦   Give local communities a greater involvement and responsibility for project design and delivery at an early stage of flood risk management schemes.

6.14.4   It is considered that the adopted policy largely addresses the Action Plan recommendations.

Forecast Effects

6.14.5   The adopted policy was judged to have a positive contribution towards the sustainability objectives as it delivers one major beneficial and two moderate beneficial outcomes and a further five that are minor beneficial (see **Table 6.22** and **Appendix E**). Only one minor adverse effect is considered to be possible, namely an adverse effect upon the viability of housing schemes where the setting aside of land for water potentially could reduce the amount of development on the site and hence may adversely affect the viability of the proposed development.

Table 6.22: Sustainability Appraisal: Policy 11

SA Objective	Significant Effects	Rationale
Losses from flooding	**Maj+ve**	The policy focuses upon sustainable urban drainage, controls on runoff rates, requires that site with the lowest risk of flooding where no alternatives exist will only be considered when safety measures are taken and measures to reduce flood risk on site and elsewhere are in place.
Resource efficiency	**Mod+ve**	Developers are required to demonstrate the highest possible standards of water efficiency including recycling of potable, grey water and rainwater where practical.

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[112] WSP, 2015: Local Flood Risk Management Strategy, http://www.solihull.gov.uk/Portals/0/Consultations/Solihull-LFRMS-Final.pdf

SA Objective		Significant Effects			Rationale				
Public safety		**Mod+ve**			Cumulatively the effect of the policy is likely to reduce the risk to public safety as a result of flooding.				
Local	6	Unlikely	0	Direct	6	Positive	8	Maj +ve	1
District	3	Potential	2	Indirect	1	Negative	1	Mod+ve	2
Regional	0	Likely	4	Cumul	2			Min+ve	5
National	0	Definite	3					Neutral	12
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

6.14.6   The policy is envisaged to give rise to only one outcome for the sustainable consumption and production theme with a likely moderate beneficial outcome on resource efficiency. While a major beneficial outcome for flooding is anticipated under the climate change and energy theme.

6.14.7   While there is anticipated to be an increase in impermeable land due to both the housing allocations and other development associated with UK Central, the policy currently provides for runoff to be limited through sustainable urban drainage to that of greenfield rates.

6.14.8   Four minor positive outcomes are likely to arise under the natural resource protection theme (biodiversity, landscape, green infrastructure and pollution).

6.14.9   Within the sustainable communities theme there is likely to be a moderate beneficial outcome for public safety, as well as a potential minor positive outcome for health inequalities due to the integration of amenity and recreational elements within the sustainable urban drainage measures. A potential minor negative outcome is anticipated for housing since the requirement to ensure adequate space for water may have adverse effects upon the viability of development sites.

Forecast Uncertainty

6.14.10   Of the eight beneficial outcomes all but one are considered to be likely or definite outcomes. The only potentially beneficial outcome is that of health inequalities. It is judged that the integration of amenity and recreational elements of Green Infrastructure within sustainable urban drainage schemes have the potential to provide some opportunities to reduce health inequalities where disadvantaged communities are served.

Mitigation and Enhancement

6.14.11   The Council has identified the additional development being progressed by the emerging Plan will require the Water Cycle study and the Level 1 Strategic Flood Risk Assessment to be updated. The Sequential Test (and Exemptions Test/Level 2 SFRA) is likely to be required once development sites are identified.   No additional mitigation proposals are identified.

6.15   Appraisal of Policy 12: Resource Management

Introduction

6.15.1   The policy on waste management is examined in this section with the Council considering the need for minor amendments.   Key elements of the adopted policy are highlighted below.

6.15.2   As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy P12 Resource Management

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 Zone. 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.

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 by 2028.

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 spatial strategy diagram. 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 Urban West and North Solihull Regeneration Zone.

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 spatial strategy diagram.**

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 Zone;
* The contribution to national and local targets to reduce greenhouse gas emissions,

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taking account of those resulting directly from the operations (Policy 9), 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 policy in the NPPF and Policy 17 of this plan;

✦ The impact on the environment, including the protection of water resources and quality (Policy 11), conservation of biodiversity (Policy 10), high quality design (Policy 15), the protection of the historic environment and built heritage (Policy 16), 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.

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 and sorting 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.

Anticipated Policy Change

6.15.3   The Management Plan for England & NPP for Waste Management (2014) changes affect the presumption against waste management development in the Green Belt and need for sequential approach for sites for inappropriate development. The Plan and NPP also encourage co-location of heat producing plants with high demand users. The National Planning Policy for Waste[113] states that:

✦ Waste management is to be considered alongside other spatial planning concerns with sufficient opportunities to meet the identified needs of their area for the management of waste streams;

✦ Sites and/or areas are to be identified for new or enhanced waste management facilities primarily on brownfield sites and beyond Green Belts with the broad type or types of waste management facility that would be allocated being identified;

✦ Waste planning authorities look for opportunities to co-locate waste management facilities together and with complementary activities;

✦ Waste planning authorities consider the physical and environmental constraints on development as well as the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery;

✦ Waste planning authorities consider the cumulative impact of existing and proposed waste disposal facilities on the well-being of the local community, including any

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[113] CLG (2014) National Planning Policy for Waste
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/364759/141015_National_Planning_Policy_for_Waste.pdf

significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential;

- Waste planning authorities ensure that waste management facilities in themselves are well-designed, so that they contribute positively to the character and quality of the area in which they are located;
- Waste planning authorities ensure that land raising or landfill sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards through the application of appropriate conditions where necessary;
- The design and layout of new residential and commercial development and other infrastructure should complement sustainable waste management, including the provision of appropriate storage and segregation of facilities to facilitate high quality collections of waste.

6.15.4   When determining planning applications for non-waste development, the NPP requires that local planning authorities should ensure that:

- The likely impact of proposed, non-waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/ or the efficient operation of such facilities;
- New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;
- The handling of waste arising from the construction and operation of development maximises re-use/recovery opportunities, and minimises off-site disposal.

6.15.5   The adopted policy addresses virtually all of the national policy requirements. Potentially the anticipated addition is a requirement upon new development to demonstrate that it has maximised re-use/recovery and minimised off-site disposal.

Forecast Effects

6.15.6   The anticipated amendments to the adopted policy are judged not to alter the appraisal findings. Consequently, the policy gives rise to two moderate beneficial outcomes (resource efficiency and greenhouse gases), nine minor beneficial outcomes and no adverse effects (see **Table 6.23** and **Appendix E**). Principally by being explicit on the criteria for the location of waste management activities the potential for adverse effects has been managed with the potential for moderate adverse effects upon historic features and the landscape being removed.

6.15.7   Within the sustainable consumption and production theme, the policy gives rise to positive outcomes across the four sustainability objectives. The prosperity and access to jobs outcomes are anticipated to be potential minor positive. The outcomes upon reducing travel and resource efficiency are more certain generating a moderate beneficial outcome (resource efficiency) and a minor positive (reducing travel).

6.15.8   The policy has the potential to deliver a moderate beneficial outcome for the climate change and energy theme and the potential for three minor beneficial outcomes within the natural resource protection theme.

6.15.9   Enhancing public safety is the only outcome anticipated under the sustainable communities theme.

Table 6.23: Sustainability Appraisal: Policy 12

SA Objective	Significant Effects	Rationale
Resource efficiency	**Mod+ve**	By encouraging the prevention of waste and

SA Objective	Significant Effects	Rationale
		then to enable the recovery of value high up the waste hierarchy this policy is likely to deliver improved resource efficiency. Non-waste development will also be required to provide facilities that deliver satisfactory provision for waste management.
Greenhouse gases	Mod+ve	Reducing the transport of waste as well as a requirement upon waste operators to demonstrate minimised greenhouse gas emissions from their operations is likely to lead to reduced emissions. Furthermore, minimising waste to landfill has the potential exists to reduce methane released from landfills.

Local	9	Unlikely	0	Direct	11	Positive	11	Maj +ve	0
District	2	Potential	7	Indirect	0	Negative	0	Mod+ve	2
Regional	0	Likely	3	Cumul	0			Min+ve	9
National	0	Definite	1					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

Forecast Uncertainty

6.15.10   Of the eleven beneficial outcomes across the sustainability objectives that this policy delivers, seven are considered to have the potential to occur with four being likely or a definite outcome (Reducing travel; Resource efficiency, and Public safety and Built environment). The potentially beneficial outcomes for greenhouse gases and natural resource protection are driven by a requirement for the Council to give consideration to the effects of waste management proposals upon these sustainability objectives. As such beneficial outcomes are more likely but are not certain being determined at a project level.

Mitigation and Enhancement

6.15.11   At this stage only one observation is made regarding mitigation or enhancement and that is for the Council to make provision for the roll-forward of the Solihull Municipal Waste Management Strategy 2010-2020 to encompass the anticipated development due to UK Central.

6.16 Appraisal of Policy 13: Minerals

Introduction

6.16.1 The adopted policy on minerals is set out below with key commitments being highlighted in bold. It is currently the Council's expectation that there will be some minor revisions to this policy. As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy P13 Minerals

Mineral Safeguarding Areas

Mineral Safeguarding Areas 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 spatial strategy diagram/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 spatial strategy diagram/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 meet the identified requirement of 7.5 million tonnes 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 spatial strategy diagram/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 spatial strategy diagram/proposals map. However, inclusion within an

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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 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;

+ 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

+ 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.

Anticipated Policy Change

6.16.2   Only minor amendments are expected to focus upon minimising the sterilisation of the mineral asset and increasing the quantity of sand and gravel required by HS2 over the Plan period.

Forecast Effects

6.16.3   The potential minor amendments are mainly expected to extend the duration over which some of the outcomes could be expected to occur. This is primarily due to the demand for construction materials for HS2 between 2017 and 2026 and development of new employment and housing sites in the latter period of the Plan period. However as the timely deployment of local sand and gravel resources supports the provision of housing and UK Central development by lowering transportation costs so beneficial outcome are expected for housing (minor beneficial) and commercial assets (moderate beneficial).

6.16.4   The anticipated policy gives rise to three moderate positive outcomes (reducing transport, resource efficiency and commercial assets) along with seven minor positive outcomes, with one minor negative outcome (see **Table 6.24** and **Appendix E**). The opportunity to convert the array of minor positive outcomes to moderate beneficial is constrained by the geographic scale of the effects being essentially a local scale outcome.

6.16.5   The policy has the potential to deliver positive outcomes across three of the four objectives under the sustainable consumption and production theme. While the moderate positive outcome on resource efficiency is considered to be a definite outcome, the minor positive outcome upon prosperity and a moderate beneficial outcome on reducing travel are both have the potential to arise.

6.16.6   The policy could give rise to a minor beneficial outcome for greenhouse gases under the climate change theme and five minor beneficial and one minor adverse outcome for the historic environment under the natural resource protection theme. The negative outcome for the historic environment objective is as a result of the policy providing for the "assessment" of effects upon the historic environment rather than the delivery of a positive outcome.

Table 6.24: Sustainability Appraisal: Policy 13

SA Objective	Significant Effects	Rationale
Reducing travel	**Mod+ve**	Local production minimises the importation of materials with consequential savings in transport that potentially benefit the entire Borough. The policy also encourages the co-location of recycling facilities and ancillary uses that may also contribute towards reducing travel.
Resource efficiency	**Mod+ve**	Protects mineral resource from sterilisation, promotes the use of secondary aggregates and recycling of resources with efficiencies to emerge from the co-location of operations.
Commercial Assets	**Mod+ve**	The policy will support the build out of UK Central while not sterilising resources.

Local	8	Unlikely	0	Direct	9	Positive	10	Maj +ve	0
District	3	Potential	5	Indirect	1	Negative	1	Mod+ve	3
Regional	0	Likely	3	Cumul	1			Min+ve	7
National	0	Definite	3					Neutral	10
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

Forecast Uncertainty

6.16.7   Of the eleven significant effects identified for the policy against the sustainability framework, there are three definite beneficial outcomes (resource efficiency, consideration of landscape

and minimisation of pollution risks). The remaining outcomes are all considered to give rise to likely or potential direct effects.

Mitigation and Enhancement

6.16.8   No additional mitigation or enhancement measures are proposed at this stage.

6.17   Appraisal of Policy 14: Amenity Policy

Introduction

6.17.1   The Council do not currently propose any amendments to this policy which is set out below with the key components being highlighted.

Policy P14 Amenity

The Council will seek to protect and enhance the amenity of existing and potential occupiers houses, businesses and other uses in considering proposals for new development, and will:

- ✦ **Permit development only if it protects and enhances the amenity of existing and proposed occupiers and would be a good neighbour**

- ✦ **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**. The Council will have regard to the needs of telecommunications operators, any technical constraints on location of telecommunications apparatus, the potential for sharing sites, the impact of development on its surroundings, the sensitivity of the environment and the design and external appearance of telecommunications apparatus. **Development in or adjacent to sensitive locations will be permitted only if there is no other technically suitable location that both meets operational requirements and causes less environmental harm and any mast is at a distance of at least twice its height from the nearest residential properties**

- ✦ **Safeguard important trees, hedgerows and woodlands, encourage new and replacement tree and hedgerow planting** and identify areas that may be suitable for the creation of new woodlands. **Priority will be given to locations that enhance or restore the green infrastructure network and to the planting of species characteristic of the Arden Warwickshire landscape**

- ✦ **Encourage better air quality in and around the Borough through the adoption of low emission zone initiatives** such as those involving the use of electric vehicles for freight and public transport. **Development that would contribute to air pollution, either directly or indirectly will be permitted only if it would not hinder or significantly harm the achievement of air quality objectives or any relevant Air Quality Management Plan, and it incorporates appropriate attenuation, mitigation or compensatory measures**

- ✦ **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**

- ✦ Seek to minimise the adverse impact of noise. **Development likely to create significant noise will be permitted only if it is located away from noise sensitive uses or it incorporates measures to ensure adequate protection against noise. Noise sensitive development will be permitted only if it is located away from existing sources of significant noise, or if no suitable alternatives exist, the development incorporates measures to reduce noise intrusion to an acceptable level**

- ✦ **Protect the amenity of residential and shopping areas, community facilities and open space from bad neighbour uses.** Development that would be seriously harmful because of smell, noise or atmospheric pollution will not be permitted, whilst

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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 mitigates as part of the development**

✦ **Protect those parts of the countryside in the Borough that retain a dark sky from the impacts of light pollution**. Development involving external lighting outside established settlements will be permitted only where significant lighting already exists, or the benefits of the development clearly outweigh the impact of the lighting on the countryside. Any lighting scheme should be the minimum required for the purposes of the development and should avoid light spillage and harmful effects on biodiversity

✦ **Protect the tranquil and locally distinctive areas in the Borough by guiding new development, particularly those that will create significant noise,** either directly or through associated transport, to locations that will avoid or minimise adverse impacts.

Anticipated Policy Change

6.17.2 No change is anticipated.

Forecast Effects

6.17.3 This policy gives rise to three moderate positive outcomes (landscape, green infrastructure and pollution) along with eight minor positive outcomes, and two minor negative outcomes (see **Table 6.25** and **Appendix E**). The opportunity to convert the minor positive outcomes to moderate beneficial is constrained by the effects being essentially local rather than across the Borough. Only three effects are considered to be likely to be Borough-wide – those likely to give a moderate beneficial outcomes.

Table 6.25: Sustainability Appraisal: Policy 14

SA Objective	Significant Effects	Rationale
Landscape	**Mod+ve**	New development is to protect and enhance the existing amenity with safeguarding of important vegetation, the planting of species characteristic of the Arden Warwickshire landscape is likely to lead to improvements in the landscape and demonstrates that landscape issues are to be considered in development decisions.
Green infrastructure	**Mod+ve**	The policy ought to contribute to the enhancement of green infrastructure.
Pollution	**Mod+ve**	The policy provides for the protection of tranquil areas, protection from light pollution, controls on noise generating development, the adoption of a low emission zone and the avoidance of significant harm to the achievement of air quality objectives or an air quality management plan.

Local	10	Unlikely	0	Direct	5	Positive	11	Maj +ve	0
District	3	Potential	9	Indirect	8	Negative	2	Mod+ve	3
Regional	0	Likely	4	Cumul	0			Min+ve	8
National	0	Definite	0					Neutral	8
								Min-ve	2
								Mod-ve	0
								Maj -ve	0

6.17.4　For the sustainable consumption and production theme, the policy is considered to have the potential to constrain employment opportunities by permitting development only if it protects and enhances the amenity of existing and proposed occupiers. The policy provides support for high speed broadband may mitigate the effect on employment.

6.17.5　Within the climate change and energy theme, the policy is anticipated to give rise to three potential minor beneficial outcomes on greenhouse gases, flooding and urban adaption. The adoption of a low emission zone should also contribute towards reducing greenhouse gas emissions, while the provision of green infrastructure should assist with reducing losses for the flooding and urban adaption objectives.

6.17.6　Across the six objectives within the natural resource protection & environment theme, the policy provides three likely moderate beneficial outcomes (landscape, green infrastructure and pollution. In addition there are three minor beneficial outcomes (biodiversity, historic environment and built environment).

6.17.7　Only two objectives within the sustainable communities theme deliver potential minor beneficial outcomes (deprivation and health inequalities). Support for broadband may assist in access improvements to employment, education and health services and potentially reduce imbalances across the Borough. Also, the potential low emission zone as well as improved broadband may contribute towards reducing health inequalities particularly for those living in high trafficked areas.

6.17.8　Most of the outcomes from the policy are judged to be indirect and local with a short to medium term duration, although those outcomes within the climate change and energy theme were considered to occur over the longer term (see **Appendix E**).

Forecast Uncertainty

6.17.9　Of the thirteen significant effects identified for the policy against the sustainability framework, only four generate likely outcomes (consideration of landscape, green infrastructure, built environment and the minimisation of pollution risks). The remaining outcomes are considered to give rise to potential effects although the effects within the sustainable consumption and production as well as the climate change and energy themes are considered to be potential indirect effects.

Mitigation and Enhancement

6.17.10　Given the evidence of the relationship between both emissions of particulates and that of NO_2 it is suggested that the Council monitor the progress of the Bromsgrove policy BDP19 (5) on air quality which requires that 'all new developments with a floor space greater than 1000sqm or 0.5 hectare or residential developments of 10 or more units must not increase nitrogen dioxide (NO_2), particulate matter (PM_{10}) and carbon dioxide (CO_2) emissions from transport and should be accompanied by an assessment of the likely impact of the development on local air quality and comply with current best practice guidance'.

6.18 Appraisal of Policy 15: Securing Design Quality

Introduction

6.18.1 Minor amendments are anticipated to the adopted policy on design quality to reflect changes that have occurred at a national level. The adopted policy is set out below.

6.18.2 As Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy P15 – Securing Design Quality

All development proposals will be expected to achieve high quality, inclusive and sustainable design, which meets the following key principles:

* **Conserves and enhances local character, distinctiveness and streetscape quality and ensures that the scale, massing, density, layout, materials and landscape of the development respect the surrounding natural, built and historic environment;**

* **Ensures that new development achieves the highest possible standard of environmental performance through sustainable design and construction and the location and layout of the development in accordance with the guidance provided in Policy 9 – Climate Change;**

* **Secures the sustainable long-term use of new development through flexible, robust and future-proofed design e.g. digital connectivity;**

* **Makes appropriate space for water within the development, using sustainable drainage (SuDS) principles, to minimise and adapt to the risk of flooding**. Further guidance is provided in Policy 11 – Water Management;

* **Conserves and enhances biodiversity, landscape quality and considers the impact on and opportunities for green infrastructure at the earliest opportunity in the design process**. Further guidance is provided in Policy 10 – Natural Environment;

* **Integrates the natural environment within the development through the provision of gardens, quality open space and/ or improved access to, enhancement or extension of the green infrastructure network** Further guidance is provided in Policy 20 – Open Space, Sport and Recreation.

* **Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, easily maintained and encourage walking and cycling and reduce the fear of crime**.

Development proposals will also be expected to contribute to and where appropriate, create a sense of place. Such measures may include; reflecting heritage assets and their setting in the design process, **integrating** landscape into the development, promoting diversity through a mix of uses within the site, or the installation of public art.

All residential development proposals should be built to the Lifetime Homes standard and demonstrate at least the how they meet Building for Life 12 or its equivalent. However, the Council will take into account the economics of provision, including particular costs that may threaten the viability of the site. All residential development will be expected to adhere to the guidance set out in the New Housing in Context SPG until this has been updated and the Council will prepare Supplementary Planning Documents to provide necessary additional guidance.

Applicants should adhere to the urban design principles set out in established design guidance; 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),

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Building for Life and Secured by Design principles, or their equivalents.

Development at key economic assets within the M42 Economic Gateway; the National Exhibition Centre, Birmingham Airport, Birmingham Business Park and Blythe Valley Park, will be expected to be of the highest quality to reflect their strategic importance.

Applicants are encouraged to engage with Officers early in the design **process through pre-application discussions 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. Significant development proposals will also be encouraged to engage with the national and regional design process.**

Anticipated Policy Change

6.18.3   The Council has indicated that the changes to the adopted policy are required to:
- Give guidance to application of 4th bullet point of the NPPF core planning principles (always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings); and Section 7 of the NPPF (good design);
- Withdrawal or the Code for Sustainable Homes and Lifetime Homes standard;
- LPAs are no longer able to set out additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings;
- New national space standards replace any local space standards previously applied;
- Optional new technical standards are only to be required through a new Local Plan policy if they address a clearly evidenced need, and where their impact on viability has been considered.

6.18.4   Section 7 of the NPPF requires that Local Plans are to develop robust and comprehensive policies that set out the quality of development that will be expected based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Further, planning policies are to ensure that developments:
- Function well and add to the overall quality of the area over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

6.18.5   Design codes are to be considered where they could help deliver high quality outcomes focusing on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development *only* insofar as necessary to seek to promote or reinforce local distinctiveness addressing the connections between people and places and the integration of new development into the natural, built and historic environment.

6.18.6   Local planning authorities are advised to have local design review arrangements and also when appropriate refer major projects for a national design review via the Design Review Panel. In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.

6.18.7 The NPPF in relation to advertisements notes that they are to be controlled only in the interests of amenity and public safety, taking account of cumulative impacts.

6.18.8 The Council indicates that the North Solihull Design Code remains applicable.

6.18.9 Given the above and the focus of the adopted policy, the following amendments are anticipated:
* Removal of reference to the Code for Sustainable Homes and Lifetime homes;
* To introduce an ability to determine where to apply the Building Regulations Document G – optional water consumption standard of 110 litres/person/ day;
* To enable the Council to make Category 2 provision the default standard for all new homes, with 10% built to Category 3 standard as relevant to the development areas being considered;
* Downgrading of the policy such that reference to the "highest possible standards" is replaced by "innovative designs contributing towards reduced greenhouse gas emissions and adaptation to climate change;
* Place greater emphasis upon integration of new development with local character and the historic environment and thereby respond to and reflect the identity of local surroundings and materials.

Forecast Effects

6.18.10 The policy performs in a positive manner across eighteen of the twenty one sustainability objectives (see Table 6.26), however only one of the three major beneficial outcomes of the Adopted Local Plan remain. This is due to the lower chance of positive outcomes as a result of the NPPF requiring justification to support high quality design. Consequently, only one moderate beneficial and sixteen minor beneficial outcomes are envisaged.

Table 6.26: Sustainability Appraisal: Policy 15

SA Objective	Significant Effects	Rationale
Losses from flooding	**Maj+ve**	Promotion of SuDS, adherence to urban design principles and guidance as well as green infrastructure underpinned by LFRMS increases probability of positive outcome.
Commercial assets	**Mod+ve**	The design standards ought to assist in enhancing the status of the regional assets particularly should the Design Review Panel take an interest in the Hub.

Local	16	Unlikely	0	Direct	10	Positive	18	Maj +ve	1
District	2	Potential	13	Indirect	3	Negative	0	Mod+ve	1
Regional	0	Likely	5	Cumul	5			Min+ve	16
National	0	Definite	0					Neutral	3
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.18.11 In terms of the outcomes against the sustainable consumption and production theme, three minor positive outcomes have a potential to occur (prosperity, reducing travel and resource efficiency).

6.18.12 A major positive outcome is likely for losses from flooding within the climate change and energy theme supported by a potential minor positive outcome for greenhouse gas emissions and urban adaptation.

6.18.13 Five of the six natural resource protection objectives record potential or likely minor positive outcomes (biodiversity, landscape, green infrastructure, historic and built environment). It is

noted however, that the policy states that "*development at key economic assets within the M42 Economic Gateway; the National Exhibition Centre, Birmingham Airport, Birmingham Business Park and Blythe Valley Park, will be expected to be of the highest quality to reflect their strategic importance*". Hence there is uncertainty how this policy works in relation to policy 1 which states that development in these areas is to "*have regard to other relevant policies*". That said, with the Hub being of national interest it is possible that the Design Review Panel could become involved.

6.18.14 For the sustainable communities' objective, the adopted policy sought to deliver quality design across the Borough rather than being focused upon the regeneration zone. The NPPF however requires development to deliver high quality outcomes insofar as necessary to seek to promote or reinforce local distinctiveness. This has been taken to imply that opportunities for high quality design will be constrained to where the Council considers such a stance can be defended.

6.18.15 While ten of the outcomes are considered to be a direct consequence of the policy eight are considered to be either cumulative or indirect in nature. The cumulative effects arise for the resource efficiency, greenhouse gases, losses from flooding, built environment and health inequalities objectives (see **Appendix E**).

Forecast Uncertainty

6.18.16 Of the eighteen outcomes, five are considered to be likely outcomes. Both the major and moderate beneficial outcomes are considered likely to occur.

Mitigation and Enhancement

6.18.17 Recommendations to enhance the policy are set out below.

Table 6.27: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Health	Include reference to both the internal and external settings making provision for an elderly population	The needs of the elderly and those with dementia can be addressed by legible designs with prominent features and suitable areas for seating.
	Require new development to create areas of tranquillity across Hub.	Cater for the needs of future residents.
Built environment	Prepare Supplementary Planning Documents for areas where quality design is necessary to protect qualities of the Borough.	Without evidence in place to support quality design a risk exists of the policy being overturned on appeal.

6.19 Appraisal of Policy 16: Conservation of Heritage Assets and Local Distinctiveness

Introduction

6.19.1 The Council do not anticipate any change to the adopted policy on heritage assets and local distinctiveness. As a result there is no change in the appraisal that supported the adopted Local Plan or for further mitigation and enhancement.

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 its cultural, social, environmental and economic benefits and the effects this has on civic pride.

The Council considers the following characteristics make a significant contribution to the local character and distinctiveness of the Borough and **where applicable, development proposals will be expected to demonstrate how these characteristics have been conserved**:
- 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.
- The canal and railway network, including disused railway lines and the working stations at Solihull, Olton, Dorridge and Shirley, together with associated structures.

Development will be expected to preserve or enhance heritage assets as appropriate to their significance, conserve local character and distinctiveness and create or sustain a sense of place. In Solihull, heritage assets include; Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas and also non-designated assets; buildings, monuments, archaeological sites, places, areas or landscapes positively identified in Solihull's Historic Environment Record as having a degree of significance meriting consideration in planning decisions, such as those identified on the Local List.

All applications and consents that affect the historic environment will be expected to have considered and used the evidence in the Solihull Historic Environment Record to inform the design of the proposal. 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.

Anticipated Policy Change

6.19.2 No change to the policy is currently anticipated.

Forecast Effects

6.19.3   This policy largely results in neutral effects upon the sustainability framework (fifteen neutral objectives), however it does give rise to two major beneficial (historic environment and built environment), one moderate beneficial impact and three minor beneficial outcomes with no adverse effects.

6.19.4   Not surprisingly the impacts of the policy occur within the natural resource protection and environmental enhancement theme although there is a potential moderate beneficial effect upon commercial assets (see **Table 6.28**).

Table 6.28: Sustainability Appraisal: Policy 16

SA Objective	Significant Effects	Rationale
Historic environment	**Maj+ve**	Recognises different historic environment resources and their role in delivery of local distinctiveness.
Built environment	**Maj+ve**	Likely to enhance local distinctiveness and identity.
Commercial assets	**Mod+ve**	Through enhancing local distinctiveness the policy has potential to support attractiveness of RIS.

Local	3	Unlikely	0	Direct	2	Positive	6	Maj +ve	2
District	3	Potential	3	Indirect	0	Negative	0	Mod+ve	1
Regional	0	Likely	0	Cumul	4			Min+ve	3
National	0	Definite	3					Neutral	15
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.19.5   The policy delivers positive outcomes across the natural resource protection and sustainable communities themes with only neutral outcomes anticipated for the sustainable consumption and climate change themes.

6.19.6   Five of the six sustainability objectives under the natural resource protection theme give rise to two definite major positive outcomes with three minor positive outcomes two of which have the potential cumulative outcomes.

6.19.7   The effects of the policy are mainly anticipated to occur over the longer term and as a result of the cumulative effects of individual change resulting from the policy.

Forecast Uncertainty

6.19.8   Three of the forecast effects are considered to have the potential to deliver beneficial effects upon biodiversity, green infrastructure and the commercial assets objectives with the other three being considered to definitely contribute towards the landscape, historic and built environment objectives.

Mitigation and Enhancement

6.19.9   No mitigation and enhancement measures have been identified for this policy.

6.20   ## Appraisal of Policy 17: Countryside/Green Belt

Introduction

6.20.1   Minor amendments are anticipated for this policy on Countryside and Green Belt in part to take account of changes to the NPP for Waste and also the recent High Court Judgement relating to housing in Meriden. While a review of Green Belt land is anticipated, this would not require an amendment to the adopted policy which is set out below.

6.20.2   As the Plan preparation is at an early stage there is no proposed revision to the policy and hence the appraisal is reflects that of the adopted policy.

Policy P17 – Countryside / Green Belt

The Council will safeguard the "best and most versatile" agricultural land in the Borough and encourage the use of the remaining land for farming. **Development affecting the "best and most versatile" land will be permitted only if there is an overriding need for the development or new use, and there is insufficient lower grade land available, or available lower grade land has an environmental significance that outweighs the agricultural considerations, or the use of lower grade land would be inconsistent with other sustainability considerations**. Development involving farm-based diversification will normally be permitted, providing it is in an appropriate location, of a scale appropriate to its location, and does not harm the Green Belt, conservation or enhancement policies.

The Council will not permit inappropriate development in the Green Belt, except in very special circumstances. In addition to the national policy, the following provisions shall apply to development in the Borough's Green Belt:

2. Development involving the replacement, extension or alteration of buildings in the Green Belt will not be permitted unless it is demonstrated that it will not harm the need to retain smaller more affordable housing.

4. Limited infilling will not be considered to be inappropriate development within the Green Belt settlements, providing this would not have an adverse effect on the character of the settlements. Limited infilling shall be interpreted as the filling of a small gap within an otherwise built-up frontage with not more than two dwellings.

6. The reasonable expansion of established businesses in the Green Belt, will be allowed where the proposal would make a significant contribution to the local economy or employment.

8. Where the re-use of buildings 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.

9. Where waste management operations involving inappropriate development are proposed in the Green Belt, the contribution of new capacity towards the treatment gap identified in the Borough may amount to very special circumstances, providing the development accords with the waste management policy of this plan.

10. 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.

Anticipated Policy Change

6.20.3   Minor change to the policy is currently anticipated setting out a sequential approach to sites associated with waste/resource management recognising the inappropriate use of Green Belt for such activities. Amendments are also to provide for the reasonable expansion of established businesses currently located in the Green Belt. The result of the latter change will be to move from the necessity of "a significant contribution to the local economy or employment" to a lower threshold presumably based upon the non-availability of alternatives where expansion would not encroach on Green Belt.

Forecast Effects

6.20.4   The revised policy is anticipated to increase the positive outcomes across the sustainable consumption and production theme potentially generating an additional minor positive outcomes based around the ability to sustain businesses operating within or adjacent to the Green Belt. No other changes in the appraisal findings are anticipated.

6.20.5   The anticipated amendment is expected to result in eleven positive outcomes. Key amongst these is the potential that through enhancing local distinctiveness and the rural identity that the regional investment assets retain and enhance their status. Furthermore, the policy does not compromise the expansion of these assets. Along with this major beneficial outcome, four moderate beneficial and four minor beneficial outcomes are anticipated (see **Table 6.29**).

Table 6.29: Sustainability Appraisal: Policy 17

SA Objective	Significant Effects	Rationale
Commercial Assets	**Maj+ve**	Through enhancing local distinctiveness the policy has potential to support attractiveness of the Borough.
Prosperity	**Mod+ve**	Lowering of the threshold for the expansion of existing businesses of any size located in the Green Belt.
Access to Jobs	**Mod+ve**	Lowering of the threshold for the expansion of businesses in the Green Belt has the potential to improve local access to jobs.
Historic environment	**Mod+ve**	Provides for the consideration of the effects of development on the special character of rural settlements that ought to lead to protection and conservation of historic assets.
Built environment	**Mod+ve**	Provides for limited infill and requires that development in the small settlements consider their special characteristics.

Local	6	Unlikely	0	Direct	9	Positive	11	Maj +ve	1
District	4	Potential	10	Indirect	2	Negative	0	Mod+ve	4
Regional	1	Likely	0	Cumul	0			Min+ve	6
National	0	Definite	1					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.20.6   Of the eleven outcomes two are indirect (biodiversity and deprivation). Biodiversity may be protected as being a consideration in the decision to accept development involving the best and most versatile agricultural land. Deprivation may be reduced due to the potential for employment accessible from North Solihull to contribute to reducing deprivation in the

regeneration area not being constrained by the Green Belt. The other outcomes are all direct with five having the potential to be of Borough or regional scale.

6.20.7   While neutral outcomes are forecast for the climate change and energy theme, four potential outcomes are anticipated for the natural resource protection & environmental enhancement theme (two minor positive outcomes - biodiversity and landscape and two moderate outcomes - historic environment and built environment).

Forecast Uncertainty

6.20.8   Only one outcome from the policy is considered to be definite to occur (small scale housing development), the remaining ten all have a potential to occur primarily dependent upon how individual businesses in the Countryside/ Green Belt respond.

Mitigation and Enhancement

6.20.9   No mitigation and enhancement measures are currently identified.

6.21   Appraisal of Policy 18: Health and Well-Being

Introduction

6.21.1   The Council anticipates making some minor amendments to the adopted policy set out below to reflect the removal of the Lifetime homes standard and the forthcoming updating of the Borough's Health & Wellbeing Strategy. The opportunity to consider a policy on hot food takeways also exists.

6.21.2   The adopted policy is set out below and as Plan preparation is at an early stage there is no proposed revision to the policy currently available and hence the appraisal is conducted on the basis of the anticipated direction of the emerging policy.

Policy P18 – Health and Well Being

The potential for achieving positive health outcomes will be taken into account when considering all development proposals. Where any adverse health impacts are identified, the development will be expected to demonstrate how these will be addressed or mitigated.

The **Council will expect new development proposals to promote, support and enhance physical and mental health and well being. Support will be given to proposals which:**

- **Provide opportunities for formal and informal physical activity, exercise opportunities, recreation and play;**
- **Contribute to a high quality, attractive and safe public realm in accordance with Policy P15 on Design, to encourage social interaction and facilitate movement on foot and by cycle;**
- **Contribute to the development of a high quality, safe and convenient walking and cycling network;**
- **Improve the quality and quantity of the green infrastructure network in the Borough, particularly in the North Solihull Regeneration Zone and in areas where green infrastructure is identified as lacking. The protection and enhancement of physical access, including public rights of way to open space and green infrastructure will also be supported;**
- **Deliver new and improved health services and facilities in areas where they can be accessed by sustainable transport modes. Facilities for primary medical care should be identified and planned for.**
- **Increase access to healthy food by sustainable transport modes and provide opportunities for growing local produce. The Council will resist the loss of areas which currently enable local produce to be grown.**
- **Provide additional homes which are designed to meet the needs of older people and those with disabilities, and housing which enables older people to downsize from larger homes.**
- **Improve the energy efficiency of housing.**

New residential development will be expected to be built to the Lifetime Homes standard in accordance with Policy P15 Design, to ensure that homes are adaptable and enable people to live independently for longer. Such developments should maximise internal insulation and opportunities for solar gain and wherever possible, developments should also seek to incorporate private amenity space.

Development proposals should 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.

> **The loss of community and social infrastructure will be resisted unless it can be demonstrated that:**
>
> - **It can no longer continue for commercial or operational reasons;**
> - **There are identified benefits of the use being discontinued;**
> - **Adequate alternative provision can be made in a manner which meets the needs of the community affected.**
>
> **The Council will resist development proposals for hot food takeaways in areas where there is already a high concentration of such uses.**

Anticipated Policy Change

6.21.3   The anticipated policy changes are assumed to be as follows:
- increase restrictions on hot food outlets in the vicinity of schools;
- With the removal of the Lifetime Homes standard and introduction of the Building Regulations 2016, these elements are anticipated to be deleted.

Forecast Effects

6.21.4   The effect of the Building Regulations and the assumption that the Council would prefer to encourage a diversity of housing types under policy P4 rather than exercise its ability to require the optional elements of Category 2 and 3 has resulted in the reduction of the likelihood of beneficial outcomes occurring for the deprivation and housing sustainability objectives.

6.21.5   Beyond the uncertainty created by the Building Regulations, the policy generates a highly positive outcome upon the sustainability framework delivering six moderate beneficial impacts and five minor beneficial outcomes with no adverse effects. A further seven sustainability objectives were scored as neutral.

Table 6.30: Sustainability Appraisal: Policy 18

SA Objective	Significant Effects	Rationale
Reducing travel	**Mod+ve**	Policy has a strong focus upon improving physical fitness that coincides with the objective of promoting sustainable modes of transport.
Landscape	**Mod+ve**	Landscape improvements are likely to be associated with improvements to the green infrastructure and the creation of an attractive public realm.
Green infrastructure	**Mod+ve**	Direct improvements to green infrastructure are anticipated across the Borough.
Built environment	**Mod+ve**	The built environment is likely to be enhanced as a result of measures associated with delivering a high quality, attractive and safe public realm, as well as from resisting domination of hot food takeaways.
Crime	**Mod+ve**	The policy is likely to help to reduce crime and the stress caused through improved consideration and delivery of design solutions.
Public safety	**Mod+ve**	The policy is likely to help to reduce public safety and the stress caused through improved consideration and delivery of design solutions.

Local	8	Unlikely	0	Direct	10	Positive	14	Maj +ve	0
District	6	Potential	7	Indirect	4	Negative	0	Mod+ve	6
Regional	0	Likely	5	Cumul	0			Min+ve	8
National	0	Definite	2					Neutral	7
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.21.6   Of the fourteen positive effects six are considered to be of a borough-wide scale, the others being local. A total of ten of the effects were considered to be direct consequences of the policy with four being indirect. Further details can be found in **Appendix E**.

6.21.7   In terms of the sustainable consumption and production theme, the policy is envisaged to deliver a moderate beneficial outcome by helping to reduce the need to travel and two potential indirect benefits particularly for those living in regeneration areas in terms of prosperity and access to employment.

6.21.8   Incrementally new development is likely to contribute towards reducing health inequalities by improved recognition of the health agenda. The ability of the policy to provide for additional homes designed to meet the needs of older people and those with disabilities as well as enabling older people to downsize from larger homes is now an optional ability under the Building Regulations. There remains a potential that the hot food outlet policy could contribute towards reducing obesity.

6.21.9   The policy has a potential to contribute towards reducing some local flood risks through the promotion of green infrastructure. While across the six natural resource protection objectives, three likely or definite moderate beneficial outcomes occur a Borough scale (landscape, green infrastructure and the built environment). Two minor beneficial local outcomes are also likely or possible for biodiversity and pollution.

6.21.10   Under the theme of sustainable communities three major beneficial outcomes for deprivation, housing and health inequalities have been reduced to minor positive due to the uncertainty over the Building Regulations. Nevertheless, these are supported by two moderate positive outcomes for crime and public safety.

Forecast Uncertainty

6.21.11   As can be seen from the table above, eight of the fourteen positive scores are considered to be likely or definite outcomes reflecting the uncertainty associated with the Council's position over the optional elements of the Building Regulations.

Mitigation and Enhancement

6.21.12   The Director for Public Health recommended that future development is informed by an assessment of health impact. It is suggested that as the needs of the community are primarily associated with income; job security; housing and lifestyle issues the focus should be upon the delivery of tangible health outcomes rather than preparation of a report. It is suggested that the approach that Birmingham City with a targeted shopping list of direct health inventions identified on a ward or ED basis would deliver positive health outcome as part of the planning application process without the need to prepare an extensive health impact assessment.

6.21.13   The Joint Strategic Needs Assessment has been refreshed and Health & Wellbeing Strategy is to be updated in 2016 and both will be considered as the Local Plan is revised.

6.21.14   **Table 6.31** provides a series of recommendations to enhance public health outcomes.

Table 6.31: Recommendations for Mitigation and Enhancement

Theme	Action	Justification
Public health	Encourage the design of new streets to provide attractive rest areas accessible by all.	Meet the needs of an increasingly elderly population as well as those with dementia.
	Ensure new housing development provide a fresh food shop, primary school, GP and bus stop / station, parks and open space in a safe walking setting.	The DPH[114] sought that no more than 10%[115] of units in a local centre are permitted to be within use class A5 with new outlets not being permitted to be adjacent to one another. All head teachers would be offered the opportunity to respond to applications if they are in the vicinity of a school. Given difficulties in justifying a percentage figure a 400m distance rule from schools may be more defensible.
	Encourage developers of the Hub to provide support to "Your Wildlife Live" project.	Exploit opportunities via the Social Value Act including engagement via "Connecting Communities".
	Require provision of quiet areas within the UK Central.	Contribute towards reducing stress and an attractive environment.
Public Safety	Require the design of residential streets with 20mph speed limit and are safe for children to play in.	Deliver a safe environment.
Crime	Ensure housing layouts design out crime.	In line with NPPF para 58
Housing	Adopt Category 2 as the default standard for all new homes, with 10% being built to Category 3 standard.	Help ensure that the needs of the disabled and elderly population are addressed.
Deprivation	Encourage provision of community facilities within wards with poor health profiles to build mental, financial, human and social capital.	Identified in the Director of Public Health Annual Report for 2013-14.
	Require provision of childcare facilities and GP practices within walking distance of major employers.	Enhance the ability of women to access employment.
Housing	Develop appropriate housing to address homelessness	Homelessness is higher than national average.

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[114] Director of Public Health's 2013-14 Annual Report.
[115] Note that Bromsgrove District Plan proposes through policy DBP25.6 a figure of 5%.

6.22 Appraisal of Policy 19: Range and Quality of Local Services

Introduction

6.22.1 The Council anticipate some minor amendment to the adopted policy that is presented below. These amendments have been driven by the NPPF which indicates that the boundary of town centres are to be defined. While the amended policy is currently unavailable the change is not anticipated to alter the appraisal that supported the adopted Local Plan or require further mitigation or enhancement.

Policy P19 – Range and Quality of Local Services

Local Centres, including:

Knowle, Dorridge, Castle Bromwich, Marston Green, Balsall Common

Hobs Moat, Kingshurst, Aran Way, Craig Croft, Dickens Heath, Hatchford brook, Shelly Farm, Meriden, Olton.

Parades and Local Shops

Local centres
Solihull has a variety of local centres which need to be developed and sustained in a way which ensures their continued sustainability and economic success.

The scale and nature of **new development should reflect 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.**

Appropriate development could include retail, leisure, community and other facilities.

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

Parades and local shops
Local retail parades and local shops providing for day to day needs, including those serving villages, will be sustained. Proposals for change of use or new development will be granted planning permission where this role would not be prejudiced.

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

Anticipated Policy Change

6.22.2 No change to the policy is currently anticipated.

Forecast Effects

6.22.3 This policy has a limited impact upon the sustainability objectives with five minor positive effects. The remainder of the outcomes are considered to be neutral hence in the absence of moderate significance outcomes a restricted summary table is provided (see **Table 6.32**).

6.22.4 Not surprisingly the policy has a local focus. The policy has the potential to contribute towards reducing the need to travel through the retention of local shops and services, although it has no implications for climate change and energy.

6.22.5 For the natural resource protection theme, the policy is likely to have a direct minor positive effect upon the built environment given the requirement for development to be sensitive to local character and enhance the public realm. A minor beneficial outcome is envisaged for the historic environment as development is to be sensitive to local character.

Table 6.32: Sustainability Appraisal: Policy 19

Local	5	Unlikely	0	Direct	1	Positive	5	Maj +ve	0
District	0	Potential	4	Indirect	4	Negative	0	Mod+ve	0
Regional	0	Likely	1	Cumul	0			Min+ve	5
National	0	Definite	0					Neutral	16
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

6.22.6   Only two objectives within the sustainable communities theme deliver indirect minor beneficial outcomes for deprivation and health inequalities. These are both a function of the policy's intention to sustain local shops and services which potentially provide health benefits to the elderly and those with disabilities.

Forecast Uncertainty

6.22.7   Of the five effects upon the sustainability framework only one is likely to result in a likely positive effect, while four have the potential to deliver a minor beneficial outcome.

Mitigation and Enhancement

6.22.8   No mitigation or enhancement measures have currently been identified.

6.23 Appraisal of Policy 20: Provision of Open Space, Children's Play, Sport, Recreation and Leisure

Introduction

6.23.1 The Council do not anticipate any change to the adopted policy on open spaces, play, sport etc. As a result there is no change in the appraisal that supported the adopted Local Plan or for further mitigation and enhancement.

Policy P20 – Provision for Open Space, Children's play, Sport, Recreation and Leisure
Existing public open space, children's play, sports and recreational facilities The Council recognises the importance and multi-functional benefits of public open space, sports and recreational facilities within the Borough and will **support the enhancement of existing facilities and open space**. **Loss of existing facilities through development will not be permitted where they are of value by to the local community for recreation, visual amenity, nature conservation or make an important contribution to the quality of the environment or network of green infrastructure, unless:**   **it can be demonstrated that the open space or buildings are clearly surplus to requirements, or**   **the need or benefits of the development clearly outweigh the loss.**   **In such circumstances**, **the Council will require appropriate compensatory measures for the loss**. **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. Where designation would be appropriate, necessary and where the open space meets the criteria outlined in national guidance, the Council will support designation of Local Green Spaces in neighbourhood plans. Provision of new public open space, children's play, sports and recreational facilities **The Council will require provision for and maintenance of appropriate open space, sports and recreational facilities as an integral part of new development. This should address identified shortfalls in local provision, outlined in adopted Council strategies and provide for the resultant increase in population from the development**. Provision should accord with the local standards and priorities for action outlined in the adopted Green Spaces Strategy (2006) and future revisions, the forthcoming Indoor Sports Facilities Strategy and Green Infrastructure Strategy. **Where the minimum standard for children's play and youth facilities is already met, developments will be expected to give more generous provision.** **To ensure a high quality living environment for the occupiers of all new residential development, including supported housing schemes for the elderly and those with disabilities, provision should be made for informal amenity space, in accordance with Policy 15 - Design. 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.** **To promote healthy lifestyles in the workplace, major commercial development proposals, (over 1ha or 1,000 sq.m) will also be required to provide new open space and/or contribute to enhancement of the green infrastructure network, in accordance with Policy 15 – Design and Policy 10 – Natural Environment.**

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 the forthcoming Indoor Sports and Recreation Facilities Strategy or the adopted Green Spaces Strategy (2006).**
- **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 2 - Town Centre, 1 - Economic Success and 19 - Local Services.**
- **Is situated within an accessible location as defined in Policy 7 – 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.**
- **Accords with other Green Belt and Amenity policies in the Plan.**

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

Waterways

The Council will support proposals that encourage greater recreational use and enhancement of the river and canal network providing that the development safeguards the historic and natural environment and purpose of the Green Belt, in accordance with Policies 10 – Natural Environment, 16 – Heritage Assets and Local Distinctiveness and 17 – Countryside and Green Belt.

Anticipated Policy Change

6.23.2 No change to the policy is currently anticipated.

Forecast Effects

6.23.3 The adopted policy delivers two moderate beneficial outcomes as noted in **Table 6.33** below. The nine of the eleven effects are considered to be at a local scale with six being an indirect consequence of the policy.

Table 6.33: Sustainability Appraisal: Policy 20

SA Objective	Significant Effects		Rationale					
Urban adaptation	**Mod+ve**		Protection and enhancement of open space has a role in mitigating the urban heat island effect.					
Historic environment	**Mod+ve**		Seeks to 'encourage greater recreational use of and enhancement of the canal network, whilst safeguarding its heritage'					
Local	9	Unlikely	0	Direct	4	Positive	11	Maj +ve	0
District	2	Potential	3	Indirect	6	Negative	0	Mod+ve	2
Regional	0	Likely	7	Cumul	1			Min+ve	9
National	0	Definite	1					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

Forecast Uncertainty

6.23.4 Of the eleven recorded beneficial effects three were regarded as having the potential to occur with eight having likely or definite outcomes.

Mitigation and Enhancement

6.23.5 No additional measures are proposed.

6.24 Appraisal of Policy 21: Developer Contributions and Infrastructure Provision

Introduction

6.24.1 The Council do not anticipate any change to the adopted policy on open spaces, play, sport etc. As a result there is no change in the appraisal that supported the adopted Local Plan or for further mitigation and enhancement.

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 and green 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

The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan, preparing Development Briefs and other LDF documents if necessary.

Anticipated Policy Change

6.24.2 No change to the policy is currently anticipated.

Forecast Effects

6.24.3 Policy 21 has the potential to provide beneficial outcomes across those sustainability objectives that are capable of being supported. Hence contributions toward infrastructure provision may enhance efficiency in the operation of the Borough and thus contribute to prosperity. Given that cumulatively such contributions to improved efficiency could occur across the Borough, so a major beneficial effect is anticipated.

6.24.4 Assuming that the policy directs and builds upon the national incentives to reduce greenhouse gases such as through contributions towards low carbon decentralised heating systems, then a moderate beneficial effect may emerge from the cumulative effects of the policy. The policy is also anticipated to have the potential to give rise to local minor beneficial effects on resource efficiency, flooding, biodiversity, landscape and green infrastructure as well as crime and public safety as illustrated in **Table 6.34**.

Table 6.34: Sustainability Appraisal: Policy 21

SA Objective	Significant Effects	Rationale
Prosperity	**Maj+ve**	Contributions towards infrastructure provision as a result of the policy are expected to contribute towards the efficient operation of the Borough and thus contribute to prosperity.
Greenhouse gases	**Mod+ve**	Potential for contributions to be directed towards decentralised energy systems and heating networks to reduce carbon emissions.

Local	7	Unlikely	0	Direct	0	Positive	9	Maj +ve	1
District	2	Potential	8	Indirect	0	Negative	0	Mod+ve	1
Regional	0	Likely	1	Cumul	9			Min+ve	7
National	0	Definite	0					Neutral	12
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

Forecast Uncertainty

6.24.5   Of the nine identified outcomes that support the sustainability objectives, all but the major beneficial effect upon prosperity are considered to have only the potential to deliver the identified outcome, since they are dependent upon the conclusions of individual development proposals.

Mitigation and Enhancement

6.24.6   No mitigation and enhancement measures have been identified.

7. *Sustainability Outcomes: Policies*

7.1 Introduction

7.1.1 This section considers how the various anticipated policies interact across the entire range of sustainability objectives. **Appendix E** provides the appraisal tables for each anticipated policies.

7.2 Appraisal of Anticipated Policy Changes

7.2.1 While it is premature to judge the anticipated Local Plan policies against the SA objectives, the impact of Government policy together with the early stage of plan preparation means that some of the anticipated policies no longer perform as well as those of the adopted Local Plan. Principally, this is a result of greater uncertainty in the sustainability outcome of the policies and a change in the geographic scale or duration on which the outcome is judged. While most of the sustainability objectives are supported by the anticipated policy framework, the following objectives are least well addressed: business adaptation to climate change; losses from flooding, urban adaptation.

7.2.2 While most of the sustainability objectives achieve support through the anticipated policy framework, the objectives within the greenhouse gases and climate change theme are least well addressed namely: business adaptation to climate change; losses from flooding, and urban adaptation. The need for an enhancement in performance is also evident in the non-domestic electricity consumption figures presented in **Section 4.3**.

7.2.3 Protection of the natural environment theme is well established, although the majority of the policy outcomes reside in the 'potential' category and thus, at this stage, there is uncertainty that the benefits would be delivered. Within the sustainable communities theme most objectives, with the exception of housing and commercial assets, either are poorly supported by the assumed policies or are subject to high levels of uncertainty in their successful delivery.

7.2.4 In taking an overview of how the individual anticipated policies perform, it is evident that the following provide good coverage by delivering likely or expected beneficial outcomes:
- **Policy 15:** Securing Design Quality;
- **Policy 1:** Support Economic Success;
- **Policy 5:** Provision of Land for Housing;
- **Policy 2:** Maintain Strong Competitive Town Centres;
- **Policy 6:** Provision of Sites for Gypsies and Travellers; and
- **Policy 14:** Amenity.

7.2.5 Policies 19, 10, 16, 11 and 21 are judged to deliver the smallest number of likely or expected beneficial outcomes. None are expected to deliver adverse outcomes (see **Table 7.1**).

7.2.6 The potential for an adverse outcome are most likely with the following policies:
- **Policy 1:** Support Economic Success;
- **Policy 5:** Provision of Land for Housing;
- **Policy 4:** Meeting Housing Needs
- **Policy 7:** Accessibility & Ease of Access
- **Policy 6:** Provision of Sites for Gypsies and Travellers;
- **Policy 9:** Climate Change; and
- **Policy 14:** Amenity.

Table 7.1: Sustainability Objectives v Draft Local Plan Policies

Legend:

Colour key
Major Beneficial
Moderate Beneficial
Minor Beneficial
Neutral
Minor Adverse
Moderate Adverse
Major Adverse

Sustainability Objectives:

1. Prosperity
2. Access to jobs
3. Reducing travel
4. Resource efficiency
5. Greenhouse gases
6. Business adaptation
7. Losses from flooding
8. Urban adaptation
9. Biodiversity
10. Landscape
11. Green infrastructure
12. Historic environment
13. Built environment
14. Pollution
15. Deprivation
16. Housing
17. Commercial Assets
18. Health inequalities
19. Crime
20. Public safety
21. Mixed development

Table 7.1 (colour-coded matrix of Sustainability Objectives 1–21 against Policy 1–21, with cells labelled "Potential", "Likely" or "Definite" where applicable).

7.3   Topics Meriting Enhancement

7.3.1   While Chapter 6 provides an appraisal of each policy in reality planning policies are applied together acting upon the development proposal. Nevertheless, the following topics emerge where opportunities to enhance the policy framework could be made:

   * UK Central;
   * Supporting Employment Opportunities for North Solihull;
   * Green Belt;
   * Housing provision;
   * Transport and accessibility;
   * Climate change;
   * Health and well-being;
   * Local distinctiveness;
   * Public safety and crime; and
   * Natural environment.

UK Central

7.3.2   Planning decisions affecting the regional employment sites in the UK Central are guided by Policy 1 - Support economic success. There is however a need to have regard to, the other policies. This weakens case for the application of other policies in these development decisions. As a result it could be interpreted that development proposals by major businesses in such prominent and sought after locations are not being asked to deliver exemplar of sustainable development.

7.3.3   It could be expected that such development delivered high standards of sustainable construction; a high quality public realm enhancing local distinctiveness while also contributing towards the Local Plan objective of reducing inequalities through their procurement, employment and training programmes that could be targeted at assisting in the regeneration of North Solihull.

Supporting Employment Opportunities for North Solihull

7.3.4   Development within the UK Central is envisaged to generate funds for the Borough Council which could be used in a progressive manner to encourage business activities, training, education, transport, housing and other public health measures to enhance the abilities of communities in the regeneration areas to access employment opportunities.

Green Belt

7.3.5   The step change in housing provision and the opportunity to realise the benefits associated with HS2 inevitably mean that Green Belt land will require review. As noted in the following chapter on the strategic housing options, the consequences are unclear at this stage.

Housing Provision

7.3.6   The key challenge to emerge is not only to provide the total number of new houses over the plan period, but to provide them in locations where the balance of beneficial and adverse effects is most acceptable. However a further complication is that the larger the site provision, the longer is the lead time for the housing to come onto the market with greater risks to the delivery of finance and supporting infrastructure. A further challenge will be to secure the appropriate size and tenure to meet the market needs on an annual basis, particularly if delivery of large sites is towards the end of the Plan period.

7.3.7   In terms of meeting the housing needs of the elderly, a failure to deliver the requisite number and appropriate designs could result in elderly people remaining within unsuitable housing increasing the risk of accidents. Further, it may lead to constraints on housing availability for younger members of the community. Failure to deliver the specialist housing for the older age groups could lead not only to use of unsuitable

properties, increased risk of accidents and also to the continued use of expensive hospital beds where respite care and hospice care is not available.

Transport and Accessibility

7.3.8   It is expected that the additional housing provision will create further pressures on highway capacity and car parking provision particularly as efforts to establish high standards of public transport often lags that of housing provision.

7.3.9   With a predict and provide approach to town centre car parking provision increased traffic flows could be experienced in the town centres causing concerns for pedestrians and cyclists as well as cause delays to public transport users. The opportunity to place increased reliance upon rail transport looks likely to raise localised problems of congestion and parking capacity.

Climate Change

7.3.10   There is a delicate balance needed between addressing the immediate affordable housing needs and that of addressing climate change. However with an increasing number of people experiencing fuel poverty (a state that is unlikely to decline), enhanced energy efficiency will deliver benefits by helping to reduce health inequalities particularly for an increasingly elderly population.

7.3.11   The climate change policy promotes the development and provision for heat and energy networks, nevertheless, the policy framework weakly considers adaptation to climate change dealing with flood risk and sustainable urban drainage. There are no measures that help to promote business adaptation thereby helping to deliver sustainable economic development. Enhancing the public realm by adaptation to high winds and provision of green infrastructure provide opportunities for improvement that could be considered along with addressing the needs of an increasingly elderly population in terms of cooling vegetation and the provision of rest areas.

Health and Well-being

7.3.12   The policy framework promotes health and well-being and addresses part of the link between food and health by controlling provision of hot food take-ways. However, the most important approach to addressing health is to ensure adequate supply of good quality housing appropriate to the life-stages and needs of the individuals and in this regard the housing policy together with the health policy should deliver benefits.

7.3.13   While the policy recognises links between pollution and community engagement/social isolation, the policy relies upon those proposing development to demonstrate that adverse effects would be addressed or mitigated. It is suggested that the Council review the approach being developed by Birmingham City Council in establishing f the health needs of local communities at a LSOA or Ward scale. The intention is for developers to contribute towards such needs instead of using budgets to prepare reports. Monitoring of the Bromsgrove emerging Local Plan policy on health is also recommended.

7.3.14   Addressing the risks associated with road accidents, crime and safety can be seen as the next theme to address health inequalities and here, the policies on transport provide mixed outcomes for the health agenda.

7.3.15   A final health opportunity relates to the design of the public realm to cater for an increasingly elderly population and the effects of climate change.

Local Distinctiveness

7.3.16   The adopted Local Plan provides policies 5, 10, 15, 16 and 20 to protect and enhance local character and distinctiveness key to the economic vitality of the Borough. This should help promote a local sense of identity. Indeed, policy 16 emphasises the

importance of creating a sense of place. This opportunity could have links to public health and the needs of the elderly where increasing dementia sufferers might be aided by the creation of distinct identities that assist with their orientation.

Public Safety and Crime

7.3.17   The policy framework could take a stronger approach towards promoting design solutions that promote public safety and reduced crime. Nevertheless, the site development brief offers a means by which this could be addressed.

Natural Environment

7.3.18   Given the potential for considerable landscape change while meeting the housing need, a strategic landscape scale approach could also be taken to address biodiversity enhancement alongside that of landscape capacity and green infrastructure provision.

8. Appraisal of Strategic Housing Options

8.1 Introduction

8.1.1 At this stage in the Plan preparation process there are no identified housing sites being considered for allocation. Instead, the appraisal is focused upon broad areas of search for new housing. Based upon more information from a forthcoming Housing Needs Assessment and Strategic Housing Land Availability Assessment, proposed sites will be put forward and appraised at that stage. Until then, the appraisal is based upon a high level appreciation of the potential implications of delivering around 13,500 dwellings or more over the Plan period.

8.1.2 Given this context, the sustainability constraints and opportunities associated with potential areas of search will inform the exploration of which locations would be most appropriate to accommodate growth.

8.2 What are the Reasonable Alternatives

8.2.1 Currently the focus is upon the following scenarios to deliver the additional housing. The conclusions that emerged from the GBSLEP Strategic Housing Needs Study[116], are set out below:

- **Scenario 1: Intensification:** deliver extra dwellings through increased densities and / or intensification of existing urban areas. It would not be possible to provide significant numbers of dwellings, over and above current plans, through brownfield development, estate regeneration or increasing densities on sites already identified for development.
- **Scenario 2: Peripheral Urban Extensions:** distribute the shortfall to the urban periphery of the conurbation, close to areas where growth pressures are greatest. This scenario would necessitate the release of Green Belt in Solihull with the erosion of settlement gaps, landscape impact as well as concerns over secondary school capacity. Proposals for small extensions (500 units) east of Knowle as well as proposals for east and west of Dorridge and a larger proposal for 1,000 dwellings to the south east of the town and to the west of Bentley Heath exist.
- **Scenario 3: Public Transport Corridors:** distribute the shortfall according to spare capacity and growth potential in the rail network. Apart from Green Belt, other absolute constraints restrict the potential area available to 8,345ha within a 3.75km radius of the 10 rail stations within Solihull. Due to a lack of existing infrastructure at the stations significant urban extension were judged to be unlikely.
- **Scenario 4: Enterprise:** This is an approach to guide development under other scenarios into areas with employment potential.
- **Scenario 5: Dispersed Growth:** distribute the growth to shire districts, in proportion to the population of main urban settlements. Solihull was identified as having very limited land to take forward this scenario.
- **Scenario 6: New Towns / Settlements:** distribute the shortfall to expansion of existing New Towns at Redditch and Telford, together with potential new settlements. Solihull was identified as having very limited land to take forward this scenario.

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[116] Peter Brett Associates, 2015: Strategic Housing Needs Study, Stage 3 Report, http://centreofenterprise.com/wp-content/uploads/2015/09/SHNS-Phase-3.pdf

8.3   Strategic Housing Options Proposed by the Council

8.3.1   The Council's Local Plan Review: Scope, Issues & Options Report, considered six Options for accommodating the shortfall in the HMA. The report concludes that there is insufficient brownfield land, as existing supply already maximises brownfield development.

8.3.2   In terms of a focus on public transport corridors, the SHLAA 2012 assesses sites which show potential sites in the Green Belt, notably around Berkswell, Dorridge, Hampton-in-Arden, Shirley, Whitlock's End, Widney Manor and Wythall stations. The Local Plan Review recorded the following challenges:
  * Limited scope existing at or adjacent to urban locations;
  * May require the adjustments to the Green Belt boundary for developments beyond the urban area with impact on the purposes of including land in the Green Belt;
  * Capacity of public transport to accommodate growth in some locations; and
  * Additional infrastructure investment may be required.

8.3.3   The Local Plan Review identified the following Options that form the focus for the appraisal presented in the following sections:
  * Option A: Public transport corridors;
  * Option B: Solihull Town Centre;
  * Option C: North Solihull/Chelmsley Wood;
  * Option D: Shirley Town Centre and the A34 corridor;
  * Option E: UKC Hub and HS2;
  * Option F: Limited expansion of rural villages/settlements; and
  * Option G: New settlements/large scale urban extensions or significant expansion of rural villages.

Public Transport Corridors

8.3.4   Focusing growth within areas with high accessibility and along key public transport corridors, if of a sufficient scale, can be sufficient to bring changes to public transport accessibility. However, other constraints may make a step change in provision difficult to achieve. One of the challenges that the Borough faces is the quality of public transport links between north Solihull and the south of the Borough. Locating employment sites along a public transport corridor could enhance the viability of higher frequency transport services.

8.3.5   It is considered that there is limited scope to deliver this option from within the urban area and hence it may require adjustments to the Green Belt. Additional infrastructure investment also may be required to enhance highway and public transport capacity.

Solihull Town Centre Option

8.3.6   The Option of additional housing in Solihull Town Centre is considered in the Local Plan Review recognising that it offers a sustainable location, but limited additional capacity. There are also potential viability issues, especially as large scale provision would be dependent on redevelopment schemes led by retail/office demand. Other factors identified were the availability of school places and the anticipated housing focus being on provision for the non-family or elderly market.

North Solihull/Chelmsley Wood Option

8.3.7   North Solihull/Chelmsley Wood was identified as having limited additional scope without adjustments to the Green Belt boundary. Viability issues may also be challenging.

Shirley Town Centre and A34 Corridor

8.3.8   Opportunities are identified in the Green Belt to the south of the corridor.

UK Central Hub and HS2

8.3.9   UKC Hub and HS2 offer the potential of about 2,000 homes with adjustments to the Green Belt impacts on the Meriden Gap. Complex infrastructure including education provision with delivery towards the end of the Plan period would also be needed.

Limited Expansion of Rural Villages/Settlements

8.3.10   This option involves limited expansion of rural villages/ settlements either inset from the Green Belt, or have significant parts of them excluded from it, ie Balsall Common, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/Dorridge, Meriden and Tidbury Green. These areas would need adjustments to the Green Belt, have limited public transport accessibility and may not deliver the required number of houses.

Large Scale Urban Extensions or Significant Rural Village Expansion

8.3.11   The provision of new settlements, large scale urban extensions or the significant expansion of rural villages include those that are either inset from the Green Belt, or have significant parts of them excluded from it, i.e. Balsall Common, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/Dorridge, Meriden and Tidbury Green.

8.3.12   Urban areas that may be considered under this Option may include east/south east of Solihull, south of Shirley and south east of Chelmsley Wood. Such large scale adjustments to the Green Belt and may erode gaps between settlements impact on the landscape and be delivered late in the plan period.

8.4   Area Profiles

8.4.1   As several of the strategic housing Options involve similar parts of the Borough, to avoid repetition a brief overview of each area is presented in this section.

8.4.2   While there is some coincidence with some of the site allocation appraisals for the adopted Local Plan, an updated review of the baseline and trends would be prepared as part of the subsequent appraisal exercises. Hence for this stage, the baseline conditions and trends are those taken from the adopted Local Plan.

North Solihull Regeneration Area

8.4.3   There are marked differences between the North Solihull Regeneration Area and the rest of the Borough, in terms of access to employment, income, health, educational attainment, housing tenure/stock and quality of life and access to local facilities. There are also higher levels of crime and consequent fear of crime. The three wards of Chelmsley Wood, Kingshurst and Fordbridge and Smiths Wood are amongst the most deprived nationally and are subject to a major regeneration initiative. High levels of social housing, low average household incomes, low levels of educational attainment and skills and persistently high levels of worklessness/unemployment exacerbated by barriers to employment occur in the area.

8.4.4   The built environment is of poor quality, characterised by 1960s housing with significant high rise development. Shopping centres are also dated, including the main retail centre, which is being renovated. There is a relatively high quality landscape setting and strong biodiversity along the River Cole and in woodlands, but the area has some poor quality open spaces.

8.4.5   Adjacent to the three deprived wards are the economic assets of Birmingham International Airport, NEC and the Birmingham Business Park offering a variety of employment opportunities.

Solihull Town Centre

8.4.6 Solihull Town Centre is associated with a generally high quality environment (evident in heritage, mature suburbs, parks and open spaces and a diversity of architectural styles), strong economy, relatively low unemployment, good health, good schools and a thriving, regionally important town centre. However, there are some pockets of deprivation (including poor health) in parts of Elmdon and Olton wards.

8.4.7 The area is associated with an ageing population, surpassing the national average, which has implications for service delivery. Severe affordable housing problems are experienced locally, with many households with a local connection (e.g. family or work) struggling to afford suitable housing, particularly first time buyers. Important regional economic assets (Birmingham International Airport, National Exhibition Centre, Birmingham Business Park and Land Rover) are located nearby to the north-east.

Shirley

8.4.8 This part of the Borough's Urban West shares many characteristics with that part of the Urban West associated with Solihull Town Centre. The area is generally affluent, although there are pockets of deprivation (including poor health). Shirley Town Centre itself is less prosperous than Solihull Town Centre, suffering from traffic congestion, traffic conflict and competition from out of centre retail destinations, which together act to threaten its attractiveness to shoppers. The Blythe Valley Business Park is located to the south of this area.

UK Central Hub and HS2 Interchange

8.4.9 This potential Option exploits the proposed development of HS2 and the Birmingham International Station by allocating land that forms a triangle with the M42 to the west, A452 to the east and the A45 to the south.

8.4.10 The area has been identified through the Midlands HS2 Growth Strategy as a "Garden City" Development Zone. The consultation Local Area Plan highlighted the potential for high quality residential areas and green infrastructure, alongside economic growth and job creation.

8.4.11 The site is located near the Borough's main employment cluster between the 'Urban West' and the North Solihull Regeneration Area. The cluster is linked to both parts of the Borough by high frequency bus routes and is served by a station at the NEC on the Coventry to Birmingham train-line. The site is well located in terms of transport infrastructure being close to Birmingham Airport, NEC station and at the confluence of three major roads. Furthermore, the development of HS2 and the interchange will provide a step change in connectivity to the north and south of England.

South West Rural (Dickens Heath/Blythe Valley)

8.4.12 For the purposes of this appraisal, the South West Rural area has been defined as the area to the south of the main urban area, in the south west corner of the Borough, comprising Dickens Heath, Cheswick Green and Blythe Valley Park.

8.4.13 In common with the rest of the Borough's rural area, this area falls within the Green Belt that separates Birmingham from Coventry. The area is associated with an 'Arden Pasture' landscape, which is described as being 'a small scale, enclosed landscape, often pervaded by suburban influences…'

8.4.14 Generally, communities are affluent, but there is some rural deprivation, particularly related to difficulties accessing housing and services. There is a severe shortage of affordable housing and an increasingly ageing population which could create service delivery difficulties. There are also existing issues around the need to maintain local services and facilities. The Index of Multiple Deprivation (2010) 'Barriers to housing and

services' domain shows that this area performs noticeably worse that the Borough's urban area, although the Eastern Rural area performs noticeably worse still.

8.4.15   Villages show diversity of character and generally act as commuter settlements with higher than average car ownership. In terms of accessibility to health, secondary education and fresh food, the Solihull Strategic Accessibility Study (2010) identifies that there is good levels of accessibility for residents of Dickens Heath and Cheswick Green. In terms of access to employment, the Study identifies that residents of Cheswick Green have greater access to jobs by public transport than is the case for Dickens Heath.

Eastern Rural

8.4.16   For the purposes of this appraisal, the Eastern Rural area has been defined as the area to the east of the main urban area, containing the settlements of Dorridge/Knowle, Balsall Common and Hampton in Arden.

8.4.17   In common with the rest of the Borough's rural area, this area falls within the Green Belt that separates Birmingham from Coventry. In terms of landscape character types, it is understood that:
   * The area around Dorridge/Knowle is associated with the same 'Arden Pasture' landscape character type that typifies the South West Rural Area;
   * The area around Hampton in Arden is associated with the 'Arden Parklands' landscape character type (an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees); and
   * The area around Balsall Common is associated with an 'Ancient Arden' type (a small scale farmed landscape with a varied undulating topography characterised by an irregular pattern of fields and narrow winding lanes), as well as the two landscape character types described above.

8.4.18   In common with the South West Rural area, communities are generally affluent, but there is some rural deprivation, particularly related to difficulties accessing housing and services. There is a severe shortage of affordable housing and an increasingly ageing population which could create service delivery difficulties. There are also existing issues around the need to maintain local services and facilities.

8.4.19   The Index of Multiple Deprivation (2010) 'Barriers to housing and services' domain shows clearly the rural area surrounding Balsall Common and Hampton in Arden to perform noticeably worse than the rural area surrounding Dorridge/Knowle and the South West Rural Area. It is also noticeable that, in terms of the 'employment'[117] domain, Dorridge/Knowle perform worse than other parts of the rural area.

8.4.20   The villages show diversity of character and generally act as commuter settlements with higher than average car ownership with poor public transport infrastructure and accessibility. Balsall Common is an example of a village that has expanded significantly in recent times reflected in modern styles of housing, whilst Hampton in Arden is a village that has evolved much more slowly.

8.4.21   In terms of accessibility to health, secondary education and fresh food, the Solihull Strategic Accessibility Study (2010) identifies that Hampton in Arden currently performs a lesser function than Dorridge/Knowle or Balsall Common. Balsall Common and Hampton in Arden are well linked to Birmingham by rail, whilst Dorridge/Knowle is linked to Solihull and Birmingham by rail and bus thus offering good access to employment.

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[117]   This domain captures involuntary exclusion of the working age population from work, including elements of the 'hidden unemployed' such as those out of work due to illness and disability.

8.5 Public Transport Corridors

Introduction

8.5.1 Considered within this section are the sustainability implications of adopting a strategic approach of focusing on public transport hubs and corridors with potential housing allocations in the following areas served by rail connections:

- Marston Green;
- NEC;
- Solihull Town Centre;
- Olton;
- Shirley;
- Dickens Health (Whitlocks End);
- Eastern Rural (Hampton in Arden, Hillfield, Balsall Common; and Dorridge).

8.5.2 This option focuses on main rail lines in and around Solihull including areas at the NEC and the HS2 Interchange. As illustrated in **Figure 8.1**, this Option cannot be examined using a single area profile since its reach is both within the core urban areas and also across some of the larger rural settlements to the east. In addition to a wide geographic coverage, it also transcends a variety of social, economic and environmental conditions that range from the regeneration areas of North Solihull to the better off rural settlements to the east. Reference should therefore be made to the **Section 8.3** for an overview of the baseline context. At this stage, profiles are not in place for all of the potential areas. In undertaking the appraisal, it has been assumed that there would be a pro-rated distribution of any additional growth to the settlements identified above (and in **Figure 8.1**).

Figure 8.1: Public Transport Corridors Option
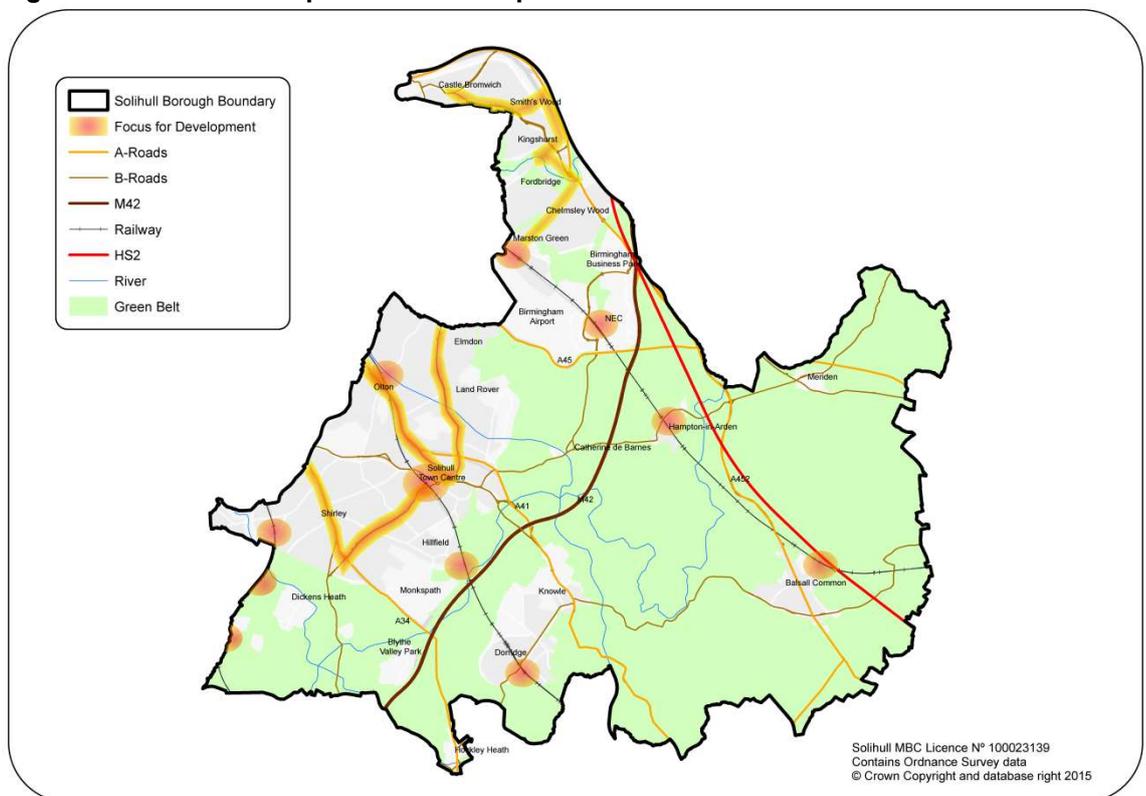
Forecast Effects

8.5.3   The public transport centred approach to the delivery of employment sites is judged to have mixed effects. Essentially, there could be consequences for the Eastern Rural area comprising Balsall Common, Dorridge and Hampton in Arden; the South Western Rural area focused upon Major's Green/Dickens Heath; as well as the urban areas of Shirley; Olton, Solihull Town Centre, Marston Green and the NEC.

8.5.4   A total of thirteen positive outcomes are anticipated of which the three moderate beneficial outcomes are for prosperity, access to jobs and housing (see **Table 8.1**). The majority of the other outcomes are positive with ten minor beneficial and four being minor adverse (greenhouse gases, landscape, historic environment and pollution). Details are available in **Appendix F**.

Table 8.1: Sustainability Appraisal: Public Transport Option

SA Objective	Significant Effects	Rationale
Prosperity	**Mod+ve**	Mixed-use development on this increased scale ought to contribute further towards the achievement of identified regeneration and economic development objectives. Strategy also likely to support vitality of the Eastern Rural villages and the South West Rural villages.
Access to jobs	**Mod+ve**	Providing housing close to rail stations ought to enhance access to employment areas for both the urban and rural communities.
Housing	**Mod+ve**	Higher densities at rail hubs may encourage mixed development with the provision of affordable flats and properties for the elderly. Generally increase provision should being benefits in a wider / more diverse housing market.

Local	10	Unlikely	0	Direct	10	"+ve"	13	Maj +ve	0
District	7	Potential	12	Indirect	7	"-ve"	4	Mod+ve	3
Regional	0	Likely	3	Cumul	0			Min+ve	10
	0	Definite	2					Neutral	4
								Min-ve	4
								Mod-ve	0
								Maj -ve	0

8.5.5   Most of the effects occur over the 3-10 year period as the housing land is being built out with permanent effects resulting from the addition to the housing stock and the increased employment pool from which businesses attracted to the area may recruit from. While ten of the effects are currently judged to be 'local' in extent, a further seven are anticipated to be of Borough scale. However, the nature of the effects would be influenced by the number of houses individual public transport hubs would be expected to accommodate. Generally, the benefits are attributable at a Borough scale while the disbenefits are essentially local.

8.5.6   Some of the potential effects are a function of the uncertainty regarding the location of the potential sites. In addition, given the mix of urban and rural areas potentially affected, a mixture of beneficial and adverse outcomes can result for the same sustainability objective. For example, high density development may support walking in the vicinity of urban stations may reduce car based commuting, but increased housing in rural villages would not necessarily deliver reduced car use since those communities have higher car ownership levels and limited public transport. Depending upon the

phasing of investment in public transport with the housing delivery, there may be a risk of overloading of the local transport infrastructure.

8.5.7 Some of the sites within the Option may be able to engage with opportunities for decentralised energy and heating networks within the urban and larger greenfield sites. However such opportunities are unlikely to be viable in the rural villages. Car based commuting is likely to be perpetuated across the rural villages. Consequently, it is assumed that there would be a potential for a perverse neutral or negative effect on greenhouse gas emissions primarily due to the rural settlements.

8.5.8 As sites are to be identified later in the planning process, the implications of losses from the flood plain have not been examined.

8.5.9 In terms of the natural resource theme, there may be some losses in biodiversity and landscape both within the urban and rural areas, however other local plan policies would minimise such effects and require offsetting. Also, with some of the larger, potentially mixed use developments, it is possible that green and brown roofs could be provided along with greenwalls to create local opportunities for biodiversity and deliver upon the green infrastructure policy. While historic assets are anticipated to be protected, it is assumed that the setting of such assets could be adversely affected.

8.5.10 While policy 15 should secure good design, subject to the limitations set by Government, it is assumed that the Option could lead to the replacement of 'tired' buildings that may now detract from the built environment. Conversely there is likely to be an adverse effect upon the setting of the rural villages as they accommodate new houses on their periphery.

8.5.11 Increased use of rail and increasing urban densities may have a marginal beneficial impact on traffic based emissions, but general urban car use may well increase primarily due to the increase population. It is anticipated that increased car use would occur at the rural villages as there is no certainty that all new residents would be rail commuters.

8.5.12 This Option has the potential for beneficial effects upon the sustainable communities theme in terms of housing provision and commercial assets as noted above. In addition it has the potential to contribute towards reduced deprivation and health inequalities should the housing meet the needs of the young, elderly and special needs groups offering enhanced access to health and social care services.

Forecast Uncertainty

8.5.13 At this stage when no sites have been identified or the amount of housing programmed, it is premature to consider uncertainty in the sustainability outcomes.

Mitigation and Enhancement

8.5.14 Potential mitigation or enhancement proposals are related to the desirability of avoiding some of the adverse effects of the Option upon the rural settlements. A the same time the Option should ensure that increased urban densities at the public transport hubs deliver a vibrant, attractive and safe setting that aids the attractiveness of the Borough.

8.7   Solihull Town Centre

Introduction

8.7.1   A focus on Solihull Town Centre (see **Figure 8.2**) is expected to be reliant upon the development of higher density housing associated with the development of town centre retail and commercial activities. It is anticipated that such properties would generally be more appropriate for those without families or for the elderly as considerable reliance is assumed to be placed on the provision of high elevation flats.

Figure 8.2: Solihull Town Centre Option

Forecast Effects

8.7.2   The potential to allocate considerably more housing through mixed use development in the town centre than considered within the adopted Local Plan performs in a positive manner with seven moderate positive outcomes and nine of the twenty one sustainability objectives reporting a minor positive outcome.

8.7.3   The effects on the sustainable consumption and production theme results in three of the four objectives returning a moderate beneficial outcome at a Borough scale (prosperity, access to jobs, resources efficiency) albeit with varying levels of uncertainty. The minor beneficial outcome results from the assumed high density development supporting walking but being also likely to attract more inward movements as the attractiveness of the centre increases. Such movements are likely to be car given the policy towards car parking provision. There is also a risk of overloading the local transport infrastructure.

8.7.4   Two minor beneficial effects have the potential to arise at a local scale under the climate change and energy theme as the density of development enhances the potential for decentralised heating systems.

8.7.5   Under the natural resource theme this Option is considered to provide a mixture of beneficial and adverse outcomes. Two minor beneficial outcomes are anticipated from the opportunities for green and brown roofs exist to provide some local biodiversity gains

and the potential for some green infrastructure to be introduced. As noted above enhancing the built environment is anticipated to bring a moderate beneficial outcome. The two minor negative effects potentially could arise due to effects upon the historic environment and intensification of land use may affect the setting of historic assets. The other effect is a potential to increase noise and air pollution.

Table 8.2: Sustainability Appraisal: Solihull Town Centre Option

SA Objective	Significant Effects	Rationale
Prosperity	**Mod+ve**	Mixed-use development on this increased scale ought to contribute further towards the achievement of identified regeneration and economic development objectives.
Access to jobs	**Mod+ve**	Local employment opportunities ought to increase due to increased resident population. Locating housing close to jobs likely to reduce transport impacts, but unclear whether balanced delivery of employment and housing can be achieved.
Resource efficiency	**Mod+ve**	Redevelopment in the town centre represents an efficient use of land, but capacity issues with schools and other public sector infrastructure may result.
Historic environment	**Mod+ve**	It is expected that development can avoid impacts to the historic core of Solihull Town Centre and increased 'vitality' will lead to greater appreciation of existing assets.
Built environment	**Mod+ve**	It is assumed that unattractive earlier development would be revamped leading to enhanced built environment. Strict design policies can help to ensure that the built environment is enhanced by new development and that development that is now not considered appropriate can be redeveloped.
Housing	**Mod+ve**	Mixed development at this location may create opportunities for affordable and low cost market housing in an area with an identified need. Increase development should being benefits in a wider / more diverse housing market which should also generate increased supply and consumer choice.
Commercial Assets	**Mod+ve**	Town Centre vitality may enhance the image of Solihull and so be supportive of efforts to attract investment and skilled workers to the major employment locations.
Mixed development	**Mod+ve**	A coordinated approach to development within the Town Centre should ensure an appropriate mix of uses.

Local	9	Unlikely	0	Direct	13	"+ve"	17	Maj +ve	0
District	9	Potential	10	Indirect	5	"-ve"	1	Mod+ve	7
Regional	0	Likely	6	Cumul	0			Min+ve	9
	0	Definite	2					Neutral	3
								Min-ve	2
								Mod-ve	0
								Maj -ve	0

8.7.6   In terms of the sustainable communities theme all of the objectives return a positive outcome with three moderate beneficial and four minor beneficial. The Option could be supportive of efforts to reduce deprivation and health inequalities through provision of affordable housing close to health and social care services as well as more retail employment opportunities. Redevelopment could also contribute towards enhancements to the public realm should lead to a net increase in public safety and reduced fear of crime.

8.7.7   Of the eighteen outcomes, nine each are identified to occur at a borough or local scale mainly in occurring over the longer time period such as over eight or more years as time will be needed to manage and deliver the large scale projects.

8.7.8   A review of the appraisal can be found in **Appendix F**.

Forecast Uncertainty

8.7.9   There is a degree of uncertainty regarding the majority of effects but particularly occurs in the climate change and sustainable communities theme (see **Appendix F** for details).

Mitigation and Enhancement

8.7.10   At this stage in the plan preparation process the challenge is to conceive of how the housing demand could be met within the Town Centre to a greater extent than that under the adopted Local Plan. The inevitable challenge will be around maintaining and enhancing the existing Town Centre qualities while the infrastructure caters for the increased number or residents.

8.9   North Solihull/Chelmsley Wood

Introduction

8.9.1   The adopted Local Plan focussed on the regeneration of North Solihull as one of the Council's top five major projects aimed at reducing the inequalities between the area and the rest of the Borough. Currently, the potential for additional housing development in and adjacent to the Regeneration Area is being investigated by the North Solihull Partnership, but it is recognised that large scale potential sites may be limited. Adjustments to the Green Belt boundary may be required.

Figure 8.3: North Solihull/Chelmsley Wood Option
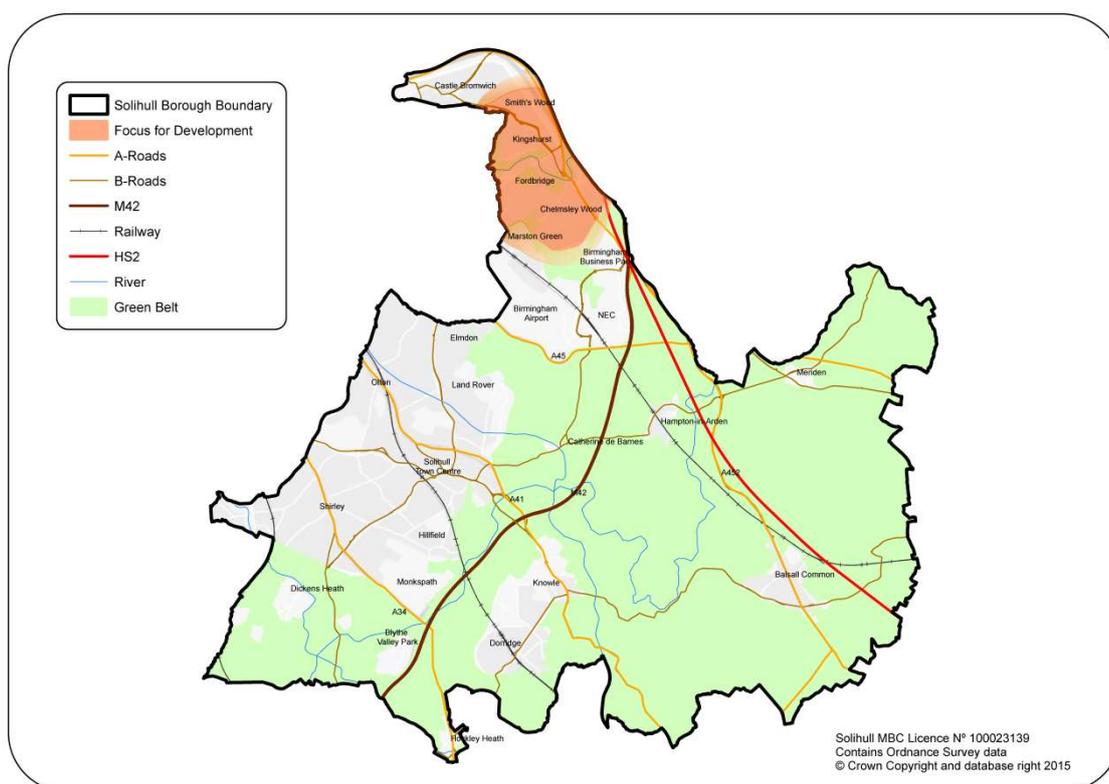
Forecast Effects

8.9.2   This Option gives rise to one moderate beneficial outcome, namely housing (see **Table 8.3** and **Appendix F**) although a moderate adverse outcome is also anticipated due to the increase in car based travel to the Hub and HS2 employment sites for at least residents new to the area resulting in increased congestion affecting the motorway junctions. For others travelling to Birmingham and elsewhere in Solihull potential sites within the Cole Valley are well located in terms of public transport accessibility. All other impacts are local and generally likely to be minor beneficial or adverse.

8.9.3   In terms of the sustainable consumption and production theme, in addition to the moderate adverse outcome for reducing travel, minor beneficial outcomes are expected for the access to jobs objective as the Option may assist in providing homes for those seeking to live within close proximity to employment opportunities. With the loss of greenfield sites, some from the Green Belt, there is some loss of resource efficiency but most of the existing infrastructure largely in place. Nevertheless, eventual employment opportunities associated with HS2 and the Hub, are anticipated to add to the need to enhance performance of the M42 junctions.

Table 8.3: Sustainability Appraisal: North Solihull/Chelmsley Wood Option

SA Objective		Significant Effects		Rationale				
Housing		**Mod+ve**		Increased housing choice in terms of tenure and value should result.				
Reducing travel		**Mod-ve**		Potential sites within the Cole Valley are well located in terms of public transport accessibility. Access to the Hub and HS2 employment sites likely to be by car for at least residents new to the area with increased congestion affecting the motorway junctions.				
Local	14	Unlikely	0	Direct	11	"+ve"	11	Maj +ve	0
District	1	Potential	7	Indirect	4	"-ve"	4	Mod+ve	1
Regional	0	Likely	7	Cumul	0			Min+ve	10
	0	Definite	1					Neutral	6
								Min-ve	3
								Mod-ve	1
								Maj -ve	0

8.9.4   With a higher density of housing under this Option, there is the possibility that decentralised heating may be more viable within the Cole Valley giving the potential for a minor beneficial outcome. In contrast, the loss of open space and a need to avoid increasing urban runoff through provision of sustainable urban drainage is anticipated although this is expected to reduce the amount of developable land.

8.9.5   From the perspective of the natural resources, minor beneficial outcomes are expected with biodiversity, green infrastructure and the built environment likely to be enhanced.

8.9.6   The potential sites currently comprise open space are anticipated to have little or no biodiversity value. It is expected that green infrastructure can be designed in as part of these developments, so that the outcome could be an area-wide increase in biodiversity which should be designed in the context of the Cole Valley as a whole. A high quality green infrastructure is expected to provide higher use levels that existing open-space, which tend to be of low biodiversity value.

8.9.7   The final theme of sustainable communities is expected to deliver mostly minor beneficial outcomes in addition to the moderate beneficial outcome for housing. Indirectly, housing investments in North Solihull is anticipated to have the potential to contribute towards reducing deprivation and through the enhanced green infrastructure, it could contribute towards reducing health inequalities by encouraging walking and cycling.   Finally, opportunities potentially exist to provide a coherent network of community hubs with shops, healthcare and community facilities, education and training provision possibly being enhanced.

Forecast Uncertainty

8.9.8   As illustrated above, nearly half of the outcomes are uncertain with those more likely to occur being associated with the sustainable consumption and production and natural resource themes.

Mitigation and Enhancement

8.9.9   Mitigation and enhancement measures associated with this Option can largely be addressed through an area based SPD that sets out the design expectations for the area and underpins the range of housing and community facilities to be provided.

8.10   Shirley Town Centre and the A34 corridor

Introduction

8.10.1   This Option locates the additional housing within Shirley Town Centre and the A34 corridor with opportunities identified in the Green Belt to the south (see **Figure 8.4**). While the TRW site on Stratford Road has been identified with a substantial area available for development, other sites were identified in the SHLAA 2012 albeit they are within the Green Belt as there is limited capacity within the urban area.

Figure 8.4: Shirley Town Centre and the A34 Corridor Option
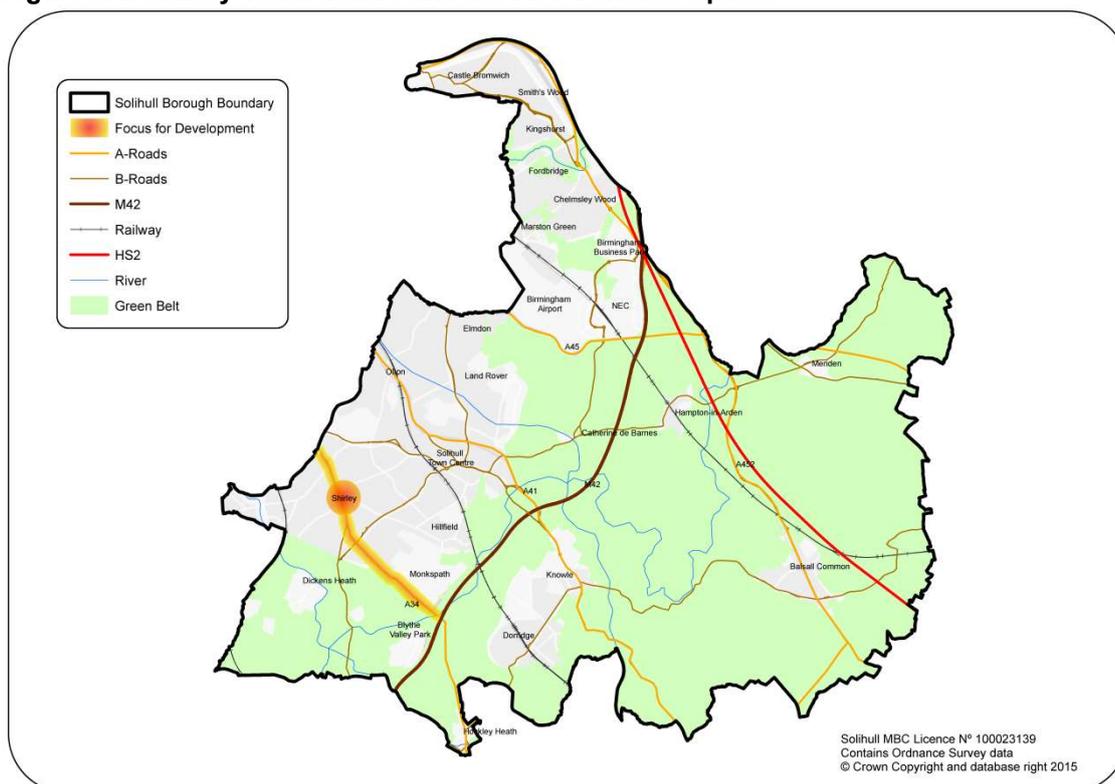
Forecast Effects

8.10.2   This Option performs in a positive manner with six of the twenty one sustainability objectives reporting a minor positive significance and four reporting a moderate positive significance (prosperity, access to jobs, housing and commercial assets). Seven objectives report a neutral significance whilst four report a minor negative significance outcome (see **Table 8.4**).

8.10.3   In terms of the sustainable consumption and production theme, as noted above prosperity and access to jobs report moderate beneficial outcomes, with reducing travel and resource efficiency giving rise to neutral and minor adverse respectively. While the A34 offers a high frequency public transport route, it is also readily accessible by car as is the M42. As a result residents of additional housing at Shirley and along the A34 would have access to the Stratford Line potentially giving rise to improve provision at Shirley and Whitlocks End stations. In contrast, additional traffic could result for rural roads with increases to traffic congestion in Shirley.   Given the combination of accessibility to rail, the M42 and increased traffic congestion a neutral or potentially minor adverse effect is considered to result. Apart from the TRW site, the majority of the potential sites would involve the loss of Green Belt and potentially new link roads.

8.10.4   Negative outcomes are envisaged under the climate change and energy theme with greenhouse gases reporting a minor negative along with potential losses from flooding. Business and urban adaptation to climate change is viewed as being neutral. A negative outcome for greenhouse gases is reported as the potential development areas are not thought to be of a scale to support decentralised energy and heating networks. Also, anticipated that the Option would generate additional car based travel given proximity of M42. A minor negative outcome is assigned for flooding as the Cheswick Green area has previously experienced flooding. While attenuation could well be provided if necessary, this would increase development costs and reduced housing provision.

Table 8.4: Sustainability Appraisal: Shirley Town Centre and A34 Corridor Option

SA Objective	Significant Effects	Rationale
Prosperity	Mod+ve	Development ought to support the vitality of Shirley Town Centre, where there is an identified need to increase quality of the retail offer. This is combined with competition from out of centre retail destinations and a town centre that is less prosperous than Solihull. Increasing housing and employment could enhance prosperity.
Access to Jobs	Mod+ve	Good access to employment would be available via the A34 and the M42 eventually being able to support employment opportunities at the hub.
Housing	Mod+ve	Mixed development may well create opportunities to provide affordable and low cost market housing in an area with an identified need.
Commercial Assets	Mod+ve	Through the increased pool of potential employees with easy access to UK Central this Option may support efforts to attract investment and skilled workers.

Local	11	Unlikely	0	Direct	12	"+ve"	11	Maj +ve	0
District	4	Potential	6	Indirect	3	"-ve"	4	Mod+ve	4
Regional	0	Likely	8	Cumul	0			Min+ve	6
National	0	Definite	1					Neutral	7
								Min-ve	4
								Mod-ve	0
								Maj -ve	0

8.10.5   The consequences for the natural resources theme are largely neutral with a minor beneficial impact potentially available for biodiversity and green infrastructure and a short to medium term adverse impact on landscape until the green infrastructure provision matures.

8.10.6   Positive outcomes are anticipated for the sustainable communities theme with, in addition to the moderate beneficial outcomes for housing and commercial assets. Minor beneficial outcomes potentially arise for deprivation, health inequalities and mixed development. It is thought that affordable, extra care and supported housing could be provided which along with increased employment opportunities contribute towards improved health and wellbeing.

8.10.7   Most effects arising from the proposed approach will be felt over the long term (greater than 10 years). The majority of outcomes (eleven) will be significant at the local scale, although prosperity, access to jobs, housing and commercial assets effects are judged to be of Borough-wide significance.

8.10.8   It is expected that all but three of the effects will be 'direct', the indirect effects being upon prosperity, deprivation and health inequalities.

Forecast Uncertainty

8.10.9   In terms of the forecast effects occurring, the housing outcome is considered to be definite, with eight other outcomes being 'likely' with six class as 'potential' at this stage.

Mitigation and Enhancement

8.10.10   Potential sites have previously been identified during the 2012 SHLAA process and hence an opportunity exists to commence a closer appraisal of this option. This should consider the supporting infrastructure, potential flood risks and the impact on local highways and public transport infrastructure.

8.12   UKC Hub and HS2

Introduction

8.12.1   The UK Central and HS2 Option would involve deliver upon Green Belt toward the latter end of the Plan period in an area that is envisaged to accommodate the HS2 Birmingham Interchange station (see **Figure 8.5**). This connectivity is expected to provide unrivalled commercial development and employment opportunities and the Council has identified opportunities to establish new housing in this area to deliver a Garden City approach. The Option is dependent upon complex infrastructure needs with the expectation of complex impacts upon the wider transport network.

Figure 8.5: UK Central and HS2 Option
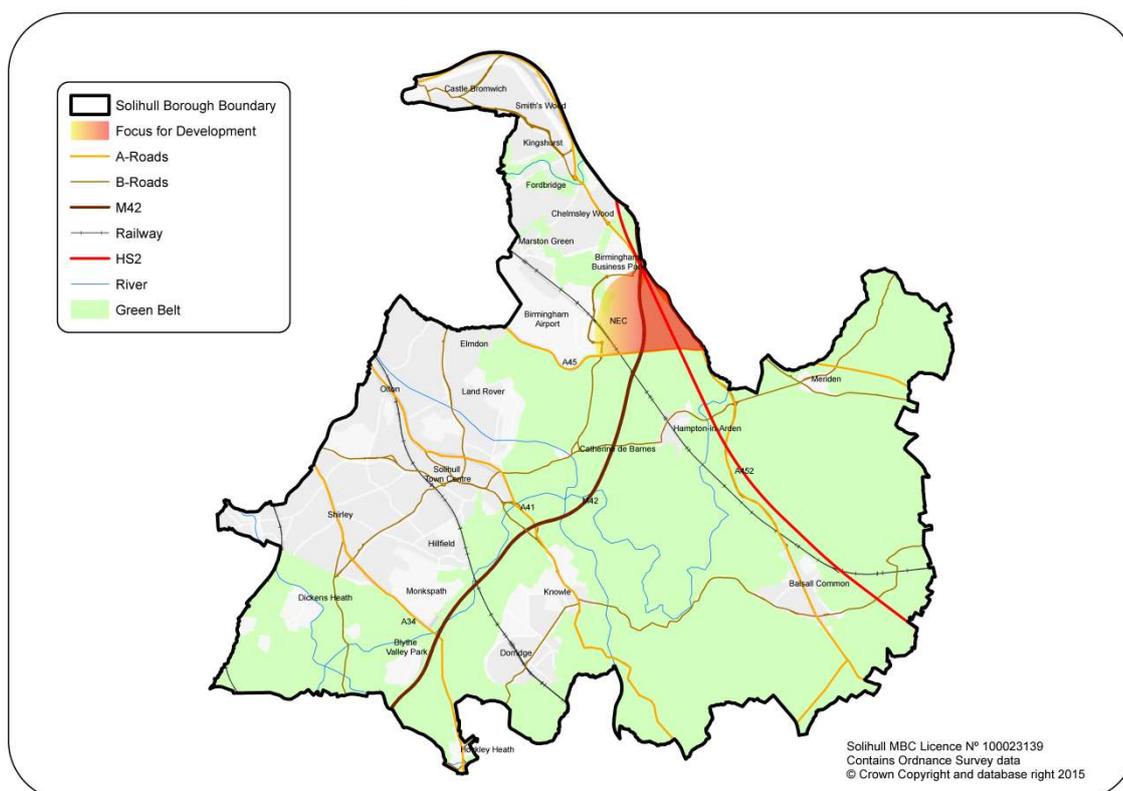
Forecast Effects

8.12.2   This Option delivers fourteen beneficial outcomes and one minor adverse outcome. A total of six major beneficial and four moderate beneficial outcomes are anticipated (see **Table 8.5** and **Appendix F**.

8.12.3   Perhaps not surprisingly the Option achieves four major positive outcomes under the sustainable production and consumption theme. It is expected that the focus of growth on the HS2 interchange will have a range of benefits, specifically for prosperity given links between development and innovation aspirations and the residential areas identified in the interchange prospectus. Being located next to a premier transport hub will enable access to education, training and jobs both in the region and wider afield (e.g. London and Manchester) this providing an unrivalled area from which to commute to work. This Option could also have the potential to moderate the amount of inward commuting that would otherwise occur adversely affecting the motorway and rail networks.

Table 8.5: Sustainability Appraisal: UKC and Hub Option

SA Objective	Significant Effects	Rationale
Prosperity	Maj+ve	Focus on HS2 interchange offers a link between hi-tech development, innovation and communities areas providing employment and regeneration opportunities.
Access to jobs	Maj+ve	The location of growth next to a premier transport hub will enable access to education, training and jobs both in the region and wider afield (e.g. London and Manchester).
Reducing travel	Maj+ve	The location of housing close to the HS2 interchange should ensure that residents have the best opportunities to use public transport. This Option could have the potential to moderate the amount of inward commuting that would otherwise occur adversely affecting the motorway and rail networks.
Resource efficiency	Maj+ve	The Option would use greenfield land and involve extensive natural recourse use at least during its deployment. Over the longer term a masterplan that is strongly influenced by sustainable development objectives could generate opportunities for community / district heating and other energy efficiencies. Given an assumption that HS2 proceeds then the area would inevitably attract commercial development and hence lead to a large portion of the resource use that the Option would require. On balance the Option is considered to provide beneficial outcomes over the longer term.
Urban adaption	Maj+ve	Being able to plan for such a large and high profile development area, design with green infrastructure and sustainable urban drainage has the potential to deliver exemplar urban adaptation to climate change.
Commercial assets	Maj+ve	Having high quality housing close to premier transport is likely to add to the attractiveness of the area for inward investment.
Greenhouse gases	Mod+ve	Potential for the site to include district heating / community power generation and offer high levels of energy efficiency. The area could be designed to enable a low or possible zero car development and indeed the widened travel to work area afforded by the investment in public transport is expected to offer the potential to reduce car based travel and thus emissions.
Green infrastructure	Mod+ve	A structured approach to green infrastructure provision ought to lead to intensive by residents, and possibly provide opportunities to other Solihull residents.

Built Environment	Mod+ve			Focusing development in this area may draw development pressure from other areas in the Borough, allowing them to maintain their character. Also, given that this would be a 'new' development there is an opportunity to integrate high quality design and masterplanning.				
Housing	Mod+ve			Would provide a significant amount of housing in an area accessible by public transport albeit toward the end of the Plan period and thus potentially not satisfying needs over the intermediate period.				
Local	6	Unlikely	0	Direct	12	"+ve"	15	Maj +ve	6
District	5	Potential	7	Indirect	5	"-ve"	2	Mod+ve	4
Regional	5	Likely	7	Cumul	0			Min+ve	4
	0	Definite	3					Neutral	6
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

8.12.4   Delivery of four major positive outcomes for sustainable consumption and production is considered to have a high likelihood of occurring at a regional scale. The opportunities afforded by such a high profile Option not surprisingly also create opportunities to deliver a development that is efficient in reducing greenhouse gases and provides for adaptation to climate change again at a Borough or regional scale.

8.12.5   Focusing on the natural resource protection theme, there is a risk of a minor negative effect upon the grade II* Park Farmhouse listed building adjacent to the A452 Packington Estates where its setting may be adversely affected. Nevertheless, for the other objectives minor or moderate beneficial outcomes are possible. The outcome for landscape is interesting to consider. The current landscape is largely self-contained, but is expected to experience considerable change with the introduction of the HS2 Birmingham Interchange station. The Garden City concept would deliver a radical change to the landscape of the area with a diversity of building heights and styles as well as a network of green infrastructure. Overall a minor beneficial outcome has been recorded.

8.12.6   Considering the potential effects of the Option upon the sustainable communities theme suggests a series of beneficial outcomes some of which are summarised above. There is the potential for a minor beneficial outcome for the deprivation objective in relation to the North Solihull residents, as a result of at least construction employment opportunities and potentially the provision of affordable housing.

8.12.7   With regard to health inequalities, it is anticipated that the resident community for the Option would be partly drawn from commuters to Birmingham and London as well as the attractions of the Hub. This community is anticipated to have a good health status. The effect upon the existing health inequalities of those in North Solihull rests upon the extent to which existing residents are able to secure affordable housing and work opportunities towards the latter end of the Plan period.

8.12.8   The effects arising from this Option are expected to be significant at a regional scale, helping to establish this area of the West Midlands as the place to live, work and invest in. As such the benefits are likely to accrue over the longer term and to help give rise to a step change in public transport. This should benefit the wider community and particularly those from North Solihull during the construction period if not necessarily in the longer term depending upon the type of job opportunities created.

8.12.9   Given the magnitude of this Option it is not surprising that the effects are anticipated to occur at the regional and Borough scales as well as at a local scale.

Forecast Uncertainty

8.12.10 Three of the outcomes are considered to be highly likely to occur (prosperity, access to jobs and reducing travel). Seven outcomes are considered to be likely to occur with a further seven having the potential to arise. This uncertainty is largely as a result of the speculative nature of the appraisal given the early stage in the planning process.

8.12.11 A key uncertainty that results from this Option is the extent to which the late provision of the housing gives rise to difficulties in meeting the housing need during the middle Plan period. Linked to this is the need for considerable investment in public transport infrastructure to avoid extensive car based commuting, although congestion on the motorway network may regulate this to an extent.

Mitigation and Enhancement

8.12.12 No mitigation or enhancement opportunities have been identified at this stage.

8.14   Limited Expansion of Rural Villages/Settlements

Introduction

8.14.1   The successful legal challenge to the adoption of the SLP resulted in two sites in Tidbury Green remaining outside the Green Belt. Both of these sites have been subject to appeals during 2015. The Secretary of State has now granted permission on one of the sites for 190 dwellings and a decision on the other site, that may accommodate 200 dwellings, is expected shortly.

8.14.2   Tidbury Green existing settlement is poorly served by services and public transport, but there is potential for improvements to the infrastructure which could be enabled by the additional development.

8.14.3   Settlements that may be considered under this option are those that are either inset from the Green Belt, or have significant parts of them excluded from it, i.e. Balsall Common, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/ Dorridge, Meriden and Tidbury Green

8.14.4   This Option involves the limited expansion of rural villages/settlements both in the South West Rural Area and the Eastern Rural area. While some rural services may be supported and local housing needs met, this Option would require adjustments to the Green Belt boundary, but not to the extent of some other Options. That said, this Option may not deliver the scale of growth required and given the limited public transport accessibility in most rural locations there is unlikely to be a genuine choice of transport modes.

8.14.5   Given the geographic split, the appraisal describes the anticipated outcomes for each rural areas as well as providing perspective on the performance of the Option.

Figure 8.6: Limited Expansion of Rural Villages/Settlements Option
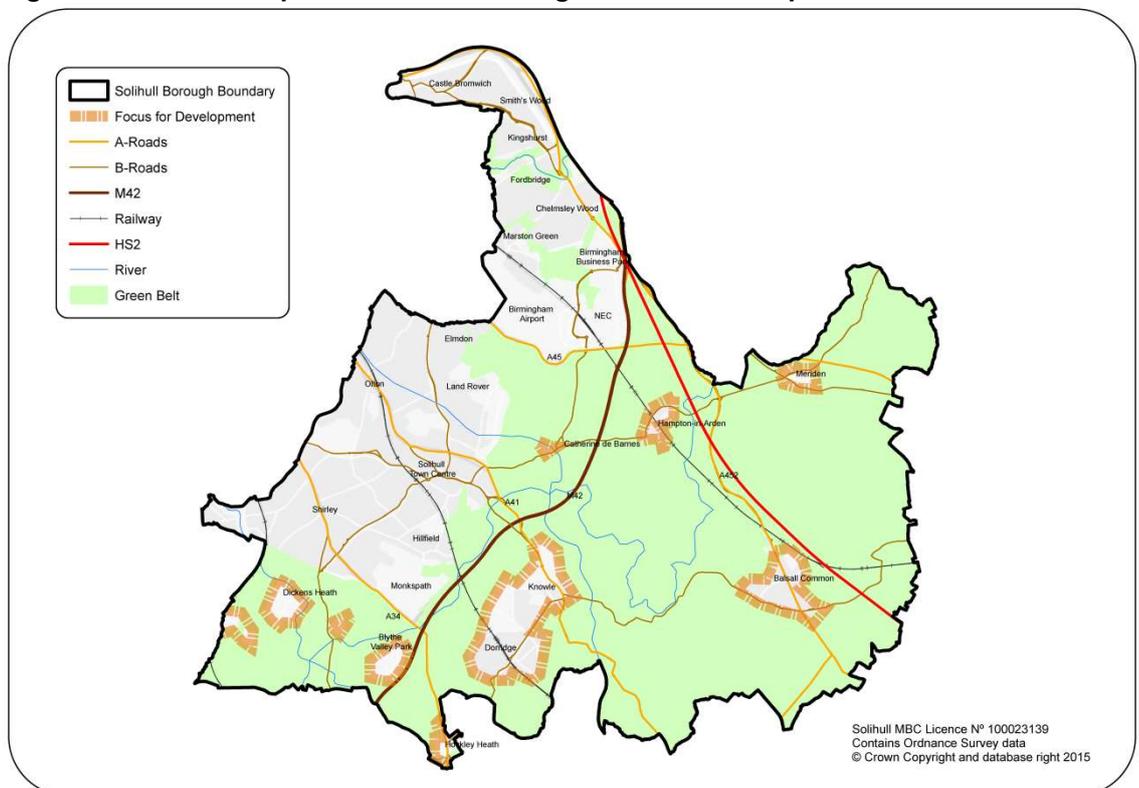
Forecast Effects

8.14.6　This Option performs in a broadly neutral manner with eleven of the twenty one sustainability objectives reporting a neutral outcome. Only one moderate positive outcome is anticipated (commercial assets) with three minor positive outcomes (prosperity, access to jobs, and housing). Six objectives report a minor negative outcome (reducing travel, resource efficiency, greenhouse gases, landscape, historic environment, health inequalities and public safety) (see **Table 8.6** and **Appendix F**). Not surprisingly virtually all of the anticipated outcomes occur at a local scale.

Table 8.6: Sustainability Appraisal: Limited Rural Village Expansion Option

SA Objective		Significant Effects		Rationale				
Commercial Assets		**Mod+ve**		Development across most of villages/settlements are likely to make a contribution towards meeting the some of the housing needs associated with UK Central being attractive to skilled workers for the current and future commercial assets along the M42 corridor.				
Local	10	Unlikely	0	Direct	5	"+ve"	5	Maj +ve	0
District	1	Potential	5	Indirect	5	"-ve"	6	Mod+ve	1
Regional	0	Likely	3	Cumul	1			Min+ve	3
National	0	Definite	3					Neutral	11
								Min-ve	6
								Mod-ve	0
								Maj -ve	0

8.14.7　In terms of the sustainable consumption and production theme, this Option gives rise to two minor beneficial outcomes and two that are minor adverse all at the local scale. While development may support the vitality of some of the villages this is likely to be a function of the existing settlement size and the amount of new housing to be provided.

8.14.8　Focusing upon the access to jobs and reducing travel objectives, in the case of Knowle/ Dorridge/Hockely Health, Catherine-de-Barnes and Hampton in Arden, a combination of access via rail or the motorway network to work opportunities exist. In contrast, for Balsall Common the A452 and London Midland rail services to Birmingham and Coventry are available. In the case of Meriden only indirect access is available to the A45. Access is available to the M42 via the A34 for Cheswick Green, while Tidbury Green has access to Wythall rail station and a network or rural roads to access Solihull and beyond. With this context it is suggested that apart from Meriden all would be able to offer commutes to work with the preference probably being Baslall Common/Hampton in Arden then Hockley Heath/Dorridge/Knowle/Cheswick Green followed by Tidbury Green and finally Meriden. Most are likely to encourage car based movements.

8.14.9　As this Option, a loss of open land and possibly stimulates the need for highway improvements, particularly at accident blackspots as many of the roads are narrow rural roads, so it is considered to deliver a minor adverse outcome for resource efficiency.

8.14.10　Turning to the climate change and energy theme, this Option offers only one outcome and that being a minor adverse effect against the greenhouse gases objective due to the anticipated emphasis upon car based movements from the rural areas.

8.14.11　The effects upon the natural resource protection theme is similarly muted with four of the six objectives giving a neutral outcome and the other two landscape and historic environment recording a minor negative outcome. While there is the potential for impacts to biodiversity at edge of settlement sites, it is expected that such effects can be mitigated or avoided. Indeed, well designed green infrastructure may lead to some marginal beneficial outcomes.

8.14.12   It is not expected that these edge of settlement sites would significantly impact upon the Arden landscape. However, this can only be determined once site options are available for appraisal. It is assumed that only minor highway improvements would be required for road safety purposes.

8.14.13   As for the final sustainability theme, sustainable communities, the Option is likely to make a contribution towards meeting the some of the local housing needs. Potentially the affordable housing provision may, at the margin, be beneficial to rural deprivation and health inequalities. As the option will not assist with the wider issues across the Borough it is thus judged to be neutral against these objectives. The Option does however, have the potential to make a contribution towards the housing needs associated with UK Central and thus being beneficial to skilled workers for the current and future commercial assets along the M42 corridor.

Forecast Uncertainty

8.14.14   A total of six of the eleven outcomes are anticipated to have a likely or greater chance of occurring. The three most definite outcomes are for the access to jobs, resource efficiency and housing objectives.

Mitigation and Enhancement

8.14.15   Once potential sites are identified, it is suggested that a closer inspection of the implications for the existing settlements, whether the wider housing demand would be met and the ability of the local rural road networks to safely cope with additional traffic should be investigated.

8.16   Large Scale Solutions or Significant Expansion of Rural Villages

Introduction

8.16.1   Settlements that may be considered under this Option are those that are either inset from the Green Belt, or have significant parts of them excluded from it, i.e. Balsall Common, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/ Dorridge, Meriden and Tidbury Green. Urban areas that may be considered under this option may include east/south east of Solihull, south of Shirley and south east of Chelmsley Wood (see **Figure 8.7**).

8.16.2   While this option would deliver a major increase in housing, potentially offering enhanced public transport to rural settlements, it would require large releases from the Green Belt; potentially erode the gap between settlements and fragment further the landscape. It is anticipated to have delivery later in the Plan period.

Figure 8.7: New Settlements/Large Urban Extensions or Expansion of Rural Villages
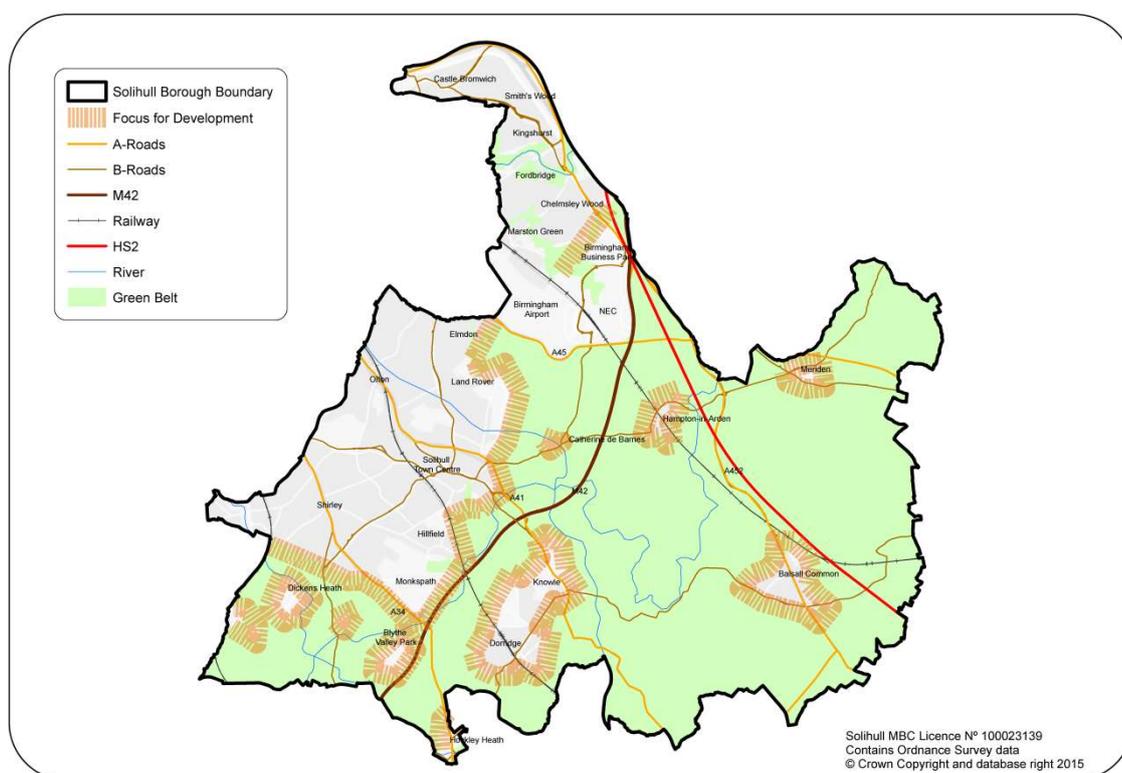
8.16.3   The sustainability implications of potential new settlements and / or urban extensions are examined in this section. As with the previous Option, this is a challenging appraisal given the diverse characteristics of the areas that could potentially be affected. Reflecting this challenge, the appraisal has been constructed on the basis of separately exploring the implications of significant expansion in the following areas:
* The existing urban edge comprising:
    * South east of Chelmsley Wood;
    * Elmdon Park;
    * West of A41 and Damson Parkway:;
    * North of Widney Manor;
    * South of Stratford Road;
    * Shirley/Dickens' Heath;
* Eastern Rural area comprising:

- ▪ Hampton-in- Arden;
- ▪ Meriden;
- ▪ Balsall Common;
- ▪ Catherine-de-Barnes
- ✦ Knowle/Dorridge;
- ✦ South Western Rural area comprising:
  - ▪ Hockley Health;
  - ▪ Blythe Valley Park; and
  - ▪ Cheswick Green/Dickens Health/Tidbury Green/Whitlock's Green.

Forecast Effects

8.16.4   With the variety of urban edge areas, small and larger rural settlements that could be recipients of large scale housing development this Option in effect generates a diverse array of impacts dependent upon the individual settlements. Equally, as the quantity of housing or its location in relation to the settlements has yet to be determined, there is uncertainty that makes it difficult to arrive at an evaluation of how the Option performs for each sustainability objective. Where it is considered that divergent outcomes are possible between the urban edge, South Western Rural and Eastern Rural communities then these have been explored as far is currently possible.

8.16.5   Overall, the Option does not deliver any major beneficial outcomes, but it does achieve one major adverse outcome namely that of resource efficiency. A total of three moderate beneficial (access to jobs, housing and commercial assets) are anticipated with two moderate adverse outcomes (reducing travel and landscape) also considered to result (See **Table 8.7** and **Appendix F**). As explored below in relation to the individual sustainability themes, this headline analysis hides some differences across the settlement areas.

8.16.6   **Table 8.7: Sustainability Appraisal: New Settlements/Urban Extensions or Significant Rural Expansion Option**

SA Objective	Significant Effects	Rationale
Resource Efficiency	**Maj-ve**	Not only would this Option involve a loss of open land, it is also envisaged to stimulate the need for highway improvements particularly for the M42, its junction and at accident blackspots as many of the roads are narrow rural roads. Additional urban edge development could, in some situations, enable distributed energy opportunities. Additional demands upon education, health and social care services are anticipated potentially affective resource allocation across the Borough.
Access to Jobs	**Mod+ve**	All options would provide for access to jobs with Knowle/Dorridge/Hockely Health, Catherine-de-Barnes and Hampton in Arden offering a combination of access via rail or the motorway network. Balsall Common provides access to employment via the A452 and London Midland rail services to Birmingham and Coventry. In the case of Meriden access is available to the A45. For Cheswick Green access is available to the M42 via the A34 while Tidbury Green has access to Wythall rail station and a network or rural roads to access Solihull and beyond.

SA Objective	Significant Effects	Rationale
Housing	Mod+ve	Makes a major contribution to Borough housing needs but risks being towards the later phase of the Local Plan.
Commercial Assets	Mod+ve	Development across most of villages/settlements is likely to make a contribution towards meeting the some of the housing needs associated with UK Central being attractive to skilled workers for the current and future commercial assets along the M42 corridor. The growth of Knowle/Dorridge could lead to the provision of high order retail services such that it a) stimulates additional inward car based travel from other rural settlements and potentially also b) increases its competitive status with Shirley Town Centre.
Reducing Travel	Mod-ve	Cumulatively this Option would increase reliance upon car based travel although there would be some variation across the settlements as outlined below.
Landscape	Mod-ve	Depending upon the location of the substantial edge of settlement sites there is a likelihood that they could significantly impact upon the Arden landscape. However, this can only be determined once site options are available for appraisal. Nevertheless, the additional settlements are envisaged to contribute to the further fragmentation of the landscape. It is assumed that substantial highway improvements would be required for road safety purposes and to cope with the additional traffic volume and thus reduce the sense of enclosure afforded by the frequently tree-lined rural roads.

Local	11	Unlikely	0	Direct	8	"+ve"	10	Maj +ve	0
District	6	Potential	5	Indirect	6	"-ve"	7	Mod+ve	3
Regional	0	Likely	8	Cumul	3			Min+ve	7
National	0	Definite	4					Neutral	4
								Min-ve	4
								Mod-ve	2
								Maj -ve	1

8.16.7   In terms of the sustainable consumption theme, this Option is anticipated to deliver a diverse array of outcomes as summarised above. The prosperity objective is likely to experience a minor beneficial outcome as development may support the vitality of some of the settlements. However this is likely to be a function of the existing size and the amount of new housing.

8.16.8   The allocation of large areas to housing has the potential to give rise to additional traffic flows upon what in some locations are constrained rural roads that may be prone to congestion or increased risk of accidents adversely affecting the reducing travel objective.

8.16.9   The transport implications of the various settlements are explored below:

•   **South East of Chelmsley Wood:** While located close to current and future employment areas may well be able to provide public transport accessibility to Marston Green rail station which does not appear to have capacity for any additional car parking that substantial housing may generate. A further

complication is that the alignment of HS2 which would be on a high embankment and is anticipated to compromise the early development of the area. Other complications are that with the NEC frequently giving rise to peak traffic flows local residential traffic would add to local congestion. Consequently a minor adverse is judged for this area.

* At **Elmdon Park** adequate highway capacity is envisaged to exist with the A45 corridor being identified for major public transport investment including for rapid transit. With the possibility of public transport links to the Birmingham International rail line and the HS2 Interchange in the future this area is likely to provide a moderate beneficial outcome in terms of reducing reliance upon private car, although it also would have ready access to the motorway network.

* **West of A41 and Damson Parkwa**y: This area is not as easily served by rail services but public transport could potentially extend to link with Birmingham International and Solihull rail station. Ready access is also available to the M42 via Junctions 5/6 suggesting a minor beneficial outcome for this area.

* **North of Widney Manor:** In fill development to the east of Widney Manor Road without a new link road would not be directly accessible to the M42 but is anticipated to be capable of being well served by public transport to the Town Centre. The development may however place some increased pressure on the overloaded car parking at Widney Manor rail station. For these reasons a minor adverse is suggested.

* **South of Stratford Road:** Sites to the south of the A34 would have direct access to the M42 Junction 4 as well as Shirley Town Centre and employment areas to the north of Stratford Road. Access to Shirley rail station, Widney Manor and Whitlocks End station appear compromised by inadequate parking capacity, although additional capacity may prove possible at Whitlock's End. However such additional car parking may then lead to increased traffic on unsuitable rural roads. For these reasons a neutral or potentially minor adverse outcome is possible for this option.

* **Shirley/Dicken'sHeath:** Development in this area offers a similar scenario to that for land to the south of Stratford Road with the exception that access to the A34 and the motorway would not be as direct. For this reason a minor adverse outcome is assumed.

8.16.10   A significant increase in housing at **Hampton in Arden** is envisaged to lead to further car based travel as there are no significant local employment opportunities, but access is available to either the M42 or the A452 and onward to the NEC and beyond. Apart from access to the rail station where parking capacity may become an issue, public transport is anticipated to be limited. A minor adverse outcome is anticipated for the reducing travel objective.

8.16.11   Assigning greater housing to **Meriden** is anticipated to increase the need to travel with the settlement offering no significant employment opportunities by immediate access to the A45. Rail access is via Hampton in Arden or via the NEC. For these reasons a minor adverse outcome is judged to exist.

8.16.12   In the case of **Balsall Common**, access is available to Birmingham and Coventry via the Berkswell rail station however car based travel is via the A452 and rural roads. It is unlikely that new residents attracted to a major expansion would secure work in the village. Hence expansion of Balsall Common is expected to operate against the objective of reducing the need to travel.

8.16.13   **Catherine-de-Barnes** is a small village served by Junctions 5 and 6 of the M42 which could benefit from future investment in public transport envisaged to provide north south links. Apart from the B4102, other roads linking Catherine-de-Barnes may experience capacity constraints. A minor adverse outcome is dependent upon the timing of major public transport interventions and its ability to secure modal shift.

8.16.14   A large expansion in housing provision at **Knowle/Dorridge** is envisaged to enhance car based commuting given proximity to the M42 and into Shirley/Solihull via the A3400 or

Widney Manor Road. Additional car based movements to either Widney Manor rail station or Solihull would add to congestion that would appear to currently exist. There also appears little scope to increase car parking provision at either Dorridge or Widney Manor rail stations. Increased movement within the Knowle/Dorridge settlements leading to congestion may also require investments in the highway infrastructure. Conversely, further increasing the size of the settlement is expected to enable higher levels of investment in public transport. The Option may also support opportunities for mixed use development offering increased levels of self-sufficiency with Blythe Valley Park potentially providing relatively local employment opportunities for some. Overall a minor adverse outcome is suggested.

8.16.15 An expansion of **Hockley Heath**, a settlement with access via the A3400 to Junction 16 of the M40 and Junction 4 of the M42, would not be served by a rail and hence would increase reliance upon car based travel giving rise to a minor adverse outcome.

8.16.16 Expansion of housing at **Blythe Valley Park,** while having established employment opportunities, is unlikely to meet the employment needs for residents attracted to the site. Instead, access to the M42 and access via Stratford Road to Shirley affords road based access to opportunities for education, employment and retail. In addition, opportunities may also be afforded by the Knowle/Dorridge area. Again a minor adverse outcome is judged to result.

8.16.17 In the case of Cheswick Green access is available to the M42 via the A34, while Tidbury Green has access to Wythall rail station and a network or rural roads to access Solihull and beyond. Dickens Health and Cheswick Green have access to Shirley/Dickens' Heath with both likely to be supported by public transport. The rural road network and rail station parking may well require enhancement to cope with the additional population. The option of providing more housing in the rural south west area is envisaged to give rise to minor adverse outcomes for the objective of reducing travel, although expansion of Dickens Heath may enhance its ability to become more self-sustaining.

8.16.18 While the above analysis has taken a view of each settlement, the option could involve a substantial increase in housing distributed across numerous settlements. Given the concentration that would still occur upon core parts of the road or rail infrastructure a moderate adverse outcome is considered to occur due to the cumulative consequences.

8.16.19 In addition to the local variations in how the allocation of large housing numbers affects transport infrastructure. The same holds true for landscape since depending upon the location of the substantial edge of settlement sites, there is a likelihood that they could significantly impact upon the Arden landscape. However, this can only be determined once potential sites are available for appraisal. Nevertheless, the additional settlements can, in some circumstances, be envisaged to contribute to the further fragmentation of the landscape. Some of implications for road capacity and safety outlined above could also contribute towards reduce the sense of enclosure afforded by the frequently tree-lined rural roads and degrade the overall landscape qualities.

8.16.20 Turning to the climate change and energy theme, there is a mix of minor beneficial and minor adverse outcomes. Additional housing in the smaller rural villages is unlikely to support decentralised energy and heating networks and is likely to generate car based carbon emissions. In contrast, additional development at Knowle/Dorridge and along the urban edge has the potential to support decentralised energy and heating networks. The addition of substantial housing in across the rural villages and settlements is anticipated to further add to car based travel and thus increase greenhouse gas emissions. Additional housing at Knowle/Dorridge, which is supported by a rail station, may provide support for a step change in public transport provision. Finally, additional impermeable areas would generate increased runoff but larger sites are more likely to be able to accommodate sustainable urban drainage.

8.16.21 In terms of the natural resource protection theme, while there is the potential for minor adverse effects upon biodiversity, historic and the built environment and minor positive

effects associated with green infrastructure, it is the definite effects upon landscape that dominate this theme with the outcomes being explored below:

- **South east of Chelmsley Wood:** Currently open fields bounded by hedgerows providing variable screening. Potential for minor adverse outcome with opportunities to strengthen landscape edge when set against the anticipated alterations to M42 Junction 4 and the HS2 alignment which at this point would be on embankment 5-10m high.

- **Elmdon Park:** It is assumed that potential expansion may take place in the vicinity of Damson Parkway. This area is characterised by vegetation providing effective screening between the carriageways with partial views either side of the highway in between occasional dense hedgerows and tree cover that creates a strong rural context. Development to the west of Damson Parkway could be well screened and its landscape impact substantially minimised. In contrast, development to the east would be reliant upon field boundaries and woodland blocks to constrain open views from the re-aligned A45, although additional planting could be introduced. Overall a minor adverse outcome is anticipated.

- **West of A41 and Damson Parkway:** An assumed potential area exists between the Grand Union Canal represents and the substantial woodland north of the River Blythe. This comprises linear development of generally large detached housing stretching towards Catherine-de-Barnes. Large agricultural fields with reasonably strong field boundaries exist to the rear of the existing properties. Opportunities to strengthen screening vegetation to accommodate landscape change are anticipated resulting in minor adverse effects.

- **East of Widney Manor Road:** Area comprising exclusive housing to the south and the Sixth Form College Solihull to the north exists with large agricultural fields. Reasonably strong field boundaries exist to the rear of the existing properties. It is anticipated that opportunities exist to strengthen screening vegetation and to accommodate landscape change albeit with minor adverse effects.

- **South of Stratford Road**: Offers an area comprising a mixture of large and smaller fields with varying field boundary vegetation with many examples of large mature trees. Development is likely to have the potential to affect the landscape over a wide area. Although judged not to give rise to Borough scale effects, the impression is of a greater landscape effect but albeit minor adverse outcome.

- **Shirley Dickens Heath:** The area to the south of the current urban edge comprises a series of relatively small fields with strong field boundaries with numerous mature trees providing an enclosed landscape. Again a minor adverse outcome is anticipated.

8.16.22   Within the Eastern Rural area the settlements perform somewhat differently:

- **Hampton-in- Arden**: The village is set within relatively small field sizes with numerous deep bands of woodland. There appear to be numerous opportunities to locate smaller sites as an alternative to a single large site and thus to deliver a neutral landscape outcome.

- **Meriden:** The landscape to the west of the settlement is compromised by the current mineral extraction operations. North the settlement is the A45 with the relatively weak boundaries, large fields enhanced by the presence of mature trees. Land to the east of Fillongley Road offers wide expansive views framed by trees in the distance and isolated copses. Land to the south offer expansive open views. Overall, Meriden is considered to offer a neutral outcome.

- **Balsall Common:** With HS2 anticipated to traverse on structure and a 10m embankment forming the a new landscape boundary to the north east of the Balsall Common much of the remaining parts of the village is characterised by relatively small field sizes with relatively weak field boundaries with numerous mature trees. There appear to be opportunities to locate smaller sites as an alternative to a single large site and thus deliver a neutral landscape outcome.

8.16.23   The settlements of **Knowle** and **Dorridge** straddle Bentley Heath forming a continuous settlement to the east of the M42. The settlement is set within a landscape that offers a

variety of sized field sizes with those to the west being larger and offering weaker field boundaries and blocks of woodland in the Four Ashes area. In contrast, smaller field sizes exist to the east and south with stronger field boundaries with more mature trees. With a variety of potential smaller sites along with some larger opportunities, it may be possible to accommodate additional housing without causing too much detriment to the wider landscape.

8.16.24   The village of **Hockley Health** at the edge of the Borough's southern boundary is set within a landscape comprising small fields with strong field boundaries that provide a strong identity to the area. Opportunities may exist for both larger and smaller development plots to be arranged around the village, but most would appear to intrude upon the landscape setting of the village giving rise to a minor adverse outcome.

8.16.25   **Blythe Valley Park** is a recent business park that offers numerous opportunities to provide housing without appearing to intrude upon the wider landscape setting such that a neutral outcome would be judged to result.

8.16.26   Although the final group of settlements, all situated in the rural South West (Cheswick Green/Dickens Health/Tidbury Green/Whitlock's Green) are of varying sizes with Dickens Health being the largest, they are all set within a small landscape comprising irregular field boundaries with relatively strong field boundaries and blocks of wooded areas. The landscape of this area given the close spacing of the settlements would appear to be at risk from the cumulative losses that substantial additional housing in this area would cause as well as the potential need for improvements to the rural road network also causing change to this rural landscape.

8.16.27   The above analysis of the settlements has set out the different abilities of the various landscapes to accommodate change. While such change individually can be considered to have the potential to give rise to neutral or minor adverse impacts, it is the cumulative consequences across the Borough that give rise to a moderate adverse outcome.

8.16.28   Two moderate beneficial outcomes result for the housing and commercial asset objectives within the sustainable communities theme. Among the other objectives deprivation has the potential to report a minor positive outcome with rural deprivation being reduced by the provision of affordable and elderly housing. Additions to the main urban areas, particularly those closer to North Solihull could assist by providing a diversity of housing sizes and tenures thus enabling low income groups to select areas close to work opportunities. Minor adverse effects are anticipated for public safety due to the expectation of more cars travelling upon often narrow rural roads.

Forecast Uncertainty

8.16.29   As explored above there is considerable uncertainty associated with this analysis. Nevertheless four objectives are considered to have a high probability of occurring, namely the access to jobs, landscape, green infrastructure and housing objectives.

Mitigation and Enhancement

8.16.30   While it is premature to consider mitigation and enhancement measures for the different settlements, it is suggested that further analysis be undertaken of the ability of the landscape and transport infrastructure to accommodate significant numbers of additional housing. Further, the implications upon local employment, retail, health and social care facilities should be considered when further evaluating this Option.

8.17   Overview of the Performance of the Housing Options

8.17.1   Perhaps not surprisingly, the Options that perform best are the UK Hub & HS2 and Solihull Town Centre. Both do well against the sustainable consumption and production theme. The Solihull Town Centre Option performs best in terms of the sustainable communities theme as its central location enables a wider community to benefit (See **Table 8.8**). There is little to choose between these Options against the greenhouse

gases and climate change theme, with the unrestricted opportunities to deliver fully integrated green infrastructure favouring the UK Hub & H2 Option.

8.17.2   The options performing less well are the Limited Expansion of Rural Settlements and the Urban Extensions or Significant Rural Expansions. However, given the many different permutations that could be developed within both options, it would be unwise to dismiss the exploration of expansion of some of the rural settlements such as Knowle/Dorridge, Hampton in Arden and Balsall Common. Of the urban edge opportunities for urban extensions, Elmdon Park and South of Stratford Road merit further examination.

8.17.3   It should be noted that there is considerable uncertainty in these conclusions. For example the moderate adverse performance assigned to the North Solihull/Chelmsley Wood Option arises because of the likelihood of adding to the congestion of the M42 Junction 6 during the development of the HS2 Interchange. By timing of highway improvements such congestion may be mitigated such that in the longer term high quality public transport access assists in reducing the need to travel by car.

8.17.4   Of note is that the Urban Extensions or Significant Rural Expansion likely to give rise to a major adverse outcome. This arises partly due to the loss of open land, the anticipated need for highway improvements and the additional demands placed upon education, health and social care services. These effects are however, considered to be more apparent with the Eastern Rural and South West Rural settlements.

Table 8.8: Overall Performance of the Housing Options

	Public Transport Option	Solihull Town Centre	North Solihull/ Chelmsley Wood	Shirley Town Centre /A34 Corridor	UK Hub & HS2	Limited Expansion of Rural Settlements	Urban Extensions/ Significant Rural Expansion
Prosperity	2	2	1	2	3	1	1
Access to jobs	2	2	1	2	3	1	2
Reducing travel	1	1	-2	0	3	-1	-2
Resource efficiency	1	2	-1	-1	3	-1	-3
Greenhouse gases	-1	1	1	-1	0	-1	1
Business adaptation	0	0	0	0	0	0	0
Losses from flooding	0	0	-1	-1	0	0	-1
Urban adaptation	1	1	0	0	3	0	1
Biodiversity	1	1	1	1	1	0	1
Landscape	-1	0	-1	-1	1	-1	-2
Green infrastructure	1	1	1	1	2	0	1
Historic environment	-1	-1	0	0	-1	-1	-1
Built environment	1	2	1	0	2	0	-1
Pollution	-1	-1	0	0	0	0	0
Deprivation	1	1	1	1	1	0	1
Housing	2	2	2	2	2	1	2
Commercial Assets	1	2	1	2	3	2	2
Health inequalities	1	1	1	1	0	0	0
Crime	0	1	0	1	0	0	0
Public safety	1	1	0	0	0	-1	-1
Mixed development	0	2	1	1	1	0	1
	12	21	7	10	27	-1	2

Major Beneficial	Moderate Beneficial	Minor Beneficial	Neutral	Minor Adverse	Moderate Adverse	Major Adverse

Sustainability Appraisal (SA) of the Solihull Local Plan – Scope, Issues & Options

Appendices

November 2015

Limitations

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CONTENTS

Appendix A: Policies and Programmes

European

Title	Author	Date	Implications	SEA Topics
Developing National Action Plans on Transport, Health and Environment	WHO	2014	Provides advice for national and local government working in health, environment, transport, interior, consumer affairs, education, finance and spatial planning;	• Human health
Good Practice Guide on Quiet Areas	EEA	2014	Sets out selection criteria for quiet areas.	• Noise • Human health
EU Adaptation Strategy	EU	2013	Focuses on promotion action by the Member States, climate proofing at a EU Level and better informed decision making through the European Climate Adaptation Platform (ADAPT)	• Climate Change
Health 2020	EU	2012	Health 2020's two main strategic objectives are (i) improving health for all and reducing health inequalities and (ii) improving leadership and participatory governance for health.	• Human health

National/Regional

Title	Author	Date	Implications	SEA Topics
Transport				
[2010 to 2015 Government Policy – Local Transport](#)	DfT	2015	Sets out how the Government is giving power to Councils to improve their transport systems making them efficient and sustainable.	• Transport
[Briefing on the Government's Ambition for Cycling](#)	DfT	2013	Sets out the Coalition's initiatives to support an increase in cycling.	• Public Health • Transport
[Towards a World Class Integrated Transport Network](#)	Centro	2013	Describes the trends in transport across the West Midlands and sets out the long term transport strategy. Introduces **the potential of a Park & Ride site being located in the vicinity of the M42 J3 is identified.** Other notable statements include: • **Rapid transit links between Chelmsley Wood/Birmingham Airport/HS2 Interchange, Sheldon/Birmingham Airport/HS2 Interchange;** • **Sprint – Rapid Bus Transit Solihull/HS2 Interchange;** • **Centro indicated that it would expand demand responsive services serving low demand areas.** • **New road construction would be limited to locations where needed to allow expansion or renewal of existing employment areas and/or major new housing development while improvement to the existing road network would focus upon improving traffic flow and reliability of movement with an emphasis upon tackling key junctions.** • **Smarter Choices in promoting active travel with Public Health Directors is one of the overarching principles of the strategy.** • **Local Plans and Local Area Action Plans will protect future alignments for transport schemes and high intensity developments such as offices, will be steered to places well-served by public transport, particularly in the strategic centres.** • **Parking standards are also an important aspect of local plans.**	•
[Door to Door: A strategy for improving sustainable transport integration](#)	DfT	2013	Provides a vision of a more integrated transport system and details the actions being taken by the DfT. • **The Government wants more journeys to be made by sustainable transport: public transport, supported by cycling and walking.** • **Need to focus on improving the entire door-to-door journey with accurate, accessible, reliable user information, convenient and affordable full journey tickets, regular and straightforward connections for safe and comfortable transport.**	• Transport

Title	Author	Date	Implications	SEA Topics
2010 to 2015 Government Policy – Aviation and Airports	DfT & CAA	2012	Sets out the Coalition's aviation policy.	• Transport
Biodiversity				
Government's Response to the Natural Capital Committee's Third State of Natural Capital Report	Defra	2015	The following actions are agreed by the Government: • A 25 year plan for a healthy natural economy is to be prepared; • Organisations that manage land and water assets should be allowed to assess the wider benefits provided to society; • Natural capital to feature in national accounts by 2020; • All publically funded infrastructure investments to make a positive contribution to protecting and enhancing the natural environment; and • Revisions to the Green Book on natural capital are underway;	• Biodiversity
National Pollinator Strategy	Defra	2015	A 10 year plan to help pollinating insects.	• Biodiversity
2010 to 2015 Government Policy on Biodiversity and Ecosystems	Defra	2015	To measures stop biodiversity loss Biodiversity 2020 are to be implemented.	• Biodiversity
Landscape/Townscape/Heritage				
National Character Area Profile	Natural England	2014	Arden National Character Area (NCA) Arden comprises farmland and former wood-pasture lying to the south and east of Birmingham. Identifies the following opportunities: • **SEO 1:** Manage and enhance the valuable woodlands, hedgerows, heaths, distinctive field boundaries and enclosure patterns throughout the NCA, retaining the historic contrast between different areas while balancing the needs for timber, biomass production, climate regulation, biodiversity and recreation. • **SEO 2**: Create new networks of woodlands, heaths and green infrastructure, linking urban areas like Birmingham and Coventry with the wider countryside to increase biodiversity, recreation and the potential for biomass and the regulation of climate. • **SEO 3:** Conserve and enhance Arden's strong geological, industrial, and cultural resource, to increase public access, enjoyment, recreation and to retain a sense of place and history. • **SEO 4:** Enhance the value of Arden's aquatic features such as the characteristic river valleys, meadows and standing water areas like Bittell Reservoirs, to increase resource protection such as regulating soil erosion, soil quality and water quality.	• Landscape • Biodiversity

Title	Author	Date	Implications	SEA Topics
Climate Change & Greenhouse Gas Emissions				
2010 to 2015 Government Policy: Greenhouse Gas Emissions	Defra	2013	Sets out Government policies; promotes reducing energy demand; investment in low-carbon technologies; publicly reporting carbon emissions; along with international action.	• Climatic Factors
Adapting to Climate Change: 2013 Strategy for Exercising the Adaptation Reporting Power	Defra	2013	Aims to ensure climate change risk management is undertaken by reporting authorities; help ensure public service and infrastructure are resilient to climate change and monitor levels of preparedness of key sectors to climate change.	• Climatic Factors
2010 to 2015 Government Policy: Climate Change Adaptation	Defra	2013	Sets out actions including understanding the risks; monitoring the National Adaptation Programme; as well as Adapting essential services and infrastructure.	• Climatic Factors • Transport
National Adaptation Programme	Defra	2013	Sets out 31 objectives which includes: • **Objective 2:** To provide a clear local planning framework to enable all participants in the planning system to deliver sustainable new development, including infrastructure that minimises vulnerability and provides resilience to the impacts of climate change. • **Objective 4:** To increase the resilience of homes and buildings by helping people and communities to understand what a change in climate could mean for them and to take action to be resilient to climate risks. • **Objective 7:** To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change, including increasingly extreme weather events. • **Objective 9:** To better understand the particular vulnerabilities facing 'local infrastructure (eg local highways) from extreme weather and long term climate change so as to determine actions to address the risks. • **Objective 19:** To build the resilience of wildlife, habitats and ecosystems (terrestrial, freshwater, marine and coastal) to climate change, so as to put our natural environment in the strongest possible position to meet the challenges and changes ahead. • **Objective 20:** To take action to help wildlife, habitats and ecosystems accommodate and smoothly transition through inevitable change. • **Objective 21:** To promote and gain widespread uptake in other sectors of the use of adaptation measures that benefit and/or do not adversely affect the natural environment. • **Objective 24:** To increase the extent to which businesses are actively considering climate change impacts, in their risk management and resilience planning and decision making processes, and taking appropriate adaptive action. • **Objective 29:** To support local government to build a credible business case for action and take well-informed decisions across service areas and externally with their local communities and businesses. • **Objective 30:** To ensure the policy framework for local government supports councils to increase community resilience in partnership with local and regional players.	• Climatic Factors • Transport • Material Assets • Human Health • Landscape/townscape

Title	Author	Date	Implications	SEA Topics
Sustainable Economic Growth				
[Towards a One Nation Economy: A 10 Point Plan for Boosting Rural Productivity](#)	Defra	2015	Actions organised around five priorities: • Rural areas fully connected to the wider economy; • A highly skilled rural workforce; • Strong conditions for rural business growth; • Easier to live and work in rural areas • Greater local control. Among the measures were: • Proposals for Enterprise Zones to be submitted by September 2015; • Fast track planning certificate process for the principal of development for minor development proposals; • **Any village to be free to expand in an incremental manner subject to local agreement;** • **Easier for villages to establish neighbourhood plans and allocate land for new homes, including the use of rural exception sites to deliver Starter Homes;** • **Government will review the regulatory burden and improve planning and review planning and regulatory constraints facing rural businesses and measures that can be taken to address them by 2016.**	•
[2010 to 2015 Government Policy: Economic Growth in Rural Areas](#)	Defra	2013	Launched a series of initiatives including the Rural Community Energy Fund; and the Rural Tourism.	• Material Assets
Health and Community				
[Planning Policy for Traveller Sites](#)	CLG	2015	Requires that Local Planning authorities: • Make their own assessments of need; • Work collaboratively to develop fair and effective strategies to meet need through the identification of land for sites; • Plan sites over a reasonable timescale; • Should through plan making and decisions protect Green Belt from inappropriate development; • Promote private traveller site provision; • Reduce the number of unauthorised developments and encampments and make enforcement more effective; • Have a Local Plan that includes fair, realistic and inclusive policies; • To increase the number of traveller sites in appropriate locations with planning	• Human health • Population

Title	Author	Date	Implications	SEA Topics
			permission, to address under provision and maintain an appropriate level of supply; • Reduce tensions between settled and traveller communities in plan making and planning decisions; • Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; • Have due regard for the protection of local amenity and local environment.	
Living Well for Longer: One Year On	DH	2015	Reports progress on Coalition policy towards reducing premature avoidable mortality. Reducing health inequalities to be a particular focus. Complementary measures to support local authority led place –based approaches to develop local solutions and resilient communities.	• Human health
The Housing Conditions of Minority Ethnic Household in England	Race Equality Found-ation	2014	The estimated total annual treatment cost to the NHS is around £52 million per year if the poor housing among minority ethnic households is left unimproved. Provides details on costs of addressing housing HHSRS Category 1 hazards.	• Human health
Improving Outcomes and Supporting Transparency: Part 1A: A Public Health Outcomes Framework for England 2013-2016	DH	2013	Updates the PHOF which is focused on positive health outcomes and reducing inequalities in health. Indicators grouped in to four domains: Improving wider determinants of health; health improvement; health protection and healthcare public health and preventing premature mortality.	• Human health
2010 to 2015 Government Policy: Obesity and Healthy Eating	DH	2013	Health and Wellbeing Boards to bring together local organisations to create an environment in which people can make healthier choices.	• Human health
Rural Issues				
2010 to 2015 Government Policy : Access to the Countryside	CLG	2013	Protect historic public rights of way; protect common land, town and village greens;	•
Noise and Air Pollution				
Air Quality: Draft Plans to Improve Air Quality	Defra	2015	Sets out proposed actions to deliver compliance with EU Air Quality standards.	• Air quality
2010 to 2015 Government Policy: Environmental Quality	Defra	2015	Sets out approach to noise, nuisance and air quality.	• Air quality • Noise
Heritage				

Title	Author	Date	Implications	SEA Topics
[2010 to 2015 Government Policy: Conservation of Historic Buildings and Monument](#)	DCMS	2013	Sets out practices for protecting historic assets.	• Material assets • Cultural Heritage • Landscape/townscape
Water Resources and Flood Risk				
[Advice Note on the Water Framework Directive for Local Authorities across the Midlands](#)	EA	2012	Sets out responsibilities of local authorities in relation to WFD which are: • Have regard to the River Basin Management Plan and any supplementary plans in exercising their functions • Local authorities and other public bodies are required to provide information and "such assistance as the Environment Agency may reasonably seek in connection with its WFD functions • Local authorities, along with other public bodies, have a general responsibility not to compromise the achievement of UK compliance with EU Directives, including the WFD Specific actions to contribute to the WFD are identified as: • **Incorporating WFD priorities into Local Plans and Infrastructure Delivery Plans Determining planning applications to secure benefits for the water environment, avoid deterioration of water bodies, provide greenspace and sustainable drainage** • **Promoting the use of Sustainable Drainage Systems (SuDS)** • Encouraging and working with others (to protect and enhance the water environment.	• Water
Soils, Waste and Material Assets				
[Waste Management Plan for England](#)	Defra	2013	The key aim of the waste management plan for England is to set out our work towards a zero waste economy as part of the transition to a sustainable economy. In particular, this means using the "waste hierarchy" (waste prevention, re-use, recycling, recovery and finally disposal as a last option) as a guide to sustainable waste management. It provides an analysis of the current waste management situation in England, and evaluates how it will support implementation of the objectives and provisions of the revised WFD.	• Material assets

Appendix B: Draft GBSLEP Spatial Plan Objectives and Policies

Spatial Plan Objective	Information
Economy to community	

SO1	To encourage business to start-up, grow and succeed.	
SO2	To build on sector strengths and opportunities.	
SO3	To drive and foster innovation.	
SO4	To improve the skills and talent pool.	
SO5	To improve access to jobs by improving connectivity between areas of deprivation and high unemployment and areas of employment and business growth.	
SO6	To encourage entrepreneurship and businesses (including social enterprises) to start-up, grow and succeed.	
SO7	To broadly balance the levels of employment and housing growth.	
SO8	To provide for housing growth to meet future needs, guided by the evidence base.	
SO9	To facilitate a significant boost in house-building commensurate with provision of community infrastructure.	
SO10	To facilitate ongoing dialogue to ensure the duty to cooperate is met within the GBSLEP and with adjoining areas.	
S011	To facilitate ongoing dialogue to ensure the duty to cooperate is met within the GBSLEP and with adjoining areas.	
S012	To encourage the existing housing stock is well-maintained.	
Community to environment		
SO13	To promote growth in areas of greatest need and opportunity.	
SO14	To promote and deliver regeneration and renewal across urban and fringe locations.	
SO15	To support vibrant and viable rural communities where local people have access to market and affordable housing.	
SO16	To facilitate localism & community resilience.	
SO17	To build community cohesion and viability.	
SO18	To embed multifunctional solutions in built environment developments across the GBSLEP.	
SO19	To develop a network of complementary strategic town centres and local centres serving all areas.	
SO20	To develop Birmingham city centre and the other key facilities as the heart of a world city.	
SO21	To adopt a positive but realistic approach to delivering good design and sustainable construction to help save energy and reduce consumption of resources.	
SO22	To recognise the value and benefits of environmental and community infrastructure across the GBSLEP.	
SO23	To target environmental interventions into communities of high environmental deficit and deprivation.	
SO24	To recognise the economic and social benefits of high quality ecosystem services (air, water, soil biodiversity heritage and landscape) across the GBSLEP.	
SO25	To make the best use of contaminated land.	
SO26	To champion local interventions and solutions to resource management problems and opportunities across the GBLEP.	

Spatial Plan Objective	Information
Environment to economy	
SO27	To champion a landscape scale approach to GBSLEP delivery of environmental benefits.
SO28	To promote green and low carbon technologies.
SO29	To enhance the natural capital of the GBSLEP's environmental assets including a significant increase of woodland coverage.
SO30	To encourage local food production and processing.
SO31	To facilitate the efficient movement of freight.
SO32	To prioritise the implementation of key infrastructure projects to facilitate growth.
SO33	To aim for a maximum 45 minute journey time from the outer edges of GBSLEP to the LEP centres of economic growth by sustainable modes.
SO34	To improve connectivity across and between all modes including road.
SO35	To enhance digital connectivity across the GBSLEP.
SO36	To enhance and increase links to the key international gateway of BHX.
SO37	To improve the quality and reliability of connectivity within the GBSLEP and its links to adjoining areas, the rest of the UK and internationally.
SO38	To ensure the efficient management of waste in keeping with the waste hierarchy.
SO39	To deliver a significant increase in the generation of energy from renewable sources within the GBSLEP.
Economy to community	
SP1	The provision of a portfolio of sites and premises providing a choice of development and investment opportunities within the GBSLEP
SP2	To identify strategic employment locations to ensure major investments can be accommodated within the GBSLEP
SP3	Ensure a business-friendly planning service is provided throughout the GBSLEP through implementation of the planning charter
SP4	Enable recycling of unused or under-used employment land including alternative uses where it can be demonstrated the land is genuinely surplus and falls outside core employment areas
SP5	Invest in the fabric of existing employment areas so they remain attractive as investment locations
SP6	Support the growth of an innovation eco-system through support for science parks, innovation centres, incubators and commercialisation of university research and expertise
SP7	Target growth in spatial areas with greatest potential including the Enterprise Belt with the M42 gateway at its heart
SP8	Support the long-term unemployed, young people and the inactive to enter and progress in the labour market
SP9	To facilitate growth through the use of Local Development Orders and the Enterprise Zone
SP10	Local authorities and developers should work together to deliver housing of a range and type to match needs identified in the evidence base – including both market and affordable housing
SP11	To ensure a 5 year supply of deliverable housing sites is maintained.
SP12	Local authorities within the GBSLEP to work together with their neighbours to produce and keep up-to-date the housing market evidence base.

Spatial Plan Objective	Information
SP13	Local authorities to work together in a collaborative way, in consultation with the private sector, to ensure that the wider needs of the housing market are properly addressed under the duty to co-operate.
SP14	To develop policies and strategies to maintain and improve the existing housing stock.
Community to environment	
SP15	In assessing the potential capacity for housing on previously used land realistic assumptions should be made which promote and protect jobs as well as retain land for other uses.
SP16	Settlement strategies in development plans should reflect and encourage sustainable transport modes and recognise critical environmental constraints.
SP17	Subject to the outcome of collaborative working under the duty to cooperate local authorities should develop a positive strategy for releasing development land and, where necessary carry out a review of green belt.
SP18	Promote/deliver regeneration and renewal across urban and fringe locations.
SP19	To support the preparation of neighbourhood plans to bring forward proposals for growth across all areas of the GBSLEP.
SP20	To support the preparation of Town centre enhancement and improvement programmes.
SP21	Develop Birmingham city centre in line with the aspirations of the Big City Plan.
SP22	Develop an initiative for a pilot biodiversity offsetting scheme across the GBSLEP.
SP23	To create attractive and desirable places through good design and sustainable construction to reduce consumption of resources.
SP24	Champion a catchment approach to flood risk management and water quality objectives.
SP25	Champion the development of the Birmingham and Black Country Nature Improvement Area.
SP26	Ensure active engagement with green and blue infrastructure opportunities (including access to green space and exercise).
SP27	Deliver enhanced economic and social value and benefits of environmental and community infrastructure (green and blue).
SP28	Protect and improve air quality and water quality.
SP29	Development of a network of trails to encourage cycling and walking across the GBSLEP linking communities with places of interest and work.
Environment to economy	
SP30	Keep under review the extent and value of contaminated land and its potential for remediation.
SP31	Enhance the natural capital of the GBSLEP's environmental assets including a significant increase of woodland coverage.
SP32	Encourage local food production areas (including specialities) and associated food processing.
SP33	Deliver a significant increase in the generation of energy from renewable sources within the GBSLEP including community ownership.
SP34	Facilitate and promote digital connectivity.
SP35	Promote smart cities and manage the transport network efficiently.
SP36	Capitalise on development of High Speed 2 (HS2) with a package of measures improving connectivity across the GBSLEP area.

Spatial Plan Objective	Information
SP37	Encourage access to labour and skills by provision of key infrastructure linkages to link areas of need with areas of opportunity.
SP38	Encourage public transport use and local connectivity in all modes by investment in quality and quantity.
SP39	Enhance and protect rail-freight capability.
SP40	Improve and create cycling and walking links and trails and promote green connectivity.
SP41	Enable the M6 Toll for effective use by through traffic – especially freight traffic.
SP42	Maintain and enhance quality of road network.
SP43	Develop a Midlands 'Oyster' scheme to facilitate easy interchange between services and modes.
SP44	Extension of Midland Metro and Bus Rapid Transit (BRT) to key economic centres.
SP45	Birmingham Airport – support for expansion and development of new services as well as local connectivity.
SP46	Support mutually reinforcing land use and transport planning through development location and density relating to the transport network.
SP47	Promote waste management solutions in line with application of the waste hierarchy and targeting businesses in promoting the potential of waste as a resource.

Appendix C: Countryside Strategy and Woodlands Strategy

What the Council will do

- Continue to protect and maintain the Green Belt in Solihull, particularly the strategically important Meriden Gap, through LDF policies.
- Promote the use of local objectives for Solihull's countryside and urban fringe to enhance landscape character and local distinctiveness:
  - Conservation of existing character, and of particular features which contribute to that character
  - Enhancement by restoration of character where change is causing that character to be lost
  - Enhancement by creation of new landscapes, where the previous character has been lost or where the landscape has been degraded, or where other circumstances are such that there may be scope for change
- Promote countryside management as a means of coordinating the actions and decisions of various bodies and organisations that are active within the urban fringe, where they are relevant to the countryside strategy.
- Raise awareness of the countryside, and the problems and opportunities of the urban fringe through publicity, guidance, and environmental education.
- Through Green Infrastructure planning secure opportunities to establish Green Corridors through associated development schemes and ensure that access links to the countryside are not impaired or severed by the routes of the highways.
- Ensure that landscape proposals associated with development are set in the context of a Green Infrastructure framework to create opportunities for nature conservation and wildlife corridors, in enhancing the setting of the urban edge and the countryside.

What the Council will do

- Seek to protect and enhance rivers and other waterways as important Green/Blue Infrastructure assets in terms of landscape features, natural assets and wildlife habitats, for formal and informal recreation, tourism, and sustainable transport.
- Ensure that any development or activity positively enhances or contributes to the environmental quality of rivers and the catchment areas, in line with the Environment Agency's River Basin Catchment Plan targets for the River Tame catchment,
- Protect areas of ancient woodland from development pressures by establishing buffers between the woodland and development. The extent of the buffer will be on a site specific basis, in accordance with national policy guidance, BS5837:2005 Trees in relation to construction – Recommendations and best practice.
- Where development is within 500m of woodland recorded in Natural England's Ancient Woodland Inventory, the Local Planning Authority will consult with the Forestry Commission.
- Ensure that the environmental, social and economic implications of mineral extraction and waste disposal proposals are fully appraised for their impact upon the countryside.
- Ensure that restoration schemes have regard to the borough's landscape and historic character. Through the context of the landscape assessment, promote the need for environmental improvements linked to the reclamation of former mineral extraction and landfill sites to wetland, woodland and landscapes for leisure, recreation and historic interpretation, nature conservation and agriculture.
- Identify and implement actions and recommendations from the Council's Green Infrastructure Study[16].
- Consider ways in which Solihull's green assets can contribute to climate change adaptation and mitigation, e.g. through flood attenuation. (The success of this will be reported on through NI 189)
- Seek to minimise and adapt to climate change by ensuring sustainable forms of economic activity and lifestyles which reduce carbon emissions and make more efficient use of natural resources. (The success of this will be reported on through NI 186)
- Support measures to reduce the amount of waste entering the waste stream as adopted in the Council's Waste Management Strategy 2004 – 2029.

What the Council will do

- Allocate staff annually towards countryside initiatives.
- Maximise opportunities for grant-aiding from government agencies and other sources including the private sector.
- Work with the North Solihull Partnership in delivery change in North Solihull.
- Encourage and support community initiatives through the Local Strategic Partnership and the Sustainable Communities Strategy.
- Encourage farmers and landowners to adopt a positive attitude to countryside management and to apply for grants to fund positive conservation management of locally important wildlife sites.
- Take into account the Historic Landscape Characterisation when assessing and designing proposals for development and changes in land use.
- Explore the potential for funding of countryside initiatives by developers when considering significant planning applications in, or close to the countryside.
- Encourage all service areas within the Council to allocate resources to fund biodiversity protection and enhancement in line with the section 40 of the NERC Act 2006.
- Attain the UK Woodland Assurance Standard (the UK's Certification for Sustainable Forest Management) which will unlock other funding streams such as the Forestry Commission's English Woodland Grant Scheme Management Grant and give Solihull's woodland direction through short term management planning.
- Use commuted sums and levies where appropriate for strategic large scale Green Infrastructure projects.
- Encourage and support community funding bids for conservation projects.

WHAT THE COUNCIL WILL DO:

- Fulfil its statutory duties in relation to the protection of woodland SSSIs and LNRs in the Borough.

- Protect and seek to enhance those woodlands which are ancient or semi-natural for their amenity, biodiversity, cultural and regulatory value.

- Protect, maintain and enhance designated woodland LWS/SINCs.

- Designate Local Nature Reserves and LWS/SINCs at appropriate woodland sites.

- Protect the green infrastructure of the borough i.e. networks of natural habitats such as woodlands and their linkages e.g. hedgerows and designate and manage land in order to buffer and expand woodlands. Delivery of this will include the undertaking of a Green Infrastructure Study which will build upon the existing Green Spaces Strategy, identify green corridors, opportunities for linkages and increase the capacity of biodiversity to respond to the potential impacts of climate change.

- Ensure compliance with all relevant wildlife and environmental law.

- Liaise with the Forestry Commission over Forestry Act felling licence applications that include TPOd trees or woodlands, or that are within Conservation Areas. In these cases the Forestry Commission will take account of any comments made during consultation, and will make the decision on whether felling is to be permitted, and what conditions are to be put in place as mitigation.

- Continue to implement tree preservation order (TPO) regulations where necessary to safeguard important trees and woodlands that contribute to the amenity quality of the built and rural environment where trees are protected and/or threatened.

- Continue to handle individual and group tree work where TPOs or a Conservation Area exists, and where Forestry Act exemptions apply

- Enforce the Hedgerow Regulations.

WHAT THE COUNCIL WILL DO:

- Work and liaise with Natural England, Forestry Commission, Wildlife Trusts and other recognised sources of advice on woodland management issues.

- Identify and carry out an audit of all public woodlands in Solihull, using sources of information such as the Habitat Biodiversity Audit.

- Write woodland management plans for all new woodlands and review existing native woodland management plans every five years.

- Inform, involve and consult local people and other interested parties and stakeholders to help raise awareness of the various needs and pressures on woodlands.

- Use the Warwickshire Landscape Guidelines for Arden to ensure that land management practices protect and enhance woodland that is characteristic of the Arden landscape character.

- Prepare/signpost landowners to appropriate woodland management guidelines.

- Encourage landowners to manage woodland sites sensitively in line with NI 197 targets.

- Promote the use of Environmental Stewardship and English Woodland Grant Schemes by landowners.

- Monitor woodlands to assess suitability of management, using ecological surveys.

WHAT THE COUNCIL WILL DO:

- Undertake environmental assessment of the policies and proposals during the development of the Local Development Framework (LDF).

- Take full account of the value (amenity/biodiversity/economic/social well-being) of woodlands in determining all planning applications.

- Consult the Forestry Commission when determining all planning applications within 500m of woodlands recorded in Natural England's Ancient Woodland Inventory.

- Ensure environmental assessment statements reflect the importance of the woodlands and associated features.

- Seek opportunities to enhance existing/and create new woodland habitats associated with new development proposals through Section 106 Agreements and conditions, using the green infrastructure study and the aims and objectives of the LBAP to inform a strategic approach.

- Use the Warwickshire Landscape Guidelines for Arden to ensure that development and land management practices protect and enhance woodland that is characteristic of the Arden landscape character.

- (Subject to resources) assist developers in safeguarding trees, woodlands and the landscape on development sites.

- Develop and adopt a Green Infrastructure strategy and implementation plan.

- Develop networks to link woodlands and other habitats, to increase the resilience of the landscape and enable climate change adaptation.

- Promote the development of economic supply chains such as biomass for renewable energy (contributing to national renewable energy targets)

- Continue to work with Birmingham International Airport with regard to the consideration of Aerodrome Safeguarding with respect to biodiversity enhancements.

WHAT THE COUNCIL WILL DO:

- Allow woodlands to regenerate naturally where possible, and create new woodlands and hedges by planting in accordance with Forestry Commission advice, the Warwickshire Landscape Guidelines for Arden and the LBAP.

- Identify area of woodland scarcity and examine the potential for woodland creation.

- Encourage landowners to create and enhance woodlands and hedges in line with NI 197 targets.

- Promote woodlands through the statutory planning system. Consider opportunities of future built development to be enhanced by the incorporation of woodland, and how to encourage such development through planning guidance. Incorporate woodland creation into the preparation of Local Development Framework (LDF) documents.

- Consider more recent practices in the use of trees where appropriate in social, economic, recreational and nature conservation terms.

WHAT THE COUNCIL WILL DO:

- Implement appropriate and feasible measures to control specific invasive species where they pose a threat to native flora and fauna.

- Increase public awareness of invasive species and the benefits of buying native plant and local provenance plant stock.

- Continue to collect and provide wheelie bins for green waste.

WHAT THE COUNCIL WILL DO:

- Carry out 'Access Audits' - Identify woodlands with poor access or access-related problems and explore the potential for increasing access and improvement. Balance the needs of practical measures that improve access without reducing the natural state of the environment.

- Improve the presentation of entrances.

- Improve directional and information signage internally and from surrounding areas.

- Improve access for people with disabilities, wheelchair and pushchair users.

- Evaluate the opportunities to develop environmentally sensitive surfaced footpaths and circular walks.

- Explore the potential for the provision of park furniture (seating).

- Improve access for maintenance staff, vehicles and plant through the development of woodland rides.

- Publish and make available information on where woodlands can be found.

- Increase the number of Local Nature Reserves.

- Monitor dog users and evaluate impacts and measures such as the provision of waste bins. Trial/pilot dog-free zones or seasonal closure (during bird nesting season).

WHAT THE COUNCIL WILL DO:

- Improve directional and information signage and interpretation internally and from surrounding areas.

- Publish interpretation leaflets and material explaining and promoting woodland management practices.

- Carry out a programme of events in the woodlands and wider environment, expanding involvement in environmental education; ensuring links are made to the Wider Education for Sustainable Development, Eco-Schools and Sustainable Schools agenda.

- Play a full and active role in partnerships with the Tree Council, Warwickshire Wildlife Trust and Forest Schools amongst others.

- Provide facilities in woodlands to encourage use by schools and other organisations (e.g. pond-dipping platforms).

WHAT THE COUNCIL WILL DO:

- Continue to play an active role in partnerships such as Project Kingfisher/ Kingfisher Country Park, the Local Strategic Partnership, other Local Authorities, Statutory Agencies, businesses and NGOs.

- Encourage and support involvement of the community in woodlands through the Environment Champions initiative.

- Continue to support volunteers involved in woodland management work.

- Liaise with community groups through special events and activities.

- Celebrate trees and woodlands through the arts and special events.

- Monitor the use of woodlands and any problems that are evident.

- Continue to support the SMBC Park Ranger team.

- Promote Forest Schools.

WHAT THE COUNCIL WILL DO:

- Maximise opportunities for grant-aiding from Natural England, Forestry Commission and funding from any other sources including the statutory planning process and Section 106 Agreements.

- Allocate funding and staff annually towards woodland management and enhancement.

- Attain the UK Woodland Assurance Standard (UKWAS) (the UK's Certification for Sustainable Forest Management) which will unlock other funding streams such as EWGS Management Grant and give Solihull's woodland direction through short term management planning.

- Encourage and support continual professional development (CPD) of staff in respect of current best practice improved methods of working relevant legislation and regulations.

- Liaise with community groups through special events and activities.

- Maximise funding opportunities by working with partners/stakeholders and the voluntary sector including 'Friends of' involved in woodland management work.

- Encourage and support community and individual initiatives.

- Encourage developers and landowners to adopt a positive attitude towards woodlands.

- Investigate sale of woodland products, in line with sustainable management practices.

- Promote the development of economic supply chains such as biomass for renewable energy (contributing to national renewable energy targets)

Appendix D: Selected Ward Profiles

Castle Bromwich

- Rising worklessness – possibly exacerbated by manufacturing sector dependence
- Poor and deteriorating pupil attainment at Key Stage 4 (GCSE)
- A workforce skills gap compared with other Solihull "suburban comfort" wards
- Barriers to access to Housing and Services an increasing source of economic deprivation
- Pockets of worsening relative deprivation, including deprivation affecting older people in the Parkfields estate
- Some concerns about lifestyle choices – potentially creating health problems
- Relatively high crime rates with strong links to the neighbouring Shard End area of Birmingham and Solihull's regeneration wards
- Reported crime has been on a steady downward trend over the last five years and is now 37% lower than in 2005
- Relatively high levels of environmental deprivation, with pockets of poor air quality
- and an above average road traffic accidents rate the main concerns
- Resident dissatisfaction with the provision of social and leisure facilities
- 37 people per hectare
- 18% of population aged over 65 with high proportion approaching retirement
- High proportion of teenagers and those in the early 20s
- 86% home ownership
- 18% of population with no car
- At 23% Parkfields has the 2nd highest rate of workless lone parents outside of the three regeneration wards
- Crime is much higher than might be expected for the ward's broadly favourable socio-economic status
- Affordability is a less significant problem than elsewhere in Solihull, with a relatively high proportion (72%) of houses in the middle C and D council tax bands.
- At 21% this is the 2nd highest proportion reliant upon manufacturing in the Borough
- Residents are reliant on the wider Birmingham and West Midlands job markets than residents in south Solihull

- Higher proportion of 16 to 74 year olds in employment with no qualifications (33%) and a substantially lower proportion of higher qualified residents (11% qualified to level 4 and above
- 20% of 30 to 49 year olds have no qualifications
- 400 VAT registered businesses in (4% of Solihull's total). 95% of these businesses employ less than ten people, compared with the Solihull average of 79%.
- Residents priorities are activities for teenagers, traffic congestion, crime and road and pavement repairs
- Leisure and social facilities as far not satisfactory with sports centres (26% satisfaction) and parks (48%) ranked 4th and 2nd worst in the Borough.
- High rate of road traffic accidents along Bradford Road, Green Lane and Chester Road, which are collectively 230% higher than the Solihull average.
- Poor air quality is an additional factor in creating a pocket of relative environmental blight in Castle Bromwich.
- Life expectancy of 84.8 years is only marginally below the average of the best three wards in Solihull
- Less healthy lifestyles than people in either the wider Solihull or West Midlands area

Smith's Wood:

- Regeneration seeks to restructure the housing market and strengthen existing communities within the area through improvements to schools, community facilities, retail, leisure and employment services
- An underlying rise in worklessness – reflecting a low workforce skills base and possibly exacerbated by manufacturing sector dependence
- Income deprivation is becoming relatively worse, albeit at a less severe rate than either East Birmingham or non-regeneration wards of Solihull
- Health indicators place large parts of Smith's Wood among the 25% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Indicators of community cohesion are weak and becoming worse
- High levels of NEETS and anti-social behaviour, particularly relating to nuisance
- neighbours, leading to community tension
- 3rd most populous ward in Solihull
- 58 people per hectare
- Significantly younger population than the Borough average
- Equal highest proportion of children under the age of 16 (27%) and the 2nd highest proportion of young working age residents, aged 16-30 (18%)
- 51% of households in Smith's Wood are owner occupied
- Key objectives of the housing strategy is to increase choice of tenure
- 41% have no car
- Rates of workless lone parents are at least double the Solihull average
- Housing condition is a less significant concern than the mix of housing tenure and size.
- 46% of housing is socially rented
- Priority is housing interventions to improve the quality of stock and create an appropriate balance between supply and demand in terms of tenure of property size
- Shortage of one and three bedroom properties
- 99% all houses in Smith's Wood are in the most affordable A-C council tax brackets
- 22% this is the highest proportion of workforce in manufacturing in the Borough

- Highest proportion of 16 to 74 year olds with no qualifications (46%) and the lowest
- proportion of higher qualified residents (5% qualified to level 4 and above)
- 66% of working age residents classified as low skilled
- 55 VAT registered businesses (1.1% of Solihull's total), among the lowest enterprise levels in the Borough
- The rate of young people in Smith's Wood classified as being NEET is at 13.8%, the 2nd highest rate in the Borough, but is still considerably lower than the 21.5% recorded in Kingshurst and Fordbridge
- Improving activities for teenagers was seen as an even greater priority (50%)
- The Radburn Estates are a significant hotspot, providing a confluence of poor design, likely offenders and a vulnerable target group among largely unsupervised teenagers.
- Reported crime fell by 21% in the 12 months to June 2009
- Crime rate at 91.2 per thousand persons is also lower in comparison with Stetchford (97.7), Chelmsley Wood (121.3) and Kingshurst and Fordbridge (132.8)
- Only 43% of Smith's Wood respondents feel safe after dark compared to the Borough average of 52%. However, in context the proportion of respondents in Chelmsley Wood and Kingshurst and Fordbridge that feel safe after dark are considerable lower than Smith's Wood at 32%.
- Much of the socially rented housing needs a high level of physical intervention to tackle problems associated with Radburn layouts
- North Arran Way is a first phase project providing an opportunity to develop a Community Hub improving the retail and community offer and access to and within the area.
- Landscape features including Smith's Wood and Burton Green Recreational Ground provide regeneration triggers
- 3rd lowest life expectancy of any ward in Solihull at 78 years per person.
- High rates of cancer and CVD mortality reflect the above average prevalence of smoking and obesity among the ward's residents.

Kingshurst & Fordbridge:

- An underlying rise in worklessness (masked by ASDA) – reflecting a low workforce
- skills base and possibly exacerbated by manufacturing sector dependence
- Health indicators place large parts of Kingshurst and Fordbridge among the 20% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Despite a decrease in the 12 months to June 2008 crime remains high, particularly in respect of criminal damage, violent crime and residential burglary
- Indicators of community cohesion are weak although not deteriorating
- High levels of NEETS and anti-social behaviour leading to inter-generational tension
- Resident satisfaction with Kingshurst and Fordbridge as a place to live is low and falling as is overall satisfaction with the Council
- Greater interdependence between Kingshurst and Fordbridge and east Birmingham than in either Chelmsley Wood or Smith's Wood, which will bring additional challenges to cohesion
- 47 people per hectare
- average age of 35 years compared to the Solihull average of 39.7 years
- equal highest proportion of children under the age of 16 (27%) and the 3rd highest proportion of young working age residents, aged 16-30 (17%)
- lowest proportion of mature working age residents and the 4th lowest proportion of over 65s
- 52% of households in Kingshurst and Fordbridge are owner occupied, the 3rd lowest rate in the Borough
- 41% have no car
- Housing condition is relatively favourable
- 45% of housing is socially rented
- 21% of employment is in manufacturing this is the 3rd highest proportion in the Borough

- 3rd highest proportion of 16 to 74 year olds with no qualifications (45%) and the 2nd
- lowest proportion of higher qualified residents (5% qualified to level 4 and above).
- 65% of working age Kingshurst and Fordbridge residents classified as low skilled
- Kingshurst and Fordbridge has post-16 participation rates 21% below the Solihull average, although only Hatchford is among the lowest ten in the Borough.
- 21.5% NEET, the highest rate in the Borough by some margin, emphasised by the fact that the ward represents 17.5% of Solihull's NEET population
- Crime deprivation has become relatively worse in Kingshurst and Fordbridge since 2004
- The layout of amenities in Kingshurst and Fordbridge (joining those in Chelmsley Wood) provides a proliferation of crime activity space, physically bringing together victims and offenders.
- Mix of private and poorly designed social housing, are significant attractions to offenders from the local area and wider east Birmingham
- Overall crime rate in Kingshurst and Fordbridge is high at 119.6 per thousand persons in comparison with Stetchford (97.7) and Smith's Wood (91.2) and but remains lower than Chelmsley Wood (121.1).
- Only 32% of the ward's respondents feel safe after dark
- 63% of Kingshurst and Fordbridge residents that expressed concern about teenagers on the streets (compared with the Solihull average of 46%) and the 68% concerned about a lack of parental responsibility (44% in Solihull)
- Socially rented housing identified as requiring a high level of physical intervention
- Property improvements may include selective demolition
- Regeneration triggers and opportunities include the special landscape value and character of Babb's Mill Lake and recreation ground, the River Cole Valley (offering the potential for improved recreation and as a setting for high quality residential development) and potential commercial development at Saxon Way for small business use.
- Kingshurst and Fordbridge has the 2nd lowest life expectancy of any ward in Solihull at 78 years per person

- CVD mortality rate which at 150.8 per thousand persons is 77% higher than the Solihull average, with cancer mortality and respiratory mortality 33% and 35% higher respectively
- Above average prevalence of smoking and obesity among the ward's residents.

Chelmsley Wood:

- An underlying rise in worklessness (masked by ASDA) – reflecting a low workforce skills base and possibly exacerbated by manufacturing sector dependence
- Income deprivation is becoming relatively worse, albeit at a less severe rate than either East Birmingham or non-regeneration wards of Solihull
- Health indicators place large parts of Chelmsley Wood among the 20% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Indicators of community cohesion are weak, becoming worse and likely to remain a fundamental concern
- High levels of NEETS and anti-social behaviour leading to inter-generational tension
- 47 people per hectare
- 2nd highest proportion of children under the age of 16 and the highest proportion of young working age residents.
- 2nd and 3rd lowest proportions of retired age and mature working age residents.
- 44% of households are owner occupied the lowest rate in the Borough
- Housing strategy seeks to increase choice of tenure, with a greater proportion of shared ownership
- 45% have no car
- 3% of housing is socially rented
- Interventions to improve the quality of stock and create an appropriate balance between supply and demand in terms of tenure of property size.
- Demand for one or three bedroom properties
- 20% of employment is in manufacturing the 4th highest proportion in the Borough
- Good transport links, compared with Kingshurst and Fordbridge and Smith's Wood, to the employment hubs of Birmingham Business Park and the BIA-NEC complex
- Highest proportion of 16 to 74 year olds with no qualifications (47%) and the lowest proportion of higher qualified residents (5% qualified to level 4 and above).
- 66% of working age Chelmsley Wood residents classified as low skilled

- 33% of businesses registered employ more than ten people and 11% more than 20, the highest ratio of larger employers to smaller in the Borough
- Post- 16 participation rates 27% below the Solihull average
- 11.6%, NEET the 3rd highest rate in the Borough
- Chelmsley Wood town centre is crime day time and night time hotspot
- Crime rate remains high at 121.1 per thousand persons
- Fear of crime is significantly higher in Chelmsley Wood than elsewhere in the Borough, highlighted in the Place Survey by the fact that only 32% of Chelmsley Wood respondents feel safe after dark,
- 25% of Chelmsley Wood travel to work by bus
- Socially rented housing identified as requiring a high level of physical intervention
- Opportunity for higher density development (above the regeneration target average of 55 dwellings per hectare) centred around the community hubs of Chelmsley Wood Town Centre and Craig Croft that have good public transport accessibility or are along new key connections.
- High quality housing development at Alcott Wood, Bacon's End and Meriden Park.
- Lowbrook Centre on Chichester Grove is a major strategic new development site that will form part of the first phase of the regeneration project
- Chelmsley Wood has the lowest life expectancy of any ward in Solihull at 76.8 years per person
- CVD mortality rate which at 151.8 per thousand persons is 95% higher than the Solihull average, with cancer mortality and respiratory mortality 73% and 55% higher respectively.

Appendix E: Draft Local Plan Appraisal Tables

Policy 1: Support Economic Success

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	>10 years	Regional	Likely	Direct	No	+ve	All	Multiple	Maj+ve
2. Access to jobs	>10 years	Regional	Likely	Direct	Unk	+ve	Regen Areas	Multiple	Maj+ve
3. Reducing travel	>10 years	District	Likely	Direct	Yes	-ve	Urban	Multiple	Mod-ve
4. Resource efficiency	>10 years	Regional	Likely	Indirect	No	-ve	All	Multiple	Mod-ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	District	Potential	Cumul	Unk	-ve	Urban	Multiple	Min-ve
6. Business adaptation	-	-	-	-	-		-	-	Neutral
7. Losses from flooding	-	-	-	-	-		-	-	Neutral
8. Urban adaptation	-	-	-	-	-		-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Potential	Indirect	Unk	-ve	Rural	Multiple	Min-ve
10. Landscape	>10 years	District	Potential	Direct	Yes	-ve	Rural	Multiple	Min-ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Unk	+ve	Urban	Multiple	Min+ve
12. Historic environment	>10 years	Local	Potential	Indirect	No	-ve	Rural	Multiple	Min-ve
13. Built environment	>10 years	Local	Likely	Direct	Unk	+ve	Urban	Multiple	Min+ve
14. Pollution	>10 years	Local	Potential	Indirect	Yes	-ve	Urban	Multiple	Min-ve
Sustainable Communities									
15. Deprivation	>10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-		-	-	Neutral
17. Commercial Assets	>10 years	Regional	Definite	Direct	No	+ve	All	Multiple	Maj+ve
18. Health inequalities	3-10 years	Local	Potential	Indirect	No	+ve	-	-	Min+ve
19. Crime	-	-	-	-	-		-	-	Neutral
20. Public safety	>10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
21. Mixed development	>10 years	Local	Likely	Direct	No	+ve	Urban	Multiple	Min+ve

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 2: Competitive Town Centre									
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
2. Access to jobs	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
3. Reducing travel	>10 years	Local	Likely	Direct	Yes	-ve	Urban	Multiple	Min-ve
4. Resource efficiency	>10 years	District	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
Climate Change and Energy									
5. Greenhouse gases	3-10 years	Local	Likely	Cumul	Yes	-ve	All	Multiple	Min-ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	All	Multiple	Neutral
8. Urban adaptation	-	-	-	-	-	-	Core Areas	Multiple	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	3-10 years	Local	Potential	Indirect	No	+ve	Core Areas	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	Core Areas	Multiple	Neutral
12. Historic environment	>10 years	District	Potential	Direct	No	-ve	Core Areas	Multiple	Mod-ve
13. Built environment	>10 years	Local	Likely	Direct	Unk	+ve	Core Areas	Multiple	Min+ve
14. Pollution	>10 years	Local	Likely	Indirect	Yes	-ve	Core Areas	Multiple	Min-ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
16. Housing	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
17. Commercial Assets	3-10 years	District	Potential	Indirect	Unk	+ve	Urban	Multiple	Mod+ve
18. Health inequalities	3-10 years	Local	Potential	Indirect	Unk	+ve	Urban	-	Min+ve
19. Crime	-	-	-	-	-	-	Core Areas	Age	Neutral
20. Public safety	-	-	-	-	-	-	Core Areas	Age	Neutral
21. Mixed development	>10 years	Local	Likely	Direct	Yes	+ve	Core Areas	Multiple	Min+ve

Policy 3: Employment Land									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
2. Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
3. Reducing travel	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	3-10 years	Local	Potential	Cumul	Yes	-ve	Urban	Multiple	Min-ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	3-10 years	Local	Likely	Direct	No	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	>10 years	District	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
16. Housing	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve

Policy 4: Meeting Housing Needs									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	3-10 years	District	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
2. Access to jobs	3-10 years	District	Likely	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
3. Reducing travel	>10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	All	Multiple	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
10. Landscape	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
11. Green infrastructure	Permanent	Local	Potential	Direct	No	-ve	All	Multiple	Min-ve
12. Historic environment	Permanent	Local	Potential	Direct	No	-ve	-	-	Min-ve
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	>10 years	District	Potential	Direct	Unk	+ve	All	Disability	Mod+ve
16. Housing	>10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Mod+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 5: Land for Housing									
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Potential	Indirect	Unk	+ve	All	Multiple	Mod+ve
2. Access to jobs	>10 years	Regional	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
3. Reducing travel	>10 years	Local	Definite	Indirect	Yes	-ve	All	Multiple	Min-ve
4. Resource efficiency	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	Permanent	Local	Potential	Direct	No	-ve	Rural	-	Min-ve
10. Landscape	Permanent	District	Potential	Direct	Yes	-ve	Rural	Multiple	Mod-ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Rural	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	>10 years	Local	Likely	Direct	Yes	+ve	-	-	Min+ve
14. Pollution	>10 years	Local	Potential	Direct	Yes	-ve	Rural	-	Min-ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
16. Housing	3-10 years	District	Potential	Direct	Unk	+ve	All	Multiple	Mod+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	District	Likely	Direct	Yes	-ve	All	Disability	Mod+ve
19. Crime	3-10 years	Local	Potential	Indirect	Yes	+ve	-	-	Min+ve
20. Public safety	3-10 years	Local	Likely	Indirect	Yes	+ve	-	-	Min+ve
21. Mixed development	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 6: Gypsies & Travellers									
Sustainable Consumption & Production									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	3-10 years	Local	Potential	Indirect	Yes	-ve	Rural	Multiple	Min-ve
13. Built environment	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Ethnicity / Race	Min+ve
16. Housing	3-10 years	Local	Definite	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Direct	Yes	+ve	All	Gender	Min+ve
19. Crime	3-10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
20. Public safety	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 7: Accessibility & Ease of Access									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	3-10 years	District	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
2. Access to jobs	3-10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
3. Reducing travel	3-10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
4. Resource efficiency	3-10 years	Local	Likely	Indirect	Yes	-ve	All	Multiple	Min-ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	Local	Potential	Cumul	Yes	-ve	All	Multiple	Min-ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
19. Crime	3-10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
20. Public safety	3-10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
21. Mixed development	>10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve

Policy 8: Managing Demand for Travel & Congestion									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
2. Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
3. Reducing travel	>10 years	District	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
4. Resource efficiency	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	District	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	Core Areas	Multiple	Neutral
Sustainable Communities									
15. Deprivation	>10 years	Local	Likely	Cumul	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	>10 years	Local	Likely	Cumul	Yes	+ve	Urban	Multiple	Min+ve
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
19. Crime	3-10 years	Local	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Min+ve
20. Public safety	>10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 9: Climate Change									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	>10 years	Local	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	3-10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	Local	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	>10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	Yes	+ve	-	-	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
14. Pollution	>10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Potential	Direct	No	+ve	Regen Areas	Multiple	Min+ve
16. Housing	3-10 years	Local	Potential	Direct	Unk	-ve	All	Multiple	Min-ve
17. Commercial Assets	>10 years	Regional	Potential	Indirect	Unk	+ve	All	Multiple	Min+ve
18. Health inequalities	3-10 years	Local	Potential	Indirect	Unk	+ve	Regen Areas	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 10: Natural Environment									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Likely	Direct	Yes	+ve	All	Disability	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 11: Water Management									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	3-10 years	District	Likely	Cumul	Unk	+ve	All	Multiple	Mod+ve
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Definite	Direct	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	>10 years	Local	Definite	Direct	Yes	+ve	Urban	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	3-10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
17. Commercial Assets	-	-	-	-	-	-			Neutral
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	-	-	-	-	-	-			Neutral
20. Public safety	>10 years	District	Likely	Cumul	Yes	+ve	All	Multiple	Mod+ve
21. Mixed development	-	-	-	-	-	-			Neutral

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 12: Waste Management									
Sustainable Consumption & Production									
1. Prosperity	>10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	3-10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
3. Reducing travel	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Mod+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Potential	Direct	Yes	+ve	All	-	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	>10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
13. Built environment	>10 years	Local	Likely	Direct	No	+ve	Urban	-	Min+ve
14. Pollution	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	>10 years	Local	Definite	Direct	Yes	+ve	All	Multiple	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 13: Minerals									
Sustainable Consumption & Production									
1. Prosperity	>10 years	Local	Likely	Indirect	Yes	+ve	Rural	Multiple	Min+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	>10 years	District	Potential	Direct	Yes	+ve	Rural	Multiple	Mod+ve
4. Resource efficiency	>10 years	District	Definite	Direct	Yes	+ve	Rural	Multiple	Mod+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	Local	Potential	Direct	Yes	+ve	Rural	-	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Likely	Direct	Yes	+ve	Rural	-	Min+ve
10. Landscape	>10 years	Local	Definite	Direct	Yes	+ve	Rural	-	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Rural	-	Min+ve
12. Historic environment	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	>10 years	Local	Definite	Cumul	Yes	+ve	Rural	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	>10 years	Local	Potential	Direct	Yes	+ve	All	-	Min+ve
17. Commercial Assets	>10 years	District	Likely	Direct	Yes	+ve	All	-	Mod+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 14: Amenity

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
2. Access to jobs	3-10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
11. Green infrastructure	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
12. Historic environment	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
14. Pollution	3-10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Mod+ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 15: Securing Design Quality									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	District	Likely	Cumul	Unk	+ve	All	Multiple	Maj+ve
8. Urban adaptation	>10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
13. Built environment	>10 years	Local	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
17. Commercial Assets	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
18. Health inequalities	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
19. Crime	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
20. Public safety	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
21. Mixed development	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve

Policy 16: Conservation of Heritage Assets & Local Distinctiveness									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	-		-	-	-	-			Neutral
2. Access to jobs	-		-	-	-	-			Neutral
3. Reducing travel	-		-	-	-	-			Neutral
4. Resource efficiency	-		-	-	-	-			Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	Local	Definite	Cumul	Unk	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
12. Historic environment	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
13. Built environment	>10 years	District	Definite	Direct	Unk	+ve	Urban	Multiple	Maj+ve
14. Pollution	-	-	-	-	-	-			Neutral
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	3-10 years	District	Potential	Cumul	Yes	+ve	Urban	Multiple	Mod+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 17: Countryside/ Greenbelt									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Potential	Direct	Unk	+ve	All	Multiple	Mod+ve
2. Access to jobs	>10 years	District	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Mod+ve
3. Reducing travel	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
4. Resource efficiency	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Potential	Indirect	Unk	+ve	Rural	-	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	Unk	+ve	Rural	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	>10 years	District	Potential	Direct	Unk	+ve	Rural	Multiple	Mod+ve
13. Built environment	>10 years	District	Potential	Direct	Unk	+ve	Rural	Multiple	Mod+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	>10 years	Local	Potential	Indirect	Unk	+ve	Regen Areas	Multiple	Min+ve
16. Housing	>10 years	Local	Definite	Direct	Unk	+ve	Rural	Multiple	Min+ve
17. Commercial Assets	>10 years	Regional	Potential	Direct	Unk	+ve	All	Multiple	Maj+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 18: Health & Well-Being									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
3. Reducing travel	>10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	3-10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
11. Green infrastructure	3-10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	3-10 years	District	Likely	Direct	Unk	+ve	Urban	Multiple	Mod+ve
14. Pollution	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	>10 years	Local	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Min+ve
16. Housing	Permanent	Local	Potential	Direct	No	+ve	Urban	Multiple	Min+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Likely	Direct	Unk	+ve	All	Multiple	Min+ve
19. Crime	3-10 years	District	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
20. Public safety	3-10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 19: Local Services

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	3-10 years	Local	Potential	Indirect	Unk	+ve	All	Multiple	Min+ve
13. Built environment	>10 years	Local	Likely	Direct	Unk	+ve	All	Multiple	Min+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Age	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 20: Provision for open space ,etc									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
4. Resource efficiency	-	-	-	-	-	-			Neutral
Climate Change and Energy									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	>10 years	District	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	>10 years	Local	Likely	Indirect	Yes	+ve	Urban	Age	Min+ve
10. Landscape	>10 years	Local	Definite	Direct	Yes	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	>10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Mod+ve
13. Built environment	>10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Sustainable Communities									
15. Deprivation	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	All	Multiple	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Likely	Cumul	Yes	+ve	Urban	Multiple	Min+ve
19. Crime	3-10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Policy 21: Provision for open space ,etc									
Sustainable Consumption & Production									
1. Prosperity	>10 years	District	Likely	Cumul	Unk	+ve	All		Maj+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	3-10 years	Local	Potential	Cumul	Unk	+ve	All		Min+ve
Climate Change and Energy									
5. Greenhouse gases	>10 years	District	Potential	Cumul	Unk	+ve	Urban	-	Mod+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Cumul	Unk	+ve	Urban	-	Min+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
Natural Resource Protection & Env. Enhancement									
9. Biodiversity	3-10 years	Local	Potential	Cumul	Unk	+ve	Urban	-	Min+ve
10. Landscape	3-10 years	Local	Potential	Cumul	Unk	+ve	All	-	Min+ve
11. Green infrastructure	3-10 years	Local	Potential	Cumul	Unk	+ve	All	-	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
Sustainable Communities									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	3-10 years	Local	Potential	Cumul	Yes	+ve	Urban	-	Min+ve
20. Public safety	3-10 years	Local	Potential	Cumul	Yes	+ve	All	-	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Appendix F: Potential Housing Area Appraisal Tables

Public Transport Option									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
Prosperity	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
Access to jobs	3-10 years	District	Definite	Direct	Yes	+ve	All	Multiple	Mod+ve
Reducing travel	>10 years	District	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Resource efficiency	>10 years	Local	Potential	Indirect	No	+ve	All	Multiple	Min+ve
Climate Change and Energy									
Greenhouse gases	>10 years	District	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
Business adaptation									Neutral
Losses from flooding									Neutral
Urban adaptation	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Landscape	3-10 years	Local	Likely	Direct	No	-ve	All	Multiple	Min-ve
Green infrastructure	3-10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
Historic environment	3-10 years	Local	Potential	Direct	No	-ve	All	Multiple	Min-ve
Built environment	3-10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
Pollution	3-10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
Sustainable Communities									
Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Housing	Permanent	District	Definite	Direct	Yes	+ve	All	Multiple	Mod+ve
Commercial Assets	Permanent	District	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Crime									Neutral
Public safety	3-10 years	Local	Potential	Indirect	Yes	+ve			Min+ve
Mixed development							All	Multiple	Neutral

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Solihull Town Centre Option									
Sustainable Consumption & Production									
Prosperity	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Access to jobs	3-10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Reducing travel	>10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Resource efficiency	>10 years	District	Likely	Direct	No	+ve	Urban	Multiple	Mod+ve
Climate Change and Energy									
Greenhouse gases	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Business adaptation									Neutral
Losses from flooding									Neutral
Urban adaptation	>10 years	Local	Potential	Direct	Yes	+ve	Core Areas	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Core Areas	Multiple	Min+ve
Landscape								Multiple	Neutral
Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Core Areas	Multiple	Min+ve
Historic environment	>10 years	District	Likely	Direct	Yes	+ve	Core Areas	Multiple	Min-ve
Built environment	>10 years	District	Likely	Direct	Yes	+ve	Core Areas	Multiple	Mod+ve
Pollution	3-10 years	Local	Potential	Direct	Yes	-ve	Core Areas	Multiple	Min-ve
Sustainable Communities									
Deprivation	>10 years	Local	Likely	Indirect	Yes	+ve	Core Areas	Multiple	Min+ve
Housing	>10 years	District	Definite	Direct	Yes	+ve	Core Areas	Multiple	Mod+ve
Commercial Assets	3-10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Core Areas	Multiple	Min+ve
Crime	3-10 years	Local	Potential	Indirect	Yes	+ve	Core Areas	Multiple	Min+ve
Public safety	3-10 years	Local	Likely	Direct	Yes	+ve	Core Areas	Multiple	Min+ve
Mixed development	3-10 years	District	Potential	Direct	Yes	+ve	Core Areas	Multiple	Mod+ve

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility	Pos /Neg/Neut	Spatial Distribution	Social Equity	Significance
North Solihull/Chelmsley Wood Option									
Sustainable Consumption & Production									
Prosperity	3-10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Access to jobs	>10 years	Local	Likely	Direct	No	+ve	Regen Areas	Multiple	Min+ve
Reducing travel	3-10 years	District	Likely	Indirect	Yes	-ve	Regen Areas	Multiple	Mod-ve
Resource efficiency	>10 years	Local	Likely	Direct	No	-ve	Regen Areas	Multiple	Min-ve
Climate Change and Energy									
Greenhouse gases	>10 years	Local	Potential	Direct	No	+ve	Regen Areas	Multiple	Min+ve
Business adaptation									Neutral
Losses from flooding	3-10 years	Local	Potential	Direct	Yes	-ve	Regen Areas	Multiple	Min-ve
Urban adaptation									Neutral
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Landscape	3-10 years	Local	Likely	Direct	No	-ve	Regen Areas	Multiple	Min-ve
Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Historic environment									Neutral
Built environment	>10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Pollution									Neutral
Sustainable Communities									
Deprivation	>10 years	Local	Potential	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Housing	>10 years	Local	Definite	Direct	No	+ve	Regen Areas	Multiple	Mod+ve
Commercial Assets	>10 years	Local	Potential	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Health inequalities	>10 years	Local	Likely	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Crime									Neutral
Public safety									Neutral
Mixed development	>10 years	Local	Potential	Direct	No	+ve	Regen Areas	Multiple	Min+ve

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Shirley Town Centre & A34 Option									
Sustainable Consumption & Production									
Prosperity	>10 years	District	Likely	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Reducing travel	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Neutral
Resource efficiency	>10 years	Local	Likely	Direct	No	-ve	Urban	Multiple	Min-ve
Climate Change and Energy									
Greenhouse gases	>10 years	Local	Likely	Direct	Yes	-ve	Urban	Multiple	Min-ve
Business adaptation									Neutral
Losses from flooding	3-10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
Urban adaptation									Neutral
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Landscape	3-10 years	Local	Likely	Direct	No	-ve	Urban	Multiple	Min-ve
Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Historic environment									Neutral
Built environment	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Neutral
Pollution					-				Neutral
Sustainable Communities									
Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Housing	>10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Commercial Assets	>10 years	District	Potential	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Crime									Min+ve
Public safety									Neutral
Mixed development	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve

Hub-HS2 Option

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Impact	Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production										
Prosperity	>10 years	Regional	Definite	Direct	No	+ve	**Maj +ve**	Regen Areas	Multiple	Maj+ve
Access to jobs	>10 years	Regional	Definite	Direct	No	+ve	**Maj +ve**	Regen Areas	Multiple	Maj+ve
Reducing travel	>10 years	Regional	Definite	Direct	No	+ve	**Maj +ve**	Regen Areas	Multiple	Maj+ve
Resource efficiency	>10 years	Regional	Likely	Direct	No	+ve	**Maj +ve**	All	Multiple	Maj+ve
Climate Change and Energy										
Greenhouse gases	3-10 years	District	Likely	Direct	Yes	+ve	**Mod+ve**	Regen Areas	Multiple	Mod+ve
Business adaptation					-		**Neut**			Neutral
Losses from flooding	>10 years	Local	Potential	Direct	Yes	-ve	**Min-ve**	Rural	Multiple	Neutral
Urban adaptation	>10 years	Regional	Potential	Indirect	No	+ve	**Mod+ve**	Regen Areas	Multiple	Maj+ve
Natural Resource Protection & Env. Enhancement										
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	**Min+ve**			Min+ve
Landscape	>10 years	Local	Likely	Direct	No	+ve	**Min+ve**	Rural	Multiple	Min+ve
Green infrastructure	>10 years	District	Likely	Direct	Yes	+ve	**Mod+ve**	Rural	Multiple	Mod+ve
Historic environment	>10 years	National	Potential	Indirect	Unk	-ve	**Mod-ve**	Rural	Multiple	Min-ve
Built environment	>10 years	District	Potential	Direct	No	+ve	**Mod+ve**	All	Multiple	Mod+ve
Pollution					-		**Neut**			Neutral
Sustainable Communities										
Deprivation	3-10 years	Local	Potential	Indirect	Unk	+ve	**Min+ve**	Regen Areas	Multiple	Min+ve
Housing	>10 years	District	Likely	Direct	No	+ve	**Maj +ve**	Regen Areas	Multiple	Mod+ve
Commercial Assets	>10 years	District	Likely	Indirect	No	+ve	**Maj +ve**			Maj+ve
Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	**Min+ve**	Regen Areas	Multiple	Neutral
Crime					-		**Neut**			Neutral
Public safety					-		**Neut**			Neutral
Mixed development	>10 years	Local	Likely	Direct	No	+ve	**Min+ve**			Min+ve

Limited Rural Expansion Option									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
Prosperity	3-10 years	Local	Potential	Indirect	Yes	+ve	Rural	Multiple	Min+ve
Access to jobs	>10 years	Local	Definite	Direct	Yes	+ve	Rural	Multiple	Min+ve
Reducing travel	>10 years	Local	Likely	Direct	Yes	-ve	Rural	Multiple	Min-ve
Resource efficiency	Permanent	Local	Definite	Direct	No	-ve	Rural	Multiple	Min-ve
Climate Change and Energy									
Greenhouse gases	>10 years	Local	Likely	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Business adaptation									Neutral
Losses from flooding									Neutral
Urban adaptation									Neutral
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Neutral
Landscape	Permanent	Local	Likely	Cumul	Yes	-ve	Rural	Multiple	Min-ve
Green infrastructure									Neutral
Historic environment	>10 years	Local	Potential	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Built environment									Neutral
Pollution									Neutral
Sustainable Communities									
Deprivation									Neutral
Housing	3-10 years	Local	Definite	Direct	Yes	+ve	Rural	Multiple	Min+ve
Commercial Assets	>10 years	District	Potential	Indirect	Yes	+ve	Rural	Multiple	Mod+ve
Health inequalities									Neutral
Crime									Neutral
Public safety	>10 years	Local	Potential	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Mixed development									Neutral

Urban Extensions or Signficant Rural Expansion Option

SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
Sustainable Consumption & Production									
Prosperity	>10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
Access to jobs	>10 years	District	Definite	Cumul	Yes	+ve	All	Multiple	Mod+ve
Reducing travel	>10 years	District	Likely	Direct	Yes	-ve	All	Multiple	Mod-ve
Resource efficiency	Permanent	District	Likely	Direct	No	-ve	All	Multiple	Maj-ve
Climate Change and Energy									
Greenhouse gases	>10 years	Local	Likely	Indirect	Yes	+ve	Rural	Multiple	Min+ve
Business adaptation									Neutral
Losses from flooding	>10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
Urban adaptation	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Natural Resource Protection & Env. Enhancement									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Landscape	Permanent	District	Definite	Cumul	Yes	-ve	Rural	Multiple	Mod-ve
Green infrastructure	>10 years	Local	Definite	Direct	Yes	+ve	All	Multiple	Min+ve
Historic environment	>10 years	Local	Potential	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Built environment	>10 years	Local	Likely	Cumul	Yes	-ve	Rural	Multiple	Min-ve
Pollution									Neutral
Sustainable Communities									
Deprivation	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Housing	>10 years	District	Definite	Direct	Yes	+ve	Rural	Multiple	Mod+ve
Commercial Assets	>10 years	District	Likely	Indirect	Yes	+ve	Rural	Multiple	Mod+ve
Health inequalities							Rural	Multiple	Neutral
Crime							Rural	Multiple	Neutral
Public safety	>10 years	Local	Likely	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Mixed development	>10 years	Local	Likely	Indirect	Yes	+ve	Rural	Multiple	Min+ve