

[Version incorporating the schedule of minor modifications submitted with the plan (as indicated by tracked changes in this version)]

Solihull Local Plan – Draft Submission Plan

**A Plan for People and Places;
Where Wellbeing and the Environment Matter**

October 2020

Our Borough



Area **17,828** ha of which **67%** is Countryside & Green Belt

Median House Prices:

Solihull	£277,500
West Midlands	£194,995
England & Wales	£235,000



Median Workplace Earnings:

Solihull	£32,970
West Midlands	£28,536
England	£30,500

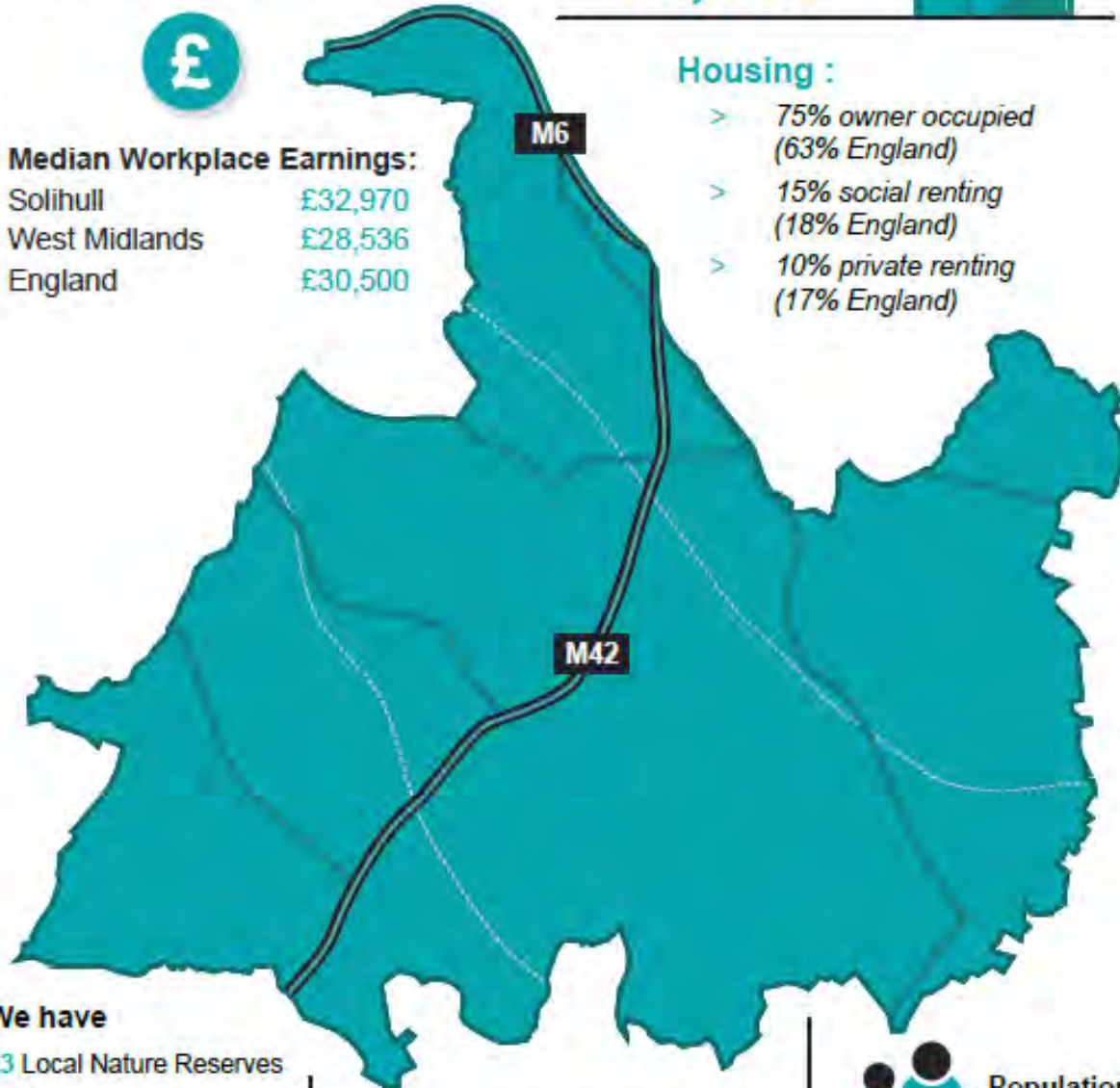
Households

91,050



Housing :

- > 75% owner occupied (63% England)
- > 15% social renting (18% England)
- > 10% private renting (17% England)



We have

- 23 Local Nature Reserves
- 16 Green Flag Parks
- 20 Conservation Areas
- 380 Listed Buildings



Average number of cars/vans owned per household:



Solihull	1.34
East Solihull	1.68
West Solihull	1.42
North Solihull	0.98
England	1.16



Population **214,910**

around 75% of which live in the urban area of the Borough

Over **65s** make up **21%** of the population (England 18% & West Midlands 19%)

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Foreword

1. Welcome to the Council's Local Plan. This is one of the most important strategies that the Council produces. It influences so many aspects of our lives – where we live, where we work, how we get there; and of course how we ensure that Solihull remains the special place that it is.
2. It wouldn't be a local plan if it didn't have difficult decisions to make – and the most contentious is usually around the scale and distribution of new growth. The clear message from Government is that we must significantly boost the supply of homes for all our communities. We cannot keep escaping the issue; and, to maintain control of our destiny and deliver a net zero carbon future we have to deliver this plan. We share the sadness of the loss of Green Belt land but we have no option.
3. Most recognise that this new growth is needed to ensure we have places to live and jobs that we can access. Unfortunately, brownfield land alone won't provide the solution and, reluctantly, we must release some Green Belt land. However we have looked to minimise this and in doing so ensured the continued integrity of the significant Green Belt that remains.
4. But it is not just about the numbers, we need quality and diverse housing that can be assimilated into, and support, our existing communities. We are using concept masterplans for the major allocations which set out from the start where we want to see development coming forward, and where the opportunities are for 'green and blue infrastructure' which provide the green lungs and open spaces that are vitally important. The plans also show where significant new tree planting can take place and identify where important infrastructure is to be provided as part of the development.
5. Opportunity has been taken to ensure the plan captures our aspirations around the climate change agenda. It is an opportunity to incorporate our Climate Change declaration into a statutory plan. Climate Change is crosscutting across so many areas; this has shaped our thinking about a whole range of issues, from where development takes place; to how biodiversity can be protected and enhanced; and how to make progress towards our ambitions to be zero carbon by 2041.
6. The arrival of HS2 in the Borough, with the first station outside of London being only 38 minutes away from the capital, represents a unique opportunity for us, and we must ensure a proper planning framework is in place so we can maximise on its benefits.
7. What we have now is what we would describe as a **plan for people and places; where wellbeing and the environment matter.**

Councillor Ian Courts, Leader of the Council

Councillor Andy Mackiewicz, Cabinet Member Climate Change, Planning & Housing

Introduction

8. At the heart of planning is the need to plan positively for sustainable development. One of the principal ways this is achieved is by having a local plan to guide the development of an area. Having a local plan is key to delivering sustainable development that reflects the vision and aspirations of local communities. The aim is that local authorities should positively seek opportunities, through their local plan, to meet the development needs of their area. The Council's local plan addresses the spatial implications of economic, social and environmental change that is happening to the Borough, both now and in the future.
9. The current local plan, the "Solihull Local Plan" (SLP), was adopted in December 2013 and covers the period 2011 to 2028. Although it is a recently adopted plan, and is up-to-date in many respects, there are three reasons that have triggered the need for an early review of it. The first is to deal with the legal challenge to the 2013 plan; secondly to accommodate Solihull's own housing needs, as well as helping to address the housing shortfall occurring in the wider Housing Market Area (HMA); and finally to provide a proper planning framework that recognises the arrival of HS2 in the Borough – in particular the first station outside of London which is to be constructed on land opposite the NEC.
10. The latter is particularly important as it provides a unique opportunity for the Borough to capitalise on maximising the potential HS2 has, and recognising the part it has in contributing towards creating one of the most connected places in the country. A place where international air travel, high speed rail, and conventional rail all come together at a location well served by the national motorway network and local connections.
11. Two thirds of the Borough is located in the Green Belt, and this includes the strategically important Meriden Gap that separates Solihull and the Birmingham conurbation from the city of Coventry. This plan seeks to protect this important feature that makes Solihull special whilst accommodating, in a managed way, the growth that is needed.



Climate Change

12. Although the reasons noted above triggered the need to review the plan, it is also clear that a new plan provides an ideal opportunity to ensure the Council's approach to planning matches its ambitions in responding to the climate change challenge. In recognition of the gravity of the climate change emergency the Council adopted a 'Climate Change Declaration' in October 2019. Action on many fronts is needed to address this challenge and through this plan the Council will set, in a statutory framework, those aspects of the declaration's actions that can be addressed through the planning system. As the declaration states "there needs to be a just transition for our residents and for business, taking them with us, so as to protect employment and avoid adverse effects on our people, our economy and our communities."

Covid-19

13. This introduction would not be complete without reference to the Covid-19 crisis of 2020. Its effects have been devastating and the long term effects of it are still not clear. But what is clear is that the Borough must create the right conditions for the recovery and having an adopted plan in place will play a key part in this.

How Could it Affect Me?

14. The local plan as a whole sets out the future spatial strategy for the Borough and includes the allocation of sites to promote development. It also identifies land where development would be inappropriate because of its impact on, for instance, environmental or historic assets; and it also incorporates a strategy for enhancing the natural, built and historic environment.

What will happen if we don't identify enough land for new development?

15. National planning policy is that the supply of land for housing should be significantly boosted, and without an adequate supply of land for new dwellings, access to the homes that we all need becomes ever more difficult. Equally, land for commercial needs has to be managed to ensure that both existing businesses can flourish whilst also providing an opportunity to attract new business into the Borough. Of course, we also need to recognise the special place that Solihull is, and this plan seeks to ensure that the right balance is achieved between providing land for new development and protecting what makes Solihull special.
16. If the Council does not have an appropriate plan in place, it will be unable to demonstrate a '5 year land supply' and this could mean that policies in the 2013 plan would be considered out-of-date and lead to less influence over the impact, including through inappropriate design, that some developments may have. This increases the Borough's vulnerability to speculative development proposals, and would lead to development and growth taking place in an unplanned manner, placing additional pressure on infrastructure without guaranteeing or planning positively for measures that can mitigate the impacts. In addition, the Secretary of State could intervene in the Council's plan making powers thus taking away local choice about where development should be accommodated.

Background

17. This plan has been developed through a series of stages which started with a scope, issues and options consultation in November 2015; and further consultations on draft versions of a plan in November 2016 and January 2019. These earlier stages, and the evidence base

prepared to support this plan, can be found on the Council's website at www.solihull.gov.uk/lpr.

Relationship to Other Plans

18. This plan largely replaces the Solihull Local Plan (Dec 2013), and most of its policies will no longer carry any weight. The only exceptions are the site allocations from the 2013 plan which remain to be brought forward. These are referenced in the policy/settlement chapters.
19. The Gypsy and Traveller Site Allocations Development Plan Document (DPD) was adopted in December 2014 and co-existed with the SLP. Alongside Policy P6, this DPD will continue to be used to provide a framework for determining relevant applications under this plan.
20. There are now three neighbourhood development plans that have been 'made'. Whilst they were prepared under the provisions of the 2013 Local Plan, they will remain part of the development plan for the Borough where there is no conflict with the strategic policies of this plan, and they formed part of the development plan for the Borough before this plan was adopted. Others that come forward will need to reflect the strategic policies of this plan.
21. The Council places great importance on neighbourhood plans and recognises the substantial efforts that communities have made in bringing forward plans. In the context that this plan provides a number of policies that include Borough wide standards or expectations, there may be occasions when existing neighbourhood plans (particularly if they are up to date and reflect current evidence) provide a more appropriate local expression of a standard or expectation that should be taken into account and given due weight.
22. The local authority will continue to work with neighbourhood groups and parish councils to support the ongoing delivery of new neighbourhood plans and the update of existing plans as appropriate and in accordance with national guidance.

Plan Period

- 22-23. This plan covers the period from 2020 to 2036.

Our Borough

Overview of the Borough

- | 23-24. Solihull Metropolitan Borough is located on the southern edge of the West Midlands conurbation, between Birmingham and the Black Country to the west and Coventry to the east. It is bound to the north by the rural area of North Warwickshire and to the south, by rural Bromsgrove, Stratford and Warwick. The Borough is renowned for its key economic assets and strategic transport infrastructure both of regional and national significance; its attractive environment and quality of life; aspirational housing and excellent schools. All of which mean that Solihull is a desirable place in which to live, work and invest. Together, these elements combine to establish Solihull's character of 'town in country' living up to the Borough's motto: "Urbs in Rure".
- | 24-25. Solihull is part of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), a partnership led by key businesses and local authorities to drive sustainable growth and job creation. Solihull is also a constituent member of the West Midlands Combined Authority (WMCA). The Combined Authority has a Strategic Economic Plan (SEP) which sets out how devolved powers and resources will be used to deliver a stronger West Midlands with a focus on skills, innovation, transport and inward investment. Development at Birmingham Airport and the arrival of HS2, will help make Solihull and the West Midlands region a world class business location.
- | 25-26. Solihull is at the heart of the national rail and motorway network with direct rail services to London, Birmingham and the north along the West Coast and Chiltern Mainlines and has excellent access to other regions in the UK through the M42, which links the Borough to the M6 at the northern boundary of the Borough and the M40 to the south. This strategic transport infrastructure, together with Birmingham Airport, has ensured the Borough is the principal national and international gateway to the GBSLEP area and the wider West Midlands area.

Historical Development

- | 26-27. The development of Solihull was highly influenced by the arrival of the railway stations and the 20th Century expansion of Birmingham south-eastwards. The area now known as Solihull Borough was predominantly rural with small historic towns and villages of medieval origin or earlier at Solihull, Meriden, Berkswell, Barston, Hampton-in-Arden, Knowle and Bickenhill until the end of the 19th Century, when Birmingham began to expand into rural Olton, with houses overlooking Olton Mere. Shirley originally developed from a scattered heathland settlement serving the road from Birmingham to Winchester via Oxford. Development of the Grand Union and Stratford-Upon-Avon canals and the railways also occurred during the Georgian and early Victorian periods, respectively.
- | 27-28. The Rural Area once formed part of a huge area of wood pasture and ancient farm lands known as Arden and evidence of previous woodland, commons and heaths are often shown in local place names. There were also a number of manor houses and halls associated with large parks situated within the Rural Area, for example, parkland associated with Berkswell Hall was once part of a medieval deer park. Much of the woodland has now been cleared and the landscape character is predominantly agricultural, characterised by a variety of fieldscapes from older, irregular piecemeal enclosure to larger planned enclosure and very large post-war fields.
- | 28-29. Large settlement expansion from Birmingham into Solihull occurred between 1900 and 1955, particularly during the inter-war period. This resulted in the development of semi-detached housing estates at Lyndon, Olton, Elmdon and Shirley stretching towards Solihull and, to a

lesser degree, at Castle Bromwich. Detached housing development was more predominant around Solihull. Small settlement expansion also occurred in the Rural Area at Hampton-in-Arden, Marston Green, Hockley Heath, Meriden and on part of Balsall Common. During the inter-war period, large industrial areas relating to the automotive industry developed, such as the Land Rover motor works and the early example of a research and development campus at Shirley, latterly owned by TRW. Birmingham Airport was also developed at this time, opening in 1939 as a municipal airport.

29-30. After 1945, there was a huge wave of predominantly terraced and multi-storey residential development in the north-west part of the Borough from Castle Bromwich southwards. Residential development at Kingshurst was followed in the 1960s by overspill development from Birmingham into Smiths Wood and Chelmsley Wood. At the same time, Dorridge expanded from a small settlement that was focussed around Dorridge railway station. Development at Shirley, Olton, Lyndon and Elmdon towards Solihull continued and by 1955, thus closing the gap between Solihull and Birmingham.

30-31. Since the mid-20th Century, most residential development has occurred at Monkspath and Hillfield, Balsall Common, Cheswick Green, Meriden, Knowle and Dorridge, and most recently, since the late 1990s, at Dickens Heath. Most large scale commercial development occurred at the National Exhibition Centre in the 1970s, Birmingham Business Park since the late 1980s, Blythe Valley Park since the late 1990s, and more recently, the Touchwood Shopping Centre in Solihull Town Centre.

The Borough Now

31-32. The regional and national impact and role of Solihull's strategic economic assets is significant. Solihull's economy produces goods and services valued at £7.5 (bn) (GVA) and supports around 109,000 jobs.¹ With an estimated 61.5% of the Borough's workforce commuting in², it plays a vital role in the regional economy and labour market.

32-33. The strength and dynamism of the Solihull economy is illustrated by a range of measure, including:

- At £49,328 Solihull GDP per head was 53% higher than the UK average and 82% higher than that of the West Midlands region in 2018. Solihull has the 9th highest GDP per head out of 179 economic areas in the UK and the 2nd highest outside of London and the South East (smaller only than Edinburgh)³
- Over the five year period 2013-2018 GVA in Solihull increased by a total of 53% (£3.4 billion) more than double the UK average (20%)⁴
- At £77,095 GVA per filled job in Solihull was 37% higher than the UK average (£56,387) in 2018⁵. Solihull has the 8th highest GVA per job out of 179 economic areas in the UK and the 2nd highest outside of London and the South East⁶
- GVA per job in Solihull increased by £16,765 in nominal terms in the five years 2013 to 2018. At 28% this is much higher than the UK (12%) and West Midlands (15%) averages and the 6th highest out of 179 economic areas in the UK⁷

¹ Experian data, 2020

² ONS, Census 2011

³ ONS: Regional Economic Activity by GDP (Balanced) 1998 to 2018

⁴ ONS: Regional Economic Activity by GDP (Balanced) 1998 to 2018

⁵ ONS: Sub-regional labour productivity by UK NUTS2 and NUTS3 sub-regions 2018

⁶ ONS: Sub regional productivity 2018

⁷ ONS: Sub regional productivity 2018

- Employment density in Solihull is 582 per 1,000 population in 2018, 22% higher than the Great Britain average (477 per 1,000). By this measure, Solihull is one of the 20 largest labour markets outside of London and the South East⁸
- Total employment in Solihull increased in seven out of nine years through to 2018 and by an annual average of 3.1% per year over this period (+3,300 jobs per year). This is three times the annual average increase recorded across Great Britain (+1.0%) and the West Midlands (+1.0%) for that period⁹
- In 2018 62% of all Solihull based employment were in Knowledge Intensive sectors a much higher proportion than the GB (54%) or West Midlands (52%) averages¹⁰
- Over this nine period 2010-2018 Solihull has the one of the fastest growing labour markets in Great Britain. The average annual increase in total employment in Solihull (3.1%) over this period is the 6th highest out of 206 upper tier Local Authorities in Great Britain, with the borough ranked top outside of London on this measure¹¹
- The number of business enterprises per head in Solihull is lower than the UK average¹², as are the number of business start-ups¹³. However, the number of high-growth firms per head is above the UK average¹⁴ and the growth in the number of firms with a turnover of over £5 million per annum is also high¹⁵
- 46% of businesses started in Solihull in 2013 were still active five years later in 2018. This five year survival rate is higher than both the UK (42%) and West Midlands (43%) averages¹⁶
- At £32,970 the median annual wage of full-time jobs based in Solihull in 2019 was 9% higher than the UK average and 16% above the average for the West Midlands¹⁷.

| 33-34. Around two thirds of Solihull's 17,800 hectares is countryside and designated Green Belt, which separates the West Midlands conurbation from surrounding settlements. The vital strategic gap between Birmingham/Solihull and Coventry is known as the Meriden Gap. This area is predominantly rural, characterised by a series of settlements, historic villages, hamlets, scattered farmsteads and dwellings set within attractive countryside.

| 34-35. These factors combine to make Solihull a highly sought after living environment and, as a result, house prices and land values across most of the Borough are substantially above the regional average.

| 35-36. The Borough has a number of distinct areas and these are described in the settlement chapters.

⁸ ONS: Business Register and Employment Survey 2018

⁹ ONS: Business Register and Employment Survey 2018

¹⁰ ONS: Business Register and Employment Survey 2018

¹¹ ONS: Business Register and Employment Survey 2018

¹² ONS: UK Business Counts

¹³ ONS: Business Demography, UK

¹⁴ Local Resilience and the Covid-19 Economic Crisis - City Redi blogpost by Tasos Kitsos 2 April 2020

¹⁵ ONS: UK Business Counts

¹⁶ ONS: Business Demography, UK

¹⁷ ONS: Annual Survey of Hours and Earnings Workplace Analysis 2019

36-37. The illustration below is a spatial portrait of the Borough.



- | | | | |
|---|----------------------------|------------|----------------------------|
|  | Green Belt | BVP | Blythe Valley Park |
|  | Settlements in rural areas | JLR | Jaguar Land Rover |
|  | Urban Areas | BHX | Birmingham Airport |
|  | Town Centres | NEC | National Exhibition Centre |
| | | BBP | Birmingham Business Park |

Challenges

37-38. To help shape the policies in the local plan it is helpful to identify the challenges the Borough faces and what the objectives should be in addressing these challenges. This helps to ensure that the plans policies are justified and that they will play a part in meeting these objectives.

38-39. Whilst the challenges identified in the Issues and Options consultation were based on the 2013 SLP, the subsequent consultations have enabled these challenges to be shaped and updated through this process to ensure they are up-to-date and appropriate. The challenges are not set out in any priority order.

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

Challenge A – Mitigating and adapting to Climate Change

- To reduce the higher than average greenhouse gas emissions.
- Low potential for wind and biomass.
- To reduce the high level of emissions from transport.
- Traffic growth generated from new housing and employment growth across the Borough.
- Rise in emissions from increased flights and passenger travel to and from Birmingham Airport.

- Risk to health of older people and those in fuel poverty in poorly insulated homes.
- Risk of increased surface water flooding in urban areas.
- Urban heating and adverse impact on air quality.
- Retrofitting of existing buildings.
- Increased risk of disease.
- Impact on biodiversity conservation and landscape character.

Objectives

- To address the Council's Climate Change declaration of October 2019.
- Reduce the Borough's net carbon emissions, and make a full contribution to the national, sub-regional and local targets for reduction – including to be at net-zero emissions by 2041.
- Provision of low carbon infrastructure (Green Gas, local Power networks, EV charging).
- Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull area, and the generation of energy from on-site renewable sources.
- Support the implementation of 'Solihull Connected' and increase mode shift to public transport and active travel by ensuring that new development is located in areas of high accessibility or potential high accessibility.
- Implement measures, such as integrated green infrastructure, to improve resilience of existing and new developments to the impacts of climate change.
- Implement measures to improve the alternatives to car travel.
- Promote public transport access to Birmingham International station and low carbon surface movement strategy to the Airport.

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

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

- A need to address legal obligations for self and custom house building.
- Consider intervention in the market to provide more affordable housing.

Objectives

- To ensure that the full objectively assessed housing need for the Borough is met for the plan period consistent with the achievement of sustainable development and the other objectives of the Plan.
- To ensure that provision is made for an appropriate proportion of the HMA shortfall in new housing land consistent with the achievement of sustainable development and the other objectives of the Plan.
- To help newly forming households and young people to get on the housing ladder through the development of more open market 'starter homes' and shared ownership.
- Maximise the provision of affordable housing; ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of Solihull residents, particularly needs for affordable housing, including social rented, low cost home ownership and supported housing, on a Borough wide basis.
- Maximise the supply of affordable housing including delivering more affordable housing through windfall development and prioritising locations for development that will best contribute to building sustainable, linked, mixed use and balanced communities.
- Widen the range of options for older people and for people with learning, physical and sensory disabilities and mental health needs through the provision of accommodation which is designed to meet these diverse needs.
- To provide opportunities for self and custom build as signalled through Solihull's Self and Custom House Building Register.

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

Accommodating additional development, whilst:

- Continuing to improve the quality of the environment in the North Solihull area and in areas of deprivation in the Mature Suburbs;
- Conserving the qualities of the Mature Suburbs, rural settlements and characteristics of the wider rural area that make those places attractive areas to live;
- Delivering the necessary infrastructure to promote sustainability of settlements;
- Ensuring there is sufficient amenity space and opportunities for secure children's play;
- Providing healthy places which include opportunities for cycling and walking;
- Ensuring that residential and other amenities are protected.
- To ensure that development maintains and enhances the Borough's sense of place so that people will visit and invest in Solihull.
- Maintain Solihull's role in providing a green lung for the wider area.

Objectives

- Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.
- Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.
- Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.
- Promote the sustainability of the rural areas through infrastructure investment, including broadband.
- Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.
- Provide cycle ways and wildlife to provide sustainable connectivity between communities, transport hubs and public open spaces.
- Enhance the Borough's cultural & visitor attractions.
- Maximise the potential of the 2022 Commonwealth Games to encourage visitors to Solihull.



Challenge D - Securing sustainable and inclusive economic growth

Key Economic Assets

- Maintaining Solihull's important regional and sub-regional role.
- Meeting aspirations of key businesses to enable them to maintain competitiveness (Birmingham Airport, National Exhibition Centre, Birmingham Business Park, Blythe Valley Park, Jaguar Land Rover) whilst contributing to sustainable development.
- Retaining and developing a high skilled workforce.
- Provide a range of housing to attract inward investment.

- Provide a natural landscape that is attractive for relocation of business.
- Impact of congestion on motorways, the strategic highway network and rail from additional growth/housing.
- Impact of pressure for development on the quality of the environment.
- Need to provide opportunities around workplaces for healthy and active lifestyles.
- Need for high speed digital connectivity to enhance competitiveness.
- Need to ensure that the “urbs in rure” is preserved in Solihull to drive inward investment into the West Midlands.

Solihull Town Centre

- Widening the range of uses and activities to maintain and enhance attractiveness whilst providing for a greater range of needs.
- Impact of congestion.
- Maintaining the attractiveness of the Town Centre’s historic core and parkland setting.
- Allow for restructuring post COVID and the new economic landscape.

Shirley Town Centre

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

Chelmsley Wood Town Centre

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

Objectives

- Maximise the capacity and benefits of the recently extended runway at Birmingham airport, including through enhancing the passenger experience.
- Support the continued success of other key economic and employment assets such as National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Jaguar Land Rover whilst maintaining the quality of the environment and managing congestion.
- Support smaller businesses and employers in the Borough.
- Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.
- Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment and support long-term sustainability.
- Revitalising town and local centres to meet the emerging challenges of Post COVID Britain, including their role as destinations for retail and leisure.

Challenge E - Protecting key gaps between urban areas and settlements

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

Objectives

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

Challenge F – Reducing inequalities in the Borough

North Solihull

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

Other areas of the Borough

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

Objective

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

Challenge G - Maintaining a supply of Gypsy and Traveller sites and pitches

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

Objective

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

Challenge H - Increasing accessibility and encouraging sustainable travel

- Difficulties of access to services, facilities and employment leading to social exclusion, in the North Solihull area and for young and elderly in rural areas.
- High car use in the Mature Suburbs and often this is the only form of available transport in rural parts of the Borough.
- Ensuring that expected levels of population growth as well as delivery of HS2 and UK Central do not compound existing levels of peak hour congestion on the principal road network.
- Public transport journey times and poor reliability can discourage modal-shift.
- Poor pedestrian and cycle connectivity between communities and retail and employment centres.
- Physical, behavioural and perceptual barriers to more sustainable forms of transport, most notably cycling and bus.
- Poor north-south public transport links.
- Poor cross-Borough transport links to key destinations such as Birmingham Airport and lack of direct public transport link to University of Warwick.
- Managing transport demand and access to Solihull Town Centre.
- High number of journeys to school and college by private car.
- A new approach is needed to access to Solihull central business district.
- More journeys to school and college taken by sustainable modes of travel.
- More developments in areas with good public transport access and of sufficient density to support the long-term viability of public transport provision.

Objective

- Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure, including the rural area.
- Reduce the need to travel.
- Manage transport demand and reduce car reliance.
- Enable and increase the modal share of all forms of sustainable transport, including the ability to use different modes (e.g. train & cycle) for one journey.

- De-couple economic growth and increase in car use.
- Concentrate development in areas with high existing, or potential for improved public transport access, and of critical mass to support the long-term viability of public transport provision.
- [Increase pedestrian and cycling connectivity across the Borough.](#)
- Increase the amount of EV charging points.

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

- Providing sufficient waste management facilities to meet an equivalent tonnage to the waste arising in the Borough.
- To encourage developers to have a waste strategy and the construction to minimise the carbon impact.
- Providing for sand and gravel production to meet national and local targets, in the context of limited resources elsewhere in the sub-region.

Objectives

- To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.
- To address the identified needs for waste management in the Borough.
- To provide for primary sand and gravel resources within the Borough to meet Solihull's contribution to the requirement identified in the West Midlands Metropolitan Area Local Aggregates Assessment, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.

Challenge J - Improving health and wellbeing for everyone

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

Objective

- Promote development that contributes to a healthy and safe population by providing for opportunities to enable people to pursue an active lifestyle, increase participation in physical activity including play, sport and recreation and make healthier choices.
- Meet local housing and employment needs whilst facilitating the provision of appropriate health care services to create healthier safer communities.

- Ensure development promotes positive outcomes for physical and mental health and wellbeing through its location, layout and design, inclusion of appropriate levels of open space, sporting facilities, safe cycling routes and the protection and improvement of air quality.

Challenge K - Protecting and enhancing our natural assets

- Decline in the quantity, quality and connectivity of biodiversity and ecological networks across the Borough, including sites of national importance such as the River Blythe, loss of sites of local importance, and fragmentation of habitats.
- Degrading of the historic Arden landscape character in parts of the Borough.
- Managing the growth agenda so that ecosystem services provided by natural assets are not harmed and thus undermine the Borough's capacity for growth.
- Facilitating the planting of 250,000 trees by 2030.

Objectives

- Increase and enhance Solihull's natural environment.
Promote an ecosystem approach to biodiversity conservation aimed at:
- Halting and reversing decline and loss by conserving, enhancing and increasing the cover and connectivity of biodiversity and habitats of value. Contributing to local and sub-regional initiatives to improve the natural environment, such as Nature Recovery Networks and the Natural Capital Investment Strategy.
- Integrate green infrastructure and biodiversity net gain within development and avert fragmentation with the wider ecological network.
- Reviewing and updating biodiversity information and the network of local wildlife and geological sites.
- Addressing gaps in the strategic ecological network to support wildlife and green infrastructure.
- Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.

Challenge L – Improving water quality and flood risk

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

Objectives

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

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

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



Objectives

- To provide an appropriate planning framework so as to ensure that the potential economic and social benefits of growth enabled by the HS2 rail link and interchange station are delivered.
- That the Hub becomes globally renowned as the best connected business, leisure and entertainment destination in Europe and a major driver of the UK economy.
- Creation of a sense of place that draws upon a modern interpretation of 'garden village' principles.
- Ensuring that the HS2 Interchange prioritises access by bus, cycle, Metro, SPRINT bus rapid transit network, or the Coventry Ultra-Light Rail system rather than the private car.
- Promote cross-boundary connectivity to HS2 from the wider sub-region and key destinations to maximise opportunities for the Midlands Engine for Growth and reduce the need to travel by car.

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

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

Objectives

- To maximise the opportunities of HS2.
- Develop a strategy to mitigate the impacts of increased road traffic to/from Birmingham Interchange including public transport provision, junction schemes and environmental measures required.
- To make efficient use of land at the Interchange site by utilising decked car park options in lieu of extensive surface level parking.

Challenge O – Providing infrastructure and securing developer contributions

- Providing sufficient and appropriate physical, social and green infrastructure to support inclusive growth for new and existing communities.

Objectives

- Set out strategic and local infrastructure needs in the Infrastructure Delivery Plan.
- Work with stakeholders and partners in infrastructure delivery, including Transport for West Midlands, the CCG and NHS Estates, utility providers, statutory bodies and neighbouring authorities.
- Allocate funding from developer contributions in the annual Infrastructure Funding Statement to enable timely delivery of infrastructure to support development and growth objectives.

Vision

Council Plan (2020 to 2025)

39.40. The Council Plan (July 2020) sets out the Council's direction in the five year period to 2025. It is a basis for engagement with Solihull residents and businesses and is therefore a good starting point to develop a vision that can be used to shape the local plan. The Council Plan vision is one:

'Where everyone has an equal chance to be healthier, happier, safer and more prosperous through growth that creates opportunities for all'.

40.41. The Plan has been developed in the context of the Solihull Health and Wellbeing Strategy and the Covid-19 Economic Recovery Plan.

41.42. The basis of the Plan is that economic development, environmental sustainability and health and well-being must move forward together so that sustainable inclusive economic growth and opportunity for all can be realised.

42.43. The Plan identifies five building blocks of inclusive economic growth:

- Building a vibrant economy (including social economy);
- Promoting and delivering social value
- Enabling communities to thrive
- Actioning the Council's climate change declaration
- Improving skills and access to good work-

43.44. Everything that the Council does aims to contribute to one or more of these. The Council Plan identifies a number of priorities and component activities to be done by 2025. The local plan makes a contribution (at least in part) to the following priorities:-

Economy

- Revitalising our towns and local centres
- UK Central (UKC) and maximising the opportunities of HS2
- Increase the supply of housing, especially affordable and social housing

44.45. The outcomes from this will be that town and local centres have stable or growing economies, people, business and the environment benefit from UKC and HS2, including increased access to good work, and there is more affordable and environmentally sustainable housing.

Environment

- Enhance Solihull's natural environment
- Improve Solihull's air quality
- Reduce Solihull's net carbon emissions

45.46. The outcomes from these activities will include an enhanced, well connected natural environment, more people walking, cycling and using public transport, improvement in air quality with clear progress toward achieving net zero carbon – the Council by 2030 and the Borough by 2041.

People and Communities

- Take action to improve life chances in our most disadvantaged communities
- Enable communities to thrive
- Sustainable, quality, affordable provision for adults & children with complex needs.

46-47. Achieving this priority will see increases in residents with significant disadvantages moving into employment, education or training, and stronger, more connected, resourceful communities finding solutions to local problems.

47-48. The Local Plan is one major tool that can be used to enable the Council Plan vision to be achieved, in doing so the vision for the local plan should complement and build upon (in a land use planning context) the Council Plan vision. This is what is described in the following paragraphs.

Borough Vision - Overview

By 2036, Solihull will have built on its distinct reputation as an attractive and aspirational place to live, learn, invest, work and play.

It will have taken advantage of the unique opportunity to maximise the economic and social benefits of the High Speed 2 rail link and interchange both for the Borough and wider area; reflecting the Borough's location at the heart of the national rail and motorway network. In particular the opportunity will have been taken to ensure that the HS2 Interchange is well integrated ~~intote~~ the Borough's green infrastructure and key economic assets, including Birmingham Airport, the NEC and JLR to ensure they, and others, can capitalise on this potential as part of the important contribution from the UK Central Hub.-

The Borough will play a part in meeting, in a sustainable manner, the needs of its housing market area so that its residents have access to a range and choice of quality accommodation.

The Borough will retain its sense of identity, both in its urban and rural area (including protection of the Green Belt which contains the strategically important Meriden Gap); and the quality of the environment that make it a special place.

This vision will be underpinned by ensuring all relevant activities are underpinned and fully integrated with measures to tackle the Climate Change emergency, recognising that this has a cross-cutting dimension that extends across economic, social and environmental objectives.

Achieving this vision will contribute towards the ability for everyone to have an equal chance to be healthier, happier, safer and prosperous, through growth that creates opportunities for all.

Borough Vision in Detail

48-49. It will be a Borough that continues to be economically successful and a driver for sustainable growth within the West Midlands; where the potential for sustainable inclusive economic growth within the UK Central area is unlocked and the ambitions for the economic assets contained within it are fully realised, without undermining the qualities that make the Borough attractive to people and investment. Essential infrastructure will be delivered to facilitate and underpin sustainable economic growth and the Borough will be a more accessible and integrated place where walking, cycling and public transport are more attractive and convenient alternatives to travel than by car.

49-50. Solihull will be a fairer and more equal Borough where all existing and future generations live healthier lifestyles, make healthier choices and have equal opportunities to a better range of high quality and affordable housing, education, jobs and an attractive, safe environment. We will have responded to and reduced the Borough's local housing need through the provision of a greater range and type of affordable and market housing; and Solihull's Gypsy and Traveller community will have been provided for. All local communities will have greater involvement in shaping their areas and neighbourhoods, helping to sustain the longevity of rural settlements through the Neighbourhood Plan process.



50-51. The Borough will continue to be 'Urbs in Rure', realising its ambitions for sustainable economic growth without compromising the quality of its environment, protecting the integrity of the Green Belt and retaining the strategic Meriden Gap between the Birmingham Conurbation and Coventry. The Borough's high quality Mature Suburbs, distinctive rural settlements, villages and wider Rural Area, its historic and natural environment and green infrastructure network will be protected and enhanced. The quality of the housing, public realm and green space will have been maintained and improved across the Borough. New development shall have taken the opportunity to provide additional open space that links into the Borough's green infrastructure to ensure the Borough's 'Urbs in Rure' character is maintained and enhanced.

51-52. The Council recognises the gravity of the climate change emergency and in October 2019 made a Declaration of Intent to collaborate with, and support the WMCA in delivering the West Midlands target of net-zero emissions by 2041. The Council has also set a target to become a net carbon zero Council by 2030.

52-53. In tackling climate change, the Borough will have significantly reduced its carbon emissions, realised its potential to deliver renewable and low carbon energy schemes and created development which has minimised, and is resilient to the future, impacts of climate change.

53-54. Solihull will have reduced the amount of waste produced in the Borough through increased recycling and re-use, eliminated the gap between the amount of waste arising and the capacity of its facilities and continued to provide an adequate supply of sand and gravel to help meet local development needs.

54-55. This Borough-wide vision will have local area perspectives as explained in the settlement chapters.

Spatial Strategy

Introduction

- | ~~55-56.~~ Solihull has an enviable record of promoting and delivering growth in a way which enhances the Borough whilst at the same time not undermining the characteristics that make it special and attractive to investment. The spatial strategy will continue to manage growth and protect these characteristics.
- | ~~56-57.~~ The 2013 Local Plan incorporated a spatial strategy that was based on a housing target that reflected the emerging requirements from the revisions to the Regional Spatial Strategy. This was a target that was 'constrained' and wasn't meeting the Borough's own needs. Furthermore, it didn't accommodate any of the shortfall that was beginning to occur across the housing market area. This plan seeks to do so by not only accommodating the Borough's own needs, but also in making a meaningful contribution towards accommodating some of the shortfall from the housing market area.
- | ~~57-58.~~ At the time the 2013 plan was being prepared, the plans for HS2 had not reached an advanced stage. That plan acknowledged that the high speed rail link could play a key role in the future growth of the Borough, but at the time it would have been wrong to assume its development. Since then the HS2 Act has received consent, and following the issuing of the 'Notice to Proceed' in April 2020, construction has now started on the project.
- | ~~58-59.~~ The arrival of the high speed link will have a profound effect on the Borough and this local plan review must address how its benefits can be maximised. This is in the context of the unique opportunity that is available to do so; with the interchange being located at the heart of the Boroughs key economic assets and transport infrastructure.
- | ~~59-60.~~ The two factors outlined above represent a significant shift from the starting point of the 2013 plan and requires the spatial strategy to be looked at afresh. This is in the context that to deliver the level of growth envisaged, will require significant releases of land from the Green Belt. Solihull is not alone in having to accommodate development within the Green Belt - there are examples within the same housing market area where this has already occurred, and others are expected to follow. Nevertheless Solihull puts great value in the Green Belt and only sacrifices Green Belt if there is no other option.
- | ~~60-61.~~ The Strategy seeks to develop the potential of each part of the Borough to contribute to the growth agenda through a place making approach aimed at enhancing Solihull as a place where people aspire to live, learn, invest, work and play; whilst recognising and protecting character and local distinctiveness. This includes realising the potential of the UK Central Area to drive growth and recognising the needs and growth potential of all communities in the Borough. Opportunities for development to meet these needs will be balanced with the importance of protecting the Mature Suburbs and the open countryside within the Solihull Green Belt.

Developing the Spatial Strategy

- | ~~61-62.~~ The Scope, Issues and Options consultation indicated that whilst many elements of the spatial strategy in the Local Plan 2013 remained relevant, the Review is being undertaken in a different strategic context and needs to accommodate a substantial increase in the level of growth to be accommodated. A significant number of representations considered that the 2013 spatial strategy was no longer appropriate, as it needed to be amended to reflect the increased emphasis on economic and housing growth. Whilst this is accepted, it would not be right to suggest that accommodating growth at all costs is an appropriate response. Rather the balance between these potentially competing demands needs a shift towards

accommodating additional growth – in a managed fashion; and provided an appropriate balance is maintained (by ensuring a sustainable pattern of development is achieved), this would be an acceptable approach.

62-63. The Scope, Issues and Options consultation set out 7 broad options for accommodating growth as follows :

- Growth Option A – High Frequency Public Transport Corridors & Hubs
- Growth Option B – Solihull Town Centre
- Growth Option C – North Solihull/Chelmsley Wood
- Growth Option D – Shirley Town Centre & the A34 Corridor
- Growth Option E – The UK Central Hub Area & HS2
- Growth Option F – Limited Expansion of Rural Villages/Settlements
- Growth Option G – New Settlements, Large Scale Urban Extensions or Significant Expansion of Rural Villages/Settlements

Spatial Strategy

63-64. Ideally, seeking to accommodate development needs close to where they arise is a sensible starting position and given that around 75% of the Borough's population live within the urban areas, then these areas should be the initial focus for accommodating development. This approach would support potential developments that fall within options A to D described above which are within the urban area. Appropriate development opportunities under these options are therefore preferred.

64-65. There is extremely limited land available that could contribute towards options A to D and therefore the Council has had to look at options E, F & G (which will require land to be released from the Green Belt). In doing so it has sought strike a balance between concentrating development in a relatively small number of locations and dispersing development over a greater number of locations – a 'balanced dispersal' approach.

65-66. The strategy also seeks to focus significant developments in locations that are, or can be made, accessible and sustainable. These locations will typically be on the edge of the urban area or within the rural settlements that have a greater range of services. This will be achieved by focussing development in the following locations:

- Located adjacent to the urban edge/a highly accessible settlement or;
- Located adjacent to a settlement that although it may be less accessible, it has a wide range of local services (including a secondary school)¹⁸ or;
- Development that would be a proportionate addition adjacent to an existing settlement that although is less accessible still has a limited range of services available within it (including a primary school)¹⁹.

66-67. This approach will have the following advantages:

- Concentration could support the UK Central masterplan and HS2 growth strategy, and the investment priorities in 'Solihull Connected';
- Focussing on urban areas and sustainable urban extensions provides the best opportunity for achieving accessibility and delivering public transport improvements;

¹⁸ This includes Balsall Common and Knowle/Dorridge/Bentley Heath

¹⁹ This includes Hampton-in-Arden, Hockley Heath and Meriden

- Larger scale developments offer the opportunity for significant infrastructure improvements;
- Provision for some smaller sites will assist the early delivery of housing during the Plan period and support existing services;
- A totally dispersed pattern of growth would be unlikely to deliver the scale of growth required and be more likely to result in adverse impacts associated with piecemeal development which would affect a greater area.

67-68. This approach would thus discourage development that is:

- Isolated from any settlement;
- A disproportionate addition to a settlement that only has a limited range of facilities;
- Occurs in relatively less accessible locations;

Site Selection

68-69. Complementary to the spatial strategy is the approach to site selection. This is explained in more detail in the topic paper. ~~But~~However, the principles of it are essentially that when assessing individual sites, ~~that~~ a higher priority is given to brownfield opportunities in the urban area/settlements and the least priority is given to isolated greenfield sites in highly performing areas of the Green Belt.

69-70. By applying the spatial strategy and the site selection methodology, results in development opportunities coming forward across a range of the options that were identified as follows:

Growth Option E (The UK Central Hub Area & HS2):

- Land to the east of the NEC – the HS2 Interchange site

Growth Option F – Limited Expansion of Rural Villages/Settlements:

- Land to the east of Hampton-in-Arden
- Land to the west of Meriden
- Land to the south west of Hockley Heath
- Land north, south and south east of Balsall Common
- Land to the north east of Knowle
- Land east of Catherine-de-Barnes

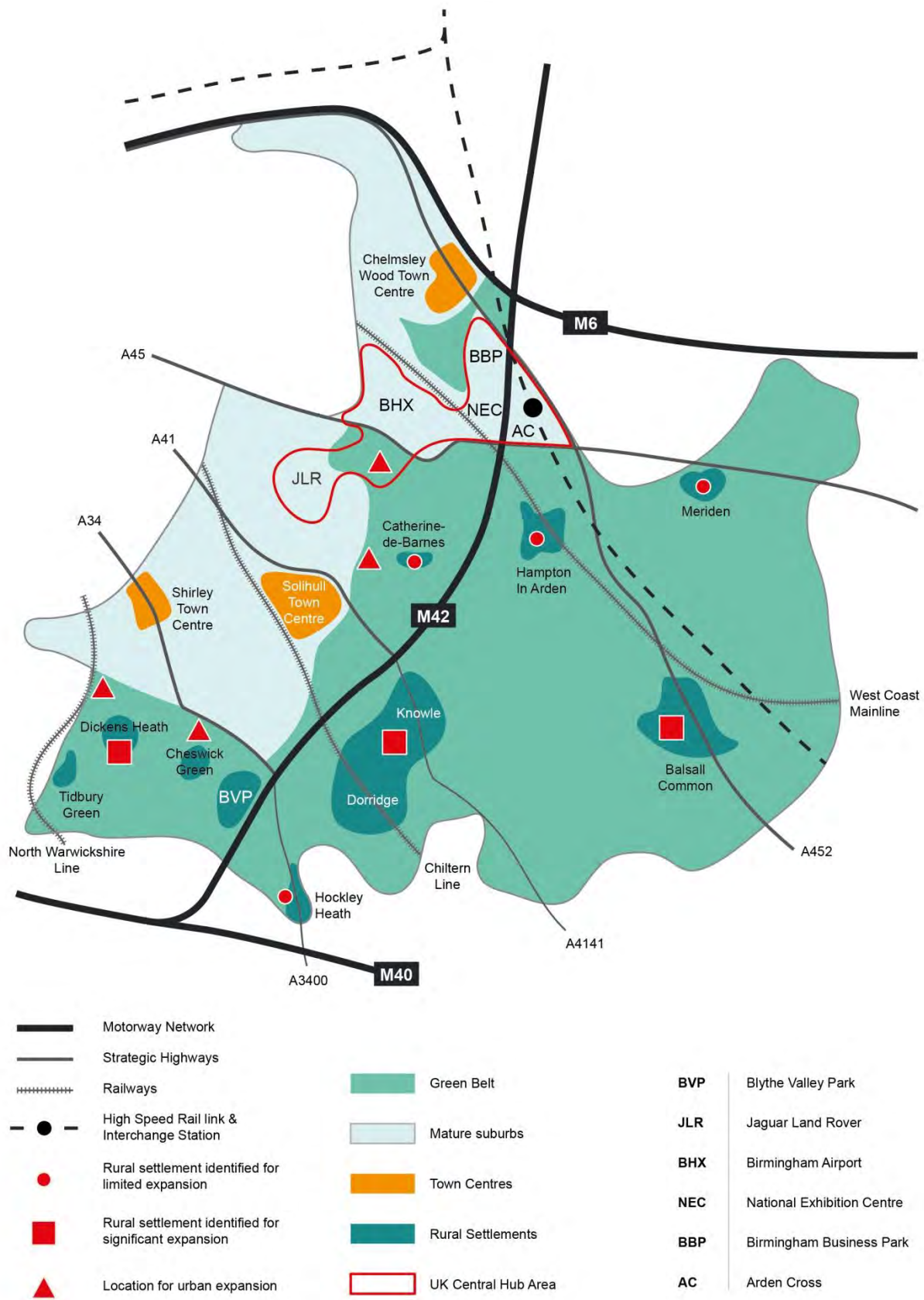
Growth Option G – Large Scale Urban Extensions:

- Land to the north east of Damson Parkway
- Land south of Shirley (south of Dog Kennel Lane)
- Land south of Shirley (Whitlocks End Farm)
- Land east of Solihull (between Grand Union Canal and Hampton Lane)

Growth Option G – Significant Expansion of Rural Villages/Settlements:

- Land west of Dickens Heath
- Land south of Knowle
- Land east of Balsall Common

70-71. The spatial strategy is illustrated in the following diagram:



Policy Chapters

Sustainable Economic Growth

Introduction

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

UK Central Solihull

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



73.74. The UKC Masterplan (June 2013) highlights the opportunity as follows:

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

74-75. The GBSLEP's HS2 Growth Strategy (July 2015) also outlined how to fully maximise the benefits of one of the largest infrastructure projects in Europe – including the need to take advantage of the opportunity for development around the interchange station to create a:

“high value, mixed activity economic growth hub in a highly accessible, well serviced and concentrated urban environment. Through taking an innovative and modern approach to ‘garden city’ principles that are fit for the current and future era, the development of ‘lifestyle districts’ in and around the Interchange Station will embrace a range of mixed uses; sustainability techniques; the very best infrastructure; and accessibility.”

75-76. Now that the area's potential has been recognised, it is important that every opportunity is taken to ensure that the vision is realised and delivery gets underway. To help achieve this an appropriate planning framework is needed that can encourage, guide and facilitate development to take place in a managed and coordinated manner. The approach of this Local Plan Review recognises that delivery of the area's potential will take place over many years and it must remain flexible to ensure that no future opportunities are lost.

76-77. Delivery isn't just about having an appropriate planning framework in place, and it's in this context that in 2016 the Council established the UK Central Urban Growth Company (UGC) to lead the delivery of the project.

77-78. The UGC has brought together the key stakeholders from The Hub area to develop a Framework Plan (2018) that illustrates the key components and growth aspirations of the partners, together with an indication of the infrastructure needed to support delivery of the project. The Hub Growth and Infrastructure Plan (2019) sets out the vision for the UK Central Solihull Hub Area:

‘The opportunity at the Hub is unlike any other in the UK; it benefits from a combination of factors that no other national proposal, either in place or planned, can compete with. It is unrivalled in terms of the scale of the development proposals, the infrastructure investment, the proximity to major conurbations’

78-79. Arden Cross Limited, the delivery vehicle formed by the consortium of landowners for Site UK1 (HS2 Interchange triangle), has produced a masterplan setting out an overall vision for the site and a set of comprehensive development principles to coordinate delivery of the site. ~~is developing a masterplan to set out the various components of the site and the development principles which will shape delivery.~~

79-80. It is clear from what has already been described that the Hub area embraces a unique concentration of economic assets and potential which holds out the prospect of making a significant contribution to the Government's aims for job creation and growth. What is needed as part of this plan is a policy approach that allows these assets to flourish whilst providing a framework to ensure that the resulting developments provide a well integrated sense of place, with easy access through the area, and is supported by appropriate infrastructure. The focus of the policy is to ensure these existing, new and expanded assets work together as part of a whole. This will ensure that the 'whole is greater than the sum of the parts'.

Policy P1 UK Central Solihull Hub Area

1. UK Central Solihull incorporates Blythe Valley Park, North Solihull, Solihull Town Centre and the Hub Area including the High Speed 2 Interchange Station at Arden Cross. The Hub Area offers the greatest potential for growth in the Borough and includes a major, strategic mixed-use site at Arden Cross which will deliver significant employment and residential development, both during and beyond the

Plan period; and will make a significant contribution to the wider West Midlands economy.

2. The Hub Area, indicated on the Policies Map, embraces Birmingham Airport, the National Exhibition Centre (NEC), Birmingham Business Park and Jaguar Land Rover, each of which are key economic assets in their own right. This Plan seeks to support the future aspirations of the key economic assets in a holistic, well connected way, and to bring forward development of the area surrounding the HS2 Interchange Station at Arden Cross.
3. Development proposals within the Hub will be expected to demonstrate how they achieve the following key objectives:
 - i. Contribute towards sustainable and inclusive economic growth, the continued success of the key economic assets, and Solihull's attractiveness to investment in high value added activities, including low carbon technologies and services;
 - ii. Maximise connectivity within and beyond the site through integrated movement and transport networks (including sustainable and active modes of travel), capitalising on the infrastructure advantages of the location with its major new transport hub; and contribute to and co-ordinate transport, energy, power and digital infrastructure provision;
 - iii. Do not impede the provision of infrastructure necessary to support development elsewhere in the Hub Area, or otherwise prevent or hinder development occurring in other parts of the Hub Area;
 - iv. Encourages the use of modes of travel other than the private car;
 - v. Deliver a high quality strategic green and blue infrastructure network across the Hub area to enhance natural assets;
 - vi. Create distinct and unique places with a strong sense of identity, incorporating high quality design and innovation for development and the public realm, whilst maximising the efficient use of land;
 - vii. Support inclusive economic growth by supporting employment and supply chain opportunities that benefit businesses and residents across the Borough, and by supporting vibrant and sustainable communities, with an emphasis on health and wellbeing, including those working, living in and visiting the Hub Area; and
 - viii. Encompasses sustainability principles, minimising the use of natural resources and incorporating maximising low (zero) carbon and renewable energy principles.
4. In addition to the above, the Council will also take into account the following:

Arden Cross

- i. The Council will support and encourage the development of the Arden Cross land as an exemplary international station, with new public realm that contributes to the creation of a sense of place supporting the potential for

commercial, residential and other opportunities, that will be well integrated into the surrounding environment, seamlessly linking to Birmingham Airport and the NEC in a well-coordinated way.

- ii. The Council will support proposals that include ~~passenger facilities~~, offices, ~~and residential~~, ~~together with associated ancillary uses (including retail, leisure and hotel developments of an appropriate scale).~~
- iii. Land bounded by the M42, A452 and A45, as shown as Site UK1 on the Policies Map, will be released from the Green Belt to accommodate new development that will capitalise on the unique opportunity presented by the UK Central Solihull Hub Area. The exceptional circumstances justifying the removal of the land from the Green Belt are set out in the justification to this policy.
- iv. It will be expected that proposals for development of the area will be ~~promoted in a comprehensive and coordinated manner, taking account of the phasing set out in the Hub Growth and Infrastructure Framework Plan (2018) and Arden Cross Masterplan (2020), or future updates.~~

National Exhibition Centre (NEC)

- v. 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 the visitor offer, diversify facilities and increase international competitiveness.
- vi. Development the Council will support and encourage will include that needed ~~for operational purposes~~, such as new or refurbished exhibition halls, ~~transport facilities and other development needed to enable the NEC to enhance its international competitiveness.~~
- vii. 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 entertainment facilities 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.
- viii. The Council will also support proposals that contribute towards wider place making objectives, including commercial and residential development and ~~other business uses~~. This will particularly be the case in ~~circumstances where it can be demonstrated that more efficient use can be made of the NEC site, or where appropriate compensatory provisions can be made elsewhere (including the use of decked parking).~~

Birmingham Airport

- ix. The Council will support and encourage further development needed for operational purposes, such as passenger and freight facilities, terminals,

transport facilities and other development that supports operational needs, or which allows the capacity of the extended runway to be maximised.

- x. The Council will also support a broad range of ancillary and complementary facilities including hotels, administrative offices, car parks and other appropriate facilities needed to serve the needs of air travellers using the Airport. Proposals should be justified in terms of scale and in terms of supporting the Airport function, and be appropriately located so as not to detract from Airport function.
- xi. Where justified, development for Airport-related uses beyond the Airport boundary will be permitted, providing that it accords with other policies in the Plan, including Green Belt policy. This will include opportunities within the allocated employment site (UK2).

Jaguar Land Rover (JLR) and Site UK2

- xii. The Council will support JLR to compete and further its success in the global vehicles industry. To achieve this, the JLR site will need to continue to evolve and where necessary expand, with the only realistic opportunity for significant expansion being to the north east.
- xiii. The Council will support and encourage the development of JLR within its boundary defined in this Local Plan. This will include a broad range of development needed to maintain or enhance the function of JLR as a major manufacturer of vehicles.
- xiv. Site UK2 on the Policies Map, will be released from the Green Belt to accommodate employment development, as set out in site Policy UK2, including that required for JLR operational needs or to enable JLR component suppliers, needed to directly support JLR operational needs, to be located close to the plant. The exceptional circumstances justifying the removal of the land from the Green Belt are set out in the justification to this policy.
- xv. It will be expected that proposals for the development of Site UK2 will be promoted in a comprehensive and coordinated manner that can make provision for a phased approach, if required.

Birmingham Business Park

- xvi. The Council will support and encourage the development of Birmingham Business Park within its boundary defined in this Local Plan to support its role as a prime employment location and enhance its important role as a high quality, managed business park.
- xvii. Development will be supported that includes offices, light industrial, general industrial and warehousing uses. The Council will expect development to progress in a well-planned way that will maintain the attractiveness of the business park to investors, and that will protect and enhance the environment including the natural environment.
- xviii. The Council will also support a broad range of ancillary or complementary uses needed to enhance the attraction of the business park to occupiers.

These could include hotels and commercial/business/service uses of a scale that does not compete with existing or planned facilities outside of Birmingham Business Park.

Justification

- | ~~80-81.~~ The policy reflects the Government's commitment, as set out in the NPPF, to securing sustainable economic growth in order to create jobs and prosperity, building on the area's strengths and meeting the challenges of global competition and a low carbon future.
- | ~~81-82.~~ Solihull benefits from having a prosperous and productive economy, with its advantageous location at the hub of the national motorway and High Speed Rail networks, international connectivity via Birmingham Airport, and the presence of a number of key economic assets that contribute to employment and wealth creation for the Borough and ~~the~~ Region. The arrival of the High Speed 2 rail link within the Plan period, and the development of the Interchange Station east of the NEC present a unique opportunity for growth to be boosted through development within the UK Central Solihull Area.
- | ~~82-83.~~ The policy sets out the key objectives that development will be expected to contribute towards, including sustainable and inclusive economic growth. Growth that is inclusive should demonstrate that the benefits will accrue to all by building on the strengths of communities, ensuring that wealth is more evenly spread and enabling everyone to contribute and participate.

UK Central Solihull Hub Area

- | ~~83-84.~~ UK Central Solihull encompasses the main growth areas in the Borough; Blythe Valley [Business](#) Park, North Solihull, the Solihull Town Centre, and the UK Central Solihull Hub Area. This policy focusses on the UK Central Solihull Hub Area, which, as a result of the High Speed 2 rail Interchange Station, offers the greatest potential for economic growth in the Borough, and recognises the added value that co-ordinating growth aspirations can bring.
- | ~~84-85.~~ The establishment of the Urban Growth Company has been a key factor assisting in the delivery of the development potential of the area. The Hub Growth and Infrastructure Plan (2018) sets out a vision for the development of a globally renowned business, leisure and entertainment destination providing opportunities to live, work and play as well as a major economic driver for the Borough. The objectives in the HGIP have informed the key objectives in this policy.
- | ~~85-86.~~ The Hub Framework Plan (2018) shows how sustained growth will be delivered up to 2047. It predicts up to 77,500 jobs in total over that period, with over 130,000sqm of office floorspace, 225,000sqm of industrial floorspace, 90,000sqm of retail and leisure floorspace and 18,000sqm of hotel floorspace by 2033. Up to 4,000 new homes could be provided up to 2047, with about 1,000 delivered by 2033. The Hub Framework Plan also identifies potential for additional growth in an international quarter south of the mainline station, which could deliver 123,000sqm of offices and further retail, leisure and hotel development by 2033. The Hub Framework Plan is a non-statutory ~~plan which~~ [plan, which](#) will be updated from time to time in response to changing circumstances. The need for flexibility is important given the time period development is expected to come forward in the area – i.e. from 2018 to beyond the plan period.
- | ~~86-87.~~ The Urban Growth Company published its Hub Growth and Infrastructure Vision (2019)²⁰ setting out the vision to create Europe's best-connected destination for business, leisure and

²⁰ As a replacement to the 2018 Hub Growth & Infrastructure Plan.

living and a new outstanding gateway to the UK. It updates the level of residential development expected in the Hub Area as a whole to up to 5,000 new homes.

87-88. The Council will expect those promoting development via planning applications to demonstrate, in greater detail, how the criteria in Policy P1 have been met, and to use guidance in the Hub Framework Plan. It will also seek to pursue an SPD that will help guide development.

88-89. It is recognised that given the time span for development to be undertaken, and the uncertainties about what may take place in the later years, there needs to be an increased emphasis on monitoring what does come forward, and what the implications are for the plan.

89-90. For purposes relating to housing land supply it has been assumed that across the whole UKC Solihull Hub Area there will be 2,740 dwellings coming forward in the plan period. This will be 2,240 at the NEC and 500 at Arden Cross based on the NEC masterplan (2018) and the emerging Arden Cross masterplan (2020).

90-91. Adjacent to the Airport and the NEC is the rail interchange site that serves Birmingham International Station. The APM connecting the HS2 Interchange Station and Birmingham Airport passes through the site and will form an important connection as work continues on redesigning Birmingham International Station into a multi-modal transport exchange providing seamless connections to the new HS2 Interchange Station, Birmingham Airport and the NEC. The Council consider that the site should be protected for its important transport interchange purpose but ancillary or complementary facilities for Interchange, Airport or NEC purposes should be allowed provided they are justified and do not prejudice the use of the site for commuter parking serving the railway station as an interchange. Development of any land within the site that can be clearly demonstrated as surplus to any of these requirements will be allowed provided that it does not conflict with other policies of this local plan or policies of the National Planning Policy Framework.



Arden Cross

91-92. The Arden Cross proposals focus on the HS2 Interchange Station and the triangle of land east of the NEC bounded by the A45, A452 and M42 (some 140ha in area) and present an important and unique opportunity to maximise economic and social benefits. The High Speed 2 rail line bisects the site from north to south, and the Company's proposals for the Interchange show a Parkway-style station. As well as the station, the proposals include an Automated People Mover connecting to the NEC, Airport and mainline station, a bus station and surface car parking for 7,400 vehicles. The HS2 Base Scheme would urbanise a substantial proportion of the site, significantly impacting on its contribution to the purposes of including land in the Green Belt. It would fail to realise the potential of the substantial economic and social benefits associated with growth around the transport hub, contrary to Government policy.

~~92. The prospectus for a Garden City Approach (2014) envisaged a well-planned and vibrant new place. Development was to be guided by strong urban design principles and provision for strong connectivity.~~

93. A Masterplan for the Arden Cross area has been produced (2020), which demonstrates that by utilising multi-storey car parking, the site can make a significant contribution to economic growth. The vision features a number of urban quarters, comprising a residential community with up to 3,000 new homes, an innovation district for employment and higher education, a transportation hub plaza incorporating leisure, retail and cultural attractions with office accommodation, together with a key movement corridor, a parkland area based on the Holywell Brook, based on sustainable transport principles. Providing decked car parking (rather than extensive surface level parking) to serve HS2 (and other uses) is key to this vision and will ensure efficient use of land which is being removed from the Green Belt.

94. The Arden Cross proposals require land to be taken from the Green Belt. The exceptional circumstances to justify this approach are as follows:

- The proposals are vitally important to the aim of maximising the economic growth and job creation potential of the Hub Area that is of national significance and will meet the NPPF aim to proactively promote economic growth;
- The need to capitalise on the arrival of the High Speed 2 rail link by maximising the substantial national infrastructure investment at this location;
- Stimulus to local, regional and national growth to assist with rebalancing the UK economy, accommodating growth for the wider Greater Birmingham & Solihull LEP area and the wider West Midlands;
- Significant socio-economic advantages, including additional housing to meet local and wider housing needs, the generation of high skilled jobs, increased GVA output and the agglomeration effect at the key economic assets that make up the Hub area;
- Improved access to employment from North Solihull, an area of persistently high unemployment;
- The multiple locational advantages of the area with its unrivalled transport facilities make this one of the most sustainable locations for growth in the Borough;
- The land is lower performing in the Solihull Strategic Green Belt Assessment (2016);

- The importance of maximising the efficient use of the Arden Cross land that would not have been possible if the land were not removed from the Green Belt and the base case parkway station developed instead²¹;
- The proposals are site specific in that they rely on the development of HS2 and its interchange station that will be built in the Green Belt and will address the needs of key economic assets that are of crucial significance to the local and regional economy;
- There are no similar opportunities for growth on this scale outside the Green Belt; and
- The land will be bounded by main roads that provide strong defensible Green Belt boundaries and minimises the impact on the Meriden Gap.

95. There are therefore exceptional circumstances for releasing Site UK1 UK Central/HS2 defined in this plan from the Green Belt.

Birmingham Airport

96. The UK Aviation Policy Framework (2013) and the Future of UK Aviation: Making the best use of existing runways (2018) place a renewed emphasis on making the best use of airport runways and airport capacity. The Airport Master Plan (2018) forecasts that passenger related air transport movement will grow substantially over the plan period (2018 throughput 13m passengers/year, 2033 throughput 18m passengers/year). The Master Plan also sets out a higher growth scenario for up to 24m passengers/year, and either scenario can be delivered off a single runway, in line with Government policy. Forecasts for airport activity and its continuing development indicate a strong market for new investment as evidenced by the extension to the main runway that was completed in 2014.

97. In order to enable the Airport to meet its aspirations a variety of operational development will be required as well as ancillary and complementary developments to serve the needs of travelling passengers. Appropriate types of development are described in Policy P1.



98. As a result of the forecast need for additional aircraft stands within the Plan period, there is likely to be a need for more land for ancillary facilities as set out in the policy beyond the Airport area. The local plan has been prepared to ensure it can respond to this if, and when,

²¹ The parkway station is the design in the HS2 Bill, but through a change control process, an alternative design for the rail and station infrastructure is being pursued that would allow the wider, none rail related, development to be accommodated in line with the visions and strategies set out.

necessary. In the meantime, the Council believes it is appropriate that the airport should be supported to maximise the capacity and capability of the existing extended runway, by accommodating such ancillary facilities within Site UK2.

National Exhibition Centre

99. The role of the National Exhibition Centre has evolved since opening in 1976. The NEC is now acknowledged as a venue for major exhibitions, events, tourism and leisure and an important driver of the visitor economy. In order for the NEC to remain competitive in a market where key competitors are international it will need to respond to changing markets and expectation and provide an improved offer. The NEC aspires to maintain its competitive position in the market for hosting major events but also intends to widen its product offer to encompass a wide range of major leisure and entertainment uses. The NEC aims to fulfil its ambitions by:
- Maximising commercial opportunities of current footfall through enhanced activities to increase dwell time at the NEC site;
 - Creating new footfall by introducing new facilities as an attractor to the NEC;
 - Providing a more compelling sense of arrival to the Region;
 - Increasing reputation and brand of the NEC and the Region through partnerships;
 - Providing a site that has appeal across ages, cultures and social types.
100. This will require new investment to refurbish or replace halls, create new floorspace and meet new challenges in meeting visitor expectations and on site experiences including improved visitor management, upgraded choice in its food offer and greater opportunities for relaxation and entertainment.
101. The NEC Master Plan (2018) sets out the aspiration for residential and leisure development, with the potential to accommodate up to 2,500 apartments with ancillary community uses, on land released from surface car parking. The Council will support the more efficient use of land within the NEC boundary, and the potential for a wider range of uses to complement growth at Arden Cross.
102. There is therefore a need for flexibility to enable a broad range of development that will support operational needs but also a need for ancillary and complementary supporting facilities together with provision for sustainable transport and links to employment opportunities.
103. Developments at the NEC will play a key part in the place-making role that is expected across the Hub Area, especially given its position between the Airport and Arden Cross.

Jaguar Land Rover (JLR)

104. The Council will continue to support the further development and modernisation of the vehicles plant in order to enable its continued success in the competitive global vehicles market. JLR is constrained in terms of its ability to expand by its location within the main urban area. To reflect this and having regard to the vital importance of JLR to the region's economy and to job creation, Policy P1 includes proposals to remove land at Damson Parkway from the Green Belt to support this aim. In addition to meeting JLR needs, this land will provide for local employment opportunities to meet the needs identified in Policy P3, as well as for potential ancillary requirements for Birmingham Airport.
105. The land indicated to be removed from the Green Belt includes land on the south eastern side of Damson Parkway/Old Damson Lane. Given its location it may be attractive to businesses and investments which support the automotive and motorsport industries. Part of

this land has also been identified as an option for a relocated Household Waste and Recycling Centre and Council Depot. Further justification for this proposal is included in Policy P12.

106. The exceptional circumstances to justify this approach are as follows:

- Jaguar Land Rover is a major international business and one of the largest employers in the West Midlands, whose continued growth and success are of vital importance to the local and regional economy, and to the aspirations in the UK Central Masterplan. Failure to provide for future growth and expansion would put the Company at a competitive disadvantage with its motor manufacturing rivals and jeopardise the significant potential for new employment;
- The Lode Lane plant is severely constrained by surrounding residential areas, Elmdon Park and local nature reserves, and the only realistic option for expansion and redevelopment is to the east on Green Belt land;
- There is no suitable alternative that meets the Company's need for contiguous growth to consolidate a single comprehensive site;
- The need for sites in close proximity to the Lode Lane plant to provide opportunities for key supply chain businesses to locate so as to minimise the potential impact of transport delays;
- A significant part of the site already has planning permission for use as a despatch facility and logistics operations centre which was justified with very special circumstances;
- The land performs only moderately in the Solihull Strategic Green Belt Assessment (2016);
- The need for additional employment land to meet local needs as set out in the HEDNA (2020), and the lack of suitable alternatives outside the Green Belt;
- The need for an expanded Household Waste and Recycling Centre (HWRC) as the current facility is inadequate to meet current and future needs, as evidenced in the Waste Needs Assessment (2018) and the Assessment of land for the potential relocation of a HWRC and Depot (2019), and for a replacement Depot to enable the delivery of housing at Site SO2;
- The creation of a logical and defensible boundary to the Green Belt beyond Damson Parkway/Old Damson Lane that acknowledges the development that has taken place in the area and the area of land taken out of the Green Belt to accommodate the gypsy and traveller site²².

107. A concept masterplan will be developed for this allocation, Site UK2. ~~In delivering development on the site, the Concept Masterplan will need to take into account the Castle Hill Meadows Local Wildlife site and other constraints which will affect the developable area.~~

Birmingham Business Park

108. Most of the remaining area of the business park and its extension is committed to development through detailed planning consents. To supplement the land offer of the business park and potentially accelerate the delivery of new employment opportunities and enable stronger links to North Solihull, especially by public transport, a 9.0 hectare site at the south west corner of the business park was allocated in the SLP. A buffer zone of green space was retained between the business park and the residential development along

²² Through the Gypsy and Traveller Site Allocations Plan.

Coleshill Road and Blackfirs Lane. This buffer, together with that existing to the north west of the business park, is to be positively managed and enhanced. This would facilitate public transport access to the site from North Solihull via a new bus link into the business park from Blackfirs Lane that would also link to the National Exhibition Centre.

Challenges and Objectives Addressed by the Policy

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

Policy P1A Blythe Valley Business Park

1. The Council will support and encourage the development of Blythe Valley Business Park within its boundary defined in this Local Plan to support its role as a mixed-use development, including as a prime employment location (to enhance its important role as a high quality, managed business park) and residential community. Development that will be supported and encouraged is as follows:
2. Business development comprising of offices, industrial and warehousing. The Council will expect development to progress in a well-planned way, that will maintain the attractiveness of the Business Park to investors and that will protect and enhance the environment, including the natural environment.
3. 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 of a scale that does not compete with existing or planned facilities outside of the business park, particularly designated town centres as appropriate.
4. At Blythe Valley Business Park, the Council will support and encourage the delivery of additional employment floor space by improving the attractiveness of the park to investors through an improved range of amenities, supported by well planned residential development that will create an overall sense of place and a more sustainable location.

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

Justification

109. Blythe Valley Business Park did not begin to be developed until the late 1990s and has a different character to Birmingham Business Park in terms of its architecture and occupiers. It has attracted large buildings for corporate occupiers though more recently has catered for smaller scale uses whilst retaining its commitment to distinctive high quality design.
110. The Business Park has an area of land of some 27ha remaining to be developed. The Business Park has aspirations to increase vitality and provide a greater sense of place by broadening the business use offer and enabling a range of supporting facilities that will help to make the business park attractive to investors and occupiers and making the business park more sustainable.
111. This was recognised in the ~~SLP which~~ SLP, which included a substantial residential allocation at the park that was expected to deliver some 600 dwellings. This was intended to help to reinvigorate the park by helping to support a broader range of on-site facilities, supporting the vitality of the park and accelerating job delivery. It would also provide the opportunity to develop a real sense of place and improved public transport facilities to villages in the area, better links to the main urban area of Solihull, improved pedestrian and cycle links and increased accessibility for local communities. Through the efficient use of land the Council will expect employment development to be brought forward sufficient to reflect the primary purpose of the site as a business park.
112. To pursue the SLP allocation a vision document was prepared by the then new site owners (IM Properties) and submitted to the Council in 2015. This was endorsed by the Council as a vision shared by the authority for the future development of the park. Planning permission was then granted in July 2018 for up to 750 dwellings, 98,950sqm of B1/B2/B8, up to 250 housing care facility, plus ancillary town centre/leisure/hotel facilities. Subsequent reserved matters approvals have been granted and development is under construction.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- B Meeting housing needs across the Borough, including the Borough's own needs and, where possible, assisting with accommodating the HMA wide shortfall.
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Reducing inequalities in the Borough
- J Improving health and well being

Policy P2 Maintain Strong, Competitive Town Centres

Solihull Town Centre

1. Solihull Town Centre will be developed and sustained as a place of quality and distinction. It will provide the civic heart of the Borough and the principal focus of commercial activity and public transport. It will be shaped and managed to ensure continued economic growth and success. The extent of Solihull Town Centre is defined on the Policies Map.
2. The character and quality of the town will be protected and enhanced through the promotion and careful control of new development.
3. The town centre masterplan establishes a number of principles:
 - i. The desire to diversify Solihull Town Centre through the introduction of new commercial and residential uses to attract more people throughout the day and to meet the changing demands of town centres. To create a broader mixture of land uses, across different areas of the town centre, which blend together and create a positive and distinct identity, whilst ensuring that the existing character of Solihull is preserved and strengthened.
 - ii. The desire to strengthen connectivity by providing improved routes for pedestrians, cyclists and public transport that are high quality, legible and safe. This includes the need to strengthen the “place” element of the network in Solihull town centre, including those areas where pedestrians, cyclists and public transport users are to be prioritised.
 - iii. The need to develop a multi-modal Integrated Transport Hub at the site of the current train station in Solihull. The new Integrated Hub will provide accessible, modern facilities which can accommodate forecasted growth in passenger numbers, and enable effective integration with public transport, and investments in walking, cycling, key highways junctions and SPRINT. The new integrated transport hub should create a strong sense of arrival and place, and enable commercial, leisure and residential development in the Town Centre to come forward.
 - iv. The need to ensure that the provision of parking in the town centre meets the needs of retailers and businesses, whilst not acting as a constraint to development or mode shift.
 - v. The need to mark the town’s gateways through the creation of unique landmark buildings, and to create well designed streets with attractive, active frontages, which encourage vibrant and active street life, and create characterful and well defined spaces and routes.
 - vi. The value of good urban design and green infrastructure for the town centre, and the importance of creating a legible, distinctive, flexible, attractive, safe and inclusive public realm throughout the town centre.
 - vii. Opportunity sites which might accommodate significant additional growth and improvements to the connectivity of the town centre.
4. Development proposals that fulfil the principles listed above will be supported.
5. All new development will be expected to make a reasonable and proportionate contribution to the cost of providing and maintaining necessary town centre

infrastructure, including walking and cycling access, public transport, the public realm, and on key highway links and junctions within, and serving, the town centre.

6. Demand for, and provision of, public and private parking will be considered within the context of a parking strategy, which sets out the requirements for parking provision in the town centre.
7. A range of opportunity sites will be identified under this policy.

Shirley Town Centre

8. Shirley Town Centre will be developed and sustained as a focus of commercial activity and services for the local community. It will be shaped and managed to secure its regeneration and economic success, whilst recognising the need to create an environment that will also be attractive to residential uses.
9. The extent of Shirley Town Centre is defined on the Policies Map. The boundary focuses commercial activity south of the junction between Stratford Road and Haslucks Green Road, and in developments west of Stratford Road.
10. Retail activity will be focused within the town centre boundary and will be required to front onto Stratford Road or the public realm between Stratford Road and the Park. No substantial retail development will be granted planning permission elsewhere within the centre.
11. All new development should be sensitive to local character and enhance the public realm.
12. Where appropriate, the opportunity shall be taken to promote public realm improvements, which shall be undertaken in a coordinated manner.

Chelmsley Wood Town Centre

13. 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.
14. The extent of the Town Centre is defined on the Policies Map and retail activity will be focused within it.
15. 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, to ensure its ~~long-term~~long-term sustainability. New development will encourage a diverse range of uses to better meet local needs and adapt to changing retail markets. It will also be encouraged to better link the Town Centre to Meriden Park and Cole Valley; and enhance the public realm in, and around, the centre.

Main Town Centre Uses Elsewhere

16. The Plan seeks to ensure the vitality of its town centres as the heart of their communities. Proposals for main town centre uses will be expected to locate in Solihull Town Centre and/or Shirley and Chelmsley Wood town centres. Proposals

for main town centre uses elsewhere, that do not accord with the policies and proposals of this local plan, will be considered in ~~the~~ light of the requirements of the National Planning Policy Framework. This will have full regard to sequential assessments and impact assessments as appropriate.

Justification

Solihull Town Centre

113. Solihull Town Centre is strategically important in the West Midlands and the principal focus of community, civic and business activity in the Borough. It is of crucial importance to the economic and social wellbeing of Solihull and to the achievement of a sustainable pattern of development.
114. The National Planning Policy Framework promotes the vitality and viability of town centres as important locations for sustainable economic growth and in creating sustainable patterns of development that enables ease of access by a variety of transport modes, particularly public transport. It also recognises the important role that residential development has in supporting the vitality of centres.
115. The existing Land Use Plan shows how the town centre is predominantly arranged around large single use areas. Future development should deliver complementary mixed land uses, which can deliver multiple benefits including greater promotion of walking and cycling, enhanced vitality and development of an area's unique identity.
116. In order to strengthen the role of the centre and enhance its appearance, it is important to make appropriate planned provision for development needs over the period of the Local Plan, building on opportunities to improve access, the public realm and the range and quality of services that it offers so that it will be sustained as a place of quality and distinction.
 - Residential - The introduction of new residential uses in the heart of the town centre will support existing commercial and leisure uses, whilst also providing additional activity and vibrancy outside normal shopping and working hours.
 - Retail – In order to maintain the current success of the High Street, there is a need to keep the retail circuit contained, and therefore an opportunity site should only be developed as retail, leisure, food and beverage if the site has a quality that can present something unique to the town centre and relates well to the circuit. Primary retail frontages where retailing activity will be expected to be the main street level use are largely in line with the current extent of the town centre:
 - High Street No's 1-161 and 12-134
 - Poplar Way, Mill Lane and Drury Lane 10-58 and 5-45
 - Warwick Road No 700
 - Mell Square and Touchwood.
 - Office – Opportunity sites have been identified which intensify the provision of office accommodation around Homer Road and Princes Way, which have excellent access to the town centre amenities and the train station, such accessibility being increasingly important to corporate occupiers.
 - Evening Economy – in order to complement and support the residential and office offer, and to ensure active usage of the town centre across the day and night, the uses that support the evening economy should be sought in particularly in the Heart of Solihull area. Uses such as arts, culture, independent cinema, pop up events, live music, and competitive socialising (such as bowling, escape rooms, crazy golf) should be

accommodated, and where appropriate these can also assist attracting visitors to the town during the day.

117. In 2016 SMBC commissioned the development of a Town Centre Masterplan which would provide a blueprint for future investment and development which maximises the opportunities for Solihull Town Centre, and capitalises on its existing assets and sets out a clear vision for Solihull as 'a thriving, premier town centre and a vibrant destination at the forefront of visionary design, sustainability and innovation.
118. The masterplan has been informed by the findings and proposals of a number of previous and concurrently run studies.
119. The evidence base that supports the masterplan has been informed by discussions and engagement with a wide range of town centre stakeholders through one on one, and group workshop sessions. The proposals of the draft masterplan were presented for public consultation during August and September 2016, and the responses helped inform the development of the final preferred masterplan.
120. The masterplan is in the process of being updated and is expected to be published by the end of the year. The update is intended to reflect a number of things: changes to proposed or actual development on a number of sites including the former Magistrates Court, Monkspath Hall Road, Touchwood II and Eastgate;, the location of the train station; progress on the Climate Change Prospectus; transport and movement strategy and plans; and current market advice and economic performance of the town centre.
121. The Masterplan has helped shape the proposals of the town centre policy. The centre is contained within clearly defined boundaries, the Chiltern railway and Prince's Way to the south-west, Blossomfield Road, Lode Lane to the north-west, Warwick Road to the north, New Road and Churchill Road to the east.
122. Near the centre, to the west, is Solihull railway station and to the south and east Tudor Grange and Malvern Parks respectively. The High street is an important principal pedestrian route through the centre providing pedestrian links to the modern Touchwood shopping mall on the south side and to the older Mell Square precinct to the North. It also links the Poplar Road bus interchange area in the direction of the railway station with St Alphege Church and the attractive historic core along the High Street.
123. The Town Centre is an appropriate location for a broad range of town centre uses including retail, leisure and entertainment facilities, appropriate sport and recreation uses, offices, arts, culture and tourism and residential. It is important that opportunities for development improve the centre, adding to vitality and vibrancy and to diversify the centre beyond traditional retail uses, whilst retaining or enhancing important characteristics.
124. High quality urban design will therefore be expected to ensure that development will protect the character of the Centre's historic heritage, improve public realm and improve pedestrian movement around the centre, for example, to improve links to the Centre's parks and provide improved articulation between Touchwood and nearby open spaces and improve the pedestrian link between Mell Square and the Warwick Road Morrison's store which has poor public realm. Design principles that developers will be expected to follow are identified in the policy.
125. The timing of development will maintain a balance of activity throughout the centre over the Plan period and to ensure continued success either side of the High Street and to fit with provision of new infrastructure, including public transport improvements and traffic management measures. The area to the south of the High Street has been the focus of activity in more recent times, with the development of Touchwood, Waitrose store and the recently opened Aldi store. ~~However~~However, parts of the Centre are becoming outdated in

appearance and would benefit from new development to modernise it and increase its attraction as a destination.

126. The Illustrative Town Centre Masterplan highlights a number of opportunity sites where development has the potential to come forward within the period of the local plan and beyond. The sites represent the opportunity to improve the attractiveness of the Centre as a place of quality and distinction reflecting strong urban design principles.
127. The 2016 Masterplan was used to inform the Draft Local Plan (2016) which indicated that new development in the town centre could deliver:
- Up to 11,700 sq m of commercial and leisure development
 - Up to 74,620 sq m of new office development
 - 1,400 new homes in the town centre, with potential for over 100 additional homes on land near the train station.
128. The Draft Local Plan then went on to identify which of the 1,500 new homes could reasonably be expected to be delivered in the plan period, and by identifying particular opportunity sites concluded that 861 homes would be deliverable in the plan period.
129. The emerging masterplan revision is expected to include a schedule of updated opportunity sites which will be informed by a market review carried out in 2016 by Cushman and Wakefield, and by subsequent economic appraisal and market analysis undertaken in 2020 by Amion. This is indicating:
- There is latent demand for office space in the town centre, especially for ‘headquarter style’ offices characterised by large floorplates which efficiently serve the operational requirements of the occupier
 - There is continued market interest in apartment buildings with well-located apartments comfortably achieving values, which would make the provision of one floor of basement parking viable, which has the potential to impact on achievable development densities.
 - The retail function of the town centre should be strengthened through the introduction and addition of complementary town centre uses in appropriate places with new office and residential development playing an important role in increasing visits and use of the town centre as a whole.
130. The emerging work is indicating that the level of residential development that can be accommodated in the town centre is expected to at least match that assumed in the Draft Local Plan, if not exceed it. For the purposes of the land supply in this plan, the same figure used in 2016 will be used. When the revised masterplan has been approved, the opportunity will be taken to update the land supply at that time.
131. The level and type of development that will be identified for each site will be developed as an urban design response in the first instance, and then tested through an iterative **review which review, which** considered the capacity, deliverability and viability of each site. The emerging evidence base for the revised masterplan is indicating that in broad terms the sites being considered could support the level of residential development indicated in mixed and standalone developments, and that there would be capacity for the retail and office development.



132. A diverse evening economy can help shape the attraction of the Town Centre as a place that is vibrant and inclusive. The Council will encourage, through the development management process, a broad age spectrum of residents into the centre to enjoy a wide variety of leisure and entertainment facilities.

133. The scale of the changes envisaged for Solihull Town Centre will

inevitably take some time to realise and will be realised gradually throughout the life of the plan, and beyond. The timescales within which the opportunity sites are delivered will be influenced by a range of factors, including land ownership, predicted longevity of existing uses and market conditions. Sites already in public ownership or currently being considered for development are likely to come forward in the short term, and will need to be supported by upgrades to the public realm and connectivity. This will help to create a setting for investment in large scale developments in the medium to long term, on sites outside public ownership or with more complex land assembly requirements. There is also the opportunity to bring forward developments in support of Policy P9 (Mitigating and Adapting to Climate Change), particularly through district energy and/or heat networks.

Shirley Town Centre

- 134. Shirley Town Centre is the Borough's second largest shopping centre and an important centre for commercial activity and services to a broad local catchment. The Centre faces competition from nearby out of centre retailing in the A34 corridor and from increased offer in Solihull Town Centre. It is a long, linear centre arranged either side of the A34, with a number of foodstores anchoring mini-clusters. It has a variety of convenience and comparison goods retailers and continues to maintain its vitality and viability.
- 135. The Centre lacked a substantial retail core that will help to provide a 'heart' for the Centre that could strengthen its competitive position. To remedy this weakness a mixed use scheme (known as Parkgate) anchored by a food-based superstore, and including a variety of comparison retail units designed to meet modern retailer requirements and residential accommodation, was developed and is now trading. The scheme also improves links to Shirley Park as an important local amenity that improves the attractiveness of the Centre to shoppers.
- 136. Nationally, the traditional high street faces numerous strategic challenges, including the growth of on-line retailing in particular and post COVID home working. Consequently, there is a need for town centres to reinvent themselves as places to visit, with attractive public realm, open spaces and core retail offer supported by a mix of civic and leisure facilities.. An Economic Plan for Shirley is being refreshed, supported by the Greater Birmingham and Solihull Local Enterprise Partnership to support the economic development and recovery of the centre. . This includes considerations of future investment in Shirley, and plans to maximise the centre as a 'destination' to support a buoyant day and night time economy.
- 137. Additionally, a project to address improvements to connectivity, accessibility and congestion is being undertaken as part of the UK Central development programme, assessing the A34 corridor as a key transport route.

138. The A34 Stratford Road is a strategic and busy radial route linking the M42 via Shirley to Birmingham with access points to Solihull town centre and Blythe Valley Business Park. The route is included in the West Midlands Key Route Network (KRN) and DfT's Major Road Network (MRN). It currently experiences significant congestion at some **locations which locations, which** is likely to be exacerbated as a result of future development.

139. The key objectives for the project are:

- Improve journey reliability through improved public transport and active travel infrastructure and smarter choices engagement.
- Addressing safety for all users including improved facilities for pedestrians and cyclists and addressing accident hotspots.
- Improve conditions for pedestrians including tackling severance and improving the public realm through community engagement.
- Support economic recovery by improving the efficiency of the highway network through a range of interventions and technology improvements.

Chelmsley Wood Town Centre

140. Chelmsley Wood Town Centre is the main centre for North Solihull and is an important centre of commercial activity and services and for its public transport accessibility. The main part is a purpose built precinct that opened in 1971 to serve the Birmingham overspill estates that are now part of North Solihull. The performance of the Centre deteriorated between 1998 and 2006 but then improved following increased investment in and management of the Centre. The Centre is anchored by a recently constructed food-based superstore that is part of other improvements that have included a new library, housing/social services offices, bus interchange and public realm improvements. Further limited comparison retail development is also included. New development can bring opportunities to strengthen the role of the Centre in serving the community by improving links to North Solihull and to nearby open spaces; and emerging work indicates opportunity for the town centre to accommodate residential development and an assumption is made that at least 100 dwellings will be delivered in the plan period.

Challenges and Objectives Addressed by the Policy

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

Policy P3 Provision of Land for General Business and Premises

1. To encourage sustainable economic growth and provide a broad range of employment opportunities, the Council will plan for a continuing supply of employment land. The table below identifies the strategic sites that comprise the Council's supply of main employment land for this purpose, adopting a plan, monitor

and manage approach to avoid over allocating land that may lead to unnecessary loss of Green Belt.

2. The Council will support the allocated sites for purposes set out in the table. Small-scale supporting facilities may be allowed where needed to specifically enhance or complement business use in the particular business locality and are compatible with sustainable development principles.
3. 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 ((offices, industrial and warehousing) and, where appropriate, waste management). Alternative uses may be allowed where the following criteria are met:
 - i. 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
 - ii. It is clearly demonstrated that there is no longer a need to retain the site for its intended business class purpose; or
 - iii. In the case of vacant premises, there is no longer a reasonable prospect of attracting business development in market terms;
 - iv. The alternative use will support sustainable development principles and will directly support employment locally;
 - v. There is no conflict with other policies of the Local Plan or National Planning Policy.
4. 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:
 - i. Form, use and scale are appropriate to the character of the particular location.
 - ii. There is no significant harm to the local environment, including landscape quality and character.
 - iii. Proposals for home-working are compatible with the character of the local environment and are consistent with the amenity policies of the Local Plan and any made Neighbourhood Plan.
 - iv. The land or premises are not in the Green Belt, or are compliant with Green Belt policy.
 - v. In the case of development in rural areas, it is consistent with the Council's countryside policies and those in any made Neighbourhood Plan, and does not undermine the quality and character of the natural environment.
5. The Council will expect development proposals on business sites to include the necessary infrastructure to accommodate high capacity digital communication.

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6. 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.
 7. Employment development will not be allowed where it:
 - i. **s**Sterilises natural resources or key sites needed to secure sustainable development, particularly in regard to provision for distributed heat and energy networks, or
 - ii. Where it would have an unacceptable impact on the amenity of neighbouring uses by way of noise, odour, vibration or significant visual intrusion.

Justification

141. The Borough is home to a number of business sites of more local significance of varying age and quality. These are important for local employment opportunities to provide a broad range of business accommodation in terms of type and size and a number of them have land that remains to be developed. Other older, non-allocated sites, such as Cranmore Industrial Estate, Boulton Road and Elmdon Trading Estate, provide some further opportunities through redevelopment of older outmoded premises.
142. Evidence in the Housing and Economic Development Needs Assessment 2020 indicates that there is a need for around 147,000 sq m of employment floorspace to meet local needs for the Plan period to 2036. For offices existing supply including vacancies balances the need, but for industrial use and warehousing there is a shortfall of around 26,300 square metres (thus requiring between 5.2 ha – 6.6 ha of land²³).
143. The table below includes existing allocations to be carried forward from the SLP and New allocation. Although these new allocations have already been identified under Policy P1, they are included here for completeness.

Site	Available Allocated Area (ha ²⁴)	Readily Available Allocated Area (ha)	Preferred Use Classes ²⁵
Existing Allocations			
Blythe Valley Park	Between 59,000 and 99,000 sq m ²⁶	2.0	B1, B2 & B8
Fore, Stratford Road (adj M42)	2.0	2.0	B1
Chep/Higginson, Bickenhill Lane, Bickenhill	4.0	0	B1, B2, B8
Land north of Clock Interchange, Coventry Road	2.0	1.0	B1
Birmingham Business Park	2.4	2.4	B1, B2 & B8
New Allocations			
Land at HS2 Interchange (UK1)	c140		See Policy P1 & UK1
Land at Damson Parkway (UK2)	C94		See Policy P1 & UK2

144. Allocated provision comprises land remaining to be developed on existing employment sites. The evidence base supports the approach of using existing allocations with a broad

²³ Using a floorspace to land ratio of 0.4 to 0.5.

²⁴ Unless indicated otherwise

²⁵ As set out in the Solihull Local Plan which predated the changes to the Use Classes Order

²⁶ From current planning permission as part of the mixed use scheme.

range of employment uses where possible so that there is less reliance on the B1 use class. This is supported by market trends that show a preference for town centres as office locations.

145. The above table also includes two allocations (Sites UK1 and UK2) which will necessitate land to be removed from the Green Belt. The justification for Policy P1 provides the exceptional circumstances for this approach. Whilst Site UK2 is partly intended to provide for JLR needs, much of this has already been committed in the form of the despatch area and logistics operations centre, approved under very special circumstances. The emerging concept masterplan shows a number of phases remaining for development, which can meet wider local employment needs, the need for a replacement Household Waste and Recycling Centre and Depot, as well as providing for any remaining JLR or Airport needs. This will provide flexibility in the provision of land to meet employment needs, avoid the necessity to allocate further Green Belt for development, and will be subject to the plan-monitor-manage approach. Evidence indicates that Site UK1 is likely to have a role to play in meeting local employment needs, especially later in the Plan period.



146. In addition to the allocated employment sites, Solihull has a number of employment sites where opportunities to recycle employment land may come forward. For example, substantial recycling of land has already occurred in older premises at Cranmore Industrial Estate, Shirley to create new offices and modern industrial/warehouse units and similar opportunities may come forward elsewhere, such as within Elmdon Trading Estate (near the Airport).
147. For the purposes of the Local Plan employment uses are business class uses and appropriate waste management facilities. Planning applications for waste management facilities will be considered in the context of effects on local environment and amenity both

within the employment site and its broader surroundings and the nature of waste management operation, for example, the extent that it takes place within the confines of a building, the amenity and traffic or transport effects on the road network and effects on pollution.

148. Solihull does not have substantial amounts of previously developed land that would be suitable or available for employment purposes. It is therefore important to protect the limited supply of employment land and premises from alternative uses, including types of economic development that would be more appropriate in a town centre environment.
149. The policy sets out the particular circumstances when alternative development may be accepted. These include, for example, small isolated premises in predominantly residential surroundings that render the premises out of context and better able to support sustainable development principles in an alternative use.
150. Mixed business uses may be enabled on employment sites where this will help to support sustainable development principles. Business class uses should predominate. Other uses of an ancillary nature may be enabled provided they are small scale in the context of the mixed use development and justified in terms of supporting the business function of the mixed use development and do not conflict with National Planning Policy, particularly in regard to its aims of supporting sustainable economic development and growth and supporting town centres.
151. Small and medium sized enterprises will be encouraged in all areas of the Borough, including rural areas, North Solihull and within established business sites, through redevelopment and creation of other opportunities for the development of small business space, provided they meet the criteria in the Policy that seek to protect the environment, local amenity and the Green Belt.
152. Digital connectivity and high capacity communication networks are key to commercial success in the 21st Century. Solihull is committed to increasing digital capacity across the Borough to help in remaining competitive, attracting inward investment, reducing inequalities and remaining a leading centre of enterprise.

Challenges and Objectives Addressed by the Policy

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

Providing Homes for All

Introduction

153. Good housing is essential for social, environmental and economic wellbeing. A broad range of housing of different types, sizes, values and tenures are required to meet needs, and create and maintain mixed and balanced communities. A well-functioning housing market is essential for Solihull to meet its full potential as an area which is a good place to live and for its future economic success.
154. Solihull provides some of the best housing in the West Midlands, with values consistently above the regional average. It is a strong attractor of households, given its location, connectivity, local environment, excellent schools and the strength of the local economy and employment opportunities.
155. More housing is needed because of population and household growth. Population is projected to increase by around 23,369 from 217,047 in 2020 to 240,417 in 2036, an increase of 10.8%. The number of households is projected to increase by 13.8% over the period 2020 to 2036 from 91,059 to 103,595.
156. Meeting housing need does not just mean building additional housing. It is important that the right type of housing is delivered.
157. 65% of household growth in the period to 2036 is projected to be households aged 65 and over and single households. It is projected that by 2036 46% of all households will be single people or couples aged 65 and over.
158. Affordable housing need is exceptionally high as Solihull has one of the most severe affordability problems in the West Midlands Region. Mean and median house prices in Solihull are significantly higher in comparison to regional and national figures. Solihull's median price of £275,000 is £85,000 higher than the West Midlands region. Median house prices in Solihull stand at 8.42 times the median earnings of those working in the Borough. The shortage of affordable housing is particularly acute in the Mature Suburbs and Rural areas of the Borough.
159. There is therefore a need for more market and affordable housing, and also for more specialist and supported housing. There is a need for more housing that can provide opportunities for households to 'downsize', thereby releasing family housing for resale and re-letting.
160. There is a Borough wide shortage of homes which are affordable. The local Borough need is for both smaller and family-sized affordable rented housing and intermediate tenure homes. There is also a need for more smaller and lower cost market housing. It is important that housing of the right type is delivered to meet these needs and the Council will seek to achieve this through use of a range of approaches, including advice to developers through the 'Meeting Housing Needs' Supplementary Planning Document and how it brings forward and disposes of its own land.
161. The provision of new homes must therefore address the needs of all types of household, including families, single people, older and disabled people and those who want to build their own home. New homes should be affordable by those who are seeking a first home and those who wish to move home. There must be increased provision of affordable housing both for rent and intermediate tenure to meet the growing needs of households which cannot afford market housing.
162. The Council aims to ensure that everyone has the opportunity of access to a decent and safe home within a quality living environment, by:

- identifying deliverable housing land supply for fifteen years from the date the Plan will be adopted and ensuring that at least a five-year supply of housing land is available for development;
- prioritising locations for development that will best contribute to building well connected sustainable and balanced communities;
- ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of all Solihull's residents, particularly needs for social rented housing, affordable home ownership, and housing for older and disabled people, on a Borough wide basis;
- promoting opportunities for self and custom build.

Policy P4 – Meeting Housing Needs

163. This policy is set out in 5 parts:

- P4A – Affordable Housing
- P4B – Rural Exceptions
- P4C – Market Housing
- P4D – Self Build and Custom Housing
- P4E – Housing for Older and Disabled People

Policy P4A Meeting Housing Needs – Affordable Housing

1. The Council will require developers of allocated and windfall sites to make a contribution to affordable housing on residential sites of major development, where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more to meet the housing needs of the Borough. Affordable housing includes social rented, affordable rented, intermediate tenure and Starter Homes, which is available at below market price or rent, and which is affordable to households whose needs are not met by the market.
2. The Borough definition of 'affordable' will be informed by work with the WMCA and build upon the definitions in national guidance. It will be set out in a Meeting Housing Needs Supplementary Planning Document (SPD), which will be updated periodically to ensure it remains up-to-date and can respond to the introduction of new tenures quickly and effectively if required.
3. Contributions will be expected to be made in the form of 40% affordable dwelling units on all development sites that meet the threshold, 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. Vacant Building Credit.
4. Where on-site provision is not feasible or viable there will be a financial contribution towards the provision of affordable housing that would not otherwise be provided, elsewhere within the Borough. The approach to calculating commuted sums is set out in the 'Meeting Housing Needs' Supplementary Planning Document.
 5. The extent of affordable housing that should be provided in relation to developments that either re-use existing buildings or include the demolition of existing buildings will be assessed according to the 'vacant building credit'. The approach to calculating the vacant building credit is set out in the 'Meeting Housing Needs' Supplementary Planning Document.
 6. On-site provision and off-site contributions should be calculated based on a tenure split of 65% social rent, with 35% provided as shared ownership.
 7. The social rented should be provided as follows, but will take into account site circumstances:
 - i. 30% one bedroom maisonettes/apartments (2 person home)
 - ii. 35% two bedroom houses (4 person home)
 - iii. 25% three bedroom houses (5 person home)
 - iv. 10% four bedroom houses (6 person home)
 8. The shared ownership should be provided as follows, but will take into account site circumstances:
 - i. 15% one bedroom maisonettes/apartments
 - ii. 40% two bedroom houses/apartments
 - iii. 40% three bedroom houses
 - iv. 5% four bedroom houses
 9. Specific sites circumstances are defined as town centre development, which may result in a different mix of type and size being delivered.
 10. The availability of a rented home at time of need and that meets a household's size mean that social rent is most needed to meet homeless and housing needs in a timely way. Affordable rent will only be supported if the rent is provided at target rent.
 11. Where the economics of provision of affordable housing, including particular costs that may threaten the viability of the site, the applicant is required to submit a viability assessment at the time of planning application submission. The Council will instruct a qualified valuer to examine the submitted viability assessment. The cost of the Council's qualified valuer will be met by the applicant.

12. The mechanisms and criteria for the delivery of Policy P4A will be set out in the Meeting Housing Needs Supplementary Planning Document.
13. Further detail and guidance for delivery of Policy P4A will be set out in the Meeting Housing Needs Supplementary Planning Document

Justification

164. The requirement for the provision of affordable housing is justified on the basis that Solihull has a high level of unmet housing need, as evidenced in the Housing and Economic Development Needs Assessment (HEDNA). This is supported by official data produced by MHCLG and local Borough wide data on housing need.
165. The HEDNA identified a need for 578²⁷ affordable homes per annum. The scale of need means that the Council is justified in seeking to secure as much affordable housing as viability allows.
166. The consequences of unmet housing need are significant. These can include homelessness, households in temporary or unsuitable accommodation for longer periods of time and overcrowding. Insufficient affordable housing will also act as an impediment to economic growth where companies experience problems in workforce recruitment and retention.
167. The level of need for affordable housing is therefore high in relation to the level of new provision. Provision of affordable homes is however limited by the proportion of development that takes place, and will continue to take place, on sites below the national affordable housing threshold. The site size threshold below which there is no requirement to provide affordable housing will result in many sites which could reasonably have provided affordable homes being fully developed only with market housing.
168. The affordable housing threshold adopted in the 2013 Solihull Local Plan was 0.2 hectares or 3 or more net dwellings. This threshold did not discourage development of small sites or the replacement of individual homes at the end of their lifespan, and the Council considered that it was appropriate to Solihull's local circumstances
169. The new threshold is dictated by changes to National Planning Policy Guidance and is consistent with this. Setting the threshold of major development, where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more to meet the housing needs of the Borough, is justified on the basis that housing developments at and above this level should contribute to meeting the need for affordable housing.
170. Since the adoption of a 40% affordable housing target (Policy H4 in the Solihull UDP, February 2006 and Policy P4 in the Solihull Local Plan, December 2013), a wide range of privately led residential developments have made provision at this level. The implementation of the policy has had due regard to the suitability of each site and its capacity to provide affordable homes. The Authority Monitoring Report highlights the delivery and contribution this policy makes towards meeting the borough's affordable housing need. It is therefore considered appropriate to the Borough's local circumstances.
171. Policy 4A is set on a Borough wide basis. This reflects the fact that needs cannot always be met where they arise, so use has to be made of the development opportunities that become available. Therefore any development may need to provide for needs arising in another part of the Borough. The only exception to this may be on rural 'exceptions' sites where housing may be reserved for those with a local connection.

²⁷ This reduces to 224 if households already in accommodation are excluded.

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172. The policy applies to all development in the 'C3' use class. The policy will also apply to 'C2' development that provides individual self-contained units that can be counted as part of the Borough's overall housing supply.
 173. The Council recognises that provision of affordable housing will result in a cost to developers and so the implementation of this policy requires a reasonable and flexible approach, reflecting individual site characteristics. Where there are factors that could threaten the viability of developments as a result of site specific constraints or circumstances these will be considered in negotiations. However, the overall target is that 40% of all new housing built in the Borough will be affordable housing.
 174. Consultation responses to the 2016 Draft Local Plan supported this policy approach. The Council is justified in adopting its definition of affordability because it provides clear guidance to developers on what is required. The definition will be based on Borough data on incomes and house prices, subject to monitoring and review.
 175. The Council is justified in defining the tenure of 'affordable' homes on the basis that a spread of tenure options is required to satisfy needs and aspirations of households.
 176. Most households in housing need are only able to afford to rent below market level, so the provision of homes at social rent or affordable rent is the most important aspect of affordable housing provision. In view of the greater cost to land value of rented provision, the ability to require a proportion of any affordable provision to be for rent is essential. The objective will be to maximise housing provision for those in most need whilst producing balanced communities and to secure a level and mix of provision which is viable and practicable to the developer.
 177. The Council also wishes to promote affordable routes to home ownership. This will mainly be for shared ownership but will include discounted market products as may be required by legislation and planning guidance at the time of determination. The policy therefore provides a range of affordable housing provision.
 178. National Planning Policy Framework defines Entry Level Exception sites as sites that are suitable for first time buyers (or those looking to rent their first home). The Council will support these in accordance with the latest National Planning Policy Framework and Planning Policy Guidance at the time of decision making.
 179. National Planning Policy Framework defines Build to Rent as purpose built housing that is typically 100% rented out. Schemes typically offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control. The Council will support these in accordance with the latest National Planning Policy Framework and Planning Policy Guidance at the time of decision making.
 180. The Council is justified in requiring the on-site provision of affordable housing wherever feasible in order to maximise the provision of affordable homes on sites of all values. It is recognised that the provision of affordable housing in some parts of the Borough can present challenges to developers because of existing use values. These are often in parts of the Borough where affordable homes are in particularly short supply so insistence on on-site provision is justified to ensure that homes are provided in these locations.
 181. This policy is consistent with the Government's policy that where local authorities have identified that affordable housing is required they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities.
 182. The policy in this plan does not cover matters relating to how affordable dwellings will be allocated for occupation. Eligibility and priority is governed by the Councils Housing Allocation Scheme. This is a statutory policy required under the Housing Act 1996. However

where Neighbourhood Plans include a policy relating to the occupation of affordable housing (through for instance a priority being given to those with a strong local connection), then due consideration should be given to the neighbourhood plan.

Policy P4B – Meeting Housing Needs – Rural Exceptions

1. The provision of affordable housing developments on Green Belt land to meet the local needs of households in that Parish or neighbourhood will be supported in circumstances where:
 - i. The development proposal is consistent with the Village, 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 Forum.
2. Proposals will also be considered against openness and character of the village/settlement and any design criteria in an adopted Neighbourhood Plan.
3. Further detail and guidance for delivery of Policy P4B will be set out in the Meeting Housing Needs Supplementary Planning Document.

Justification

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

Policy P4C – Meeting Housing Needs - Market Housing

1. In assessing the housing mix on allocated and windfall major development sites, the Council will, in negotiations, have regard to:
 - i. Site size;
 - ii. Current indicative Borough-wide needs assessments;
 - iii. The existing mix of market housing and local housing demand in the area;

- iv. Accessibility to local services and facilities, and access to public transport in accordance with Policy P7;
 - v. The economics of provision, including particular costs that may threaten the viability of the site;
 - vi. The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities.
2. Where the Council issues a concept masterplan 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, single persons and couples, as identified by the latest HEDNA.
 3. Market dwellings shall be provided in accordance with the following mix:
 - i. 1 or 2 bedrooms – 30%
 - ii. 3 bedrooms – 50%
 - iii. 4 or more bedrooms – 20%
 4. Further detail and guidance for delivery of Policy P4C will be set out in the Meeting Housing Needs Supplementary Planning Document.

Justification

186. The Council is justified in requiring that the mix of market housing reflects the latest evidence on need for household types and sizes, so that market provision reflects local Borough demand and promotes and sustains mixed and balanced communities.
187. The recommended market mix is derived from the outputs of the 2020 HEDNA, which is a Borough-wide assessment. A similar mix of housing in all areas is expected but this will be applied flexibly according to specific local characteristics. In applying the mix to individual development sites, regard will be given to the size and nature of the site and character of the area; any relevant policies in Neighbourhood Plans; up-to-date evidence of need; and the existing mix and turnover of properties at the local level.
188. Specific sites, such as town centre development, may result in a different mix of housing being delivered.
189. Based on the evidence, it is expected that the focus of new market housing provision will be on 2- and 3-bed properties; which will also assist affordability. Continued demand for family housing can be expected from newly forming households. Some demand for smaller to medium-sized properties (2- and 3-beds) can be expected to increase opportunities for older households to downsize and allow turnover of existing larger family homes.
190. The Council will monitor what is being built to ensure that a reasonable mix of market housing is provided across the Borough.
191. In applying this policy, any room designated as a bedroom should comply with the criteria set out in the national space standards, in accordance with Policy P5.

Policy P4D – Meeting Housing Needs - Self and Custom Housebuilding

1. The Council will require developers of allocated sites to make a contribution to Self and Custom Build Housing on residential sites of 100 units or more. Contributions will be expected to be made in the form of 5% of open market dwellings in the form of Self and Custom Build Plots on each development site, but will take into account:
 - 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 self and custom build plots would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;
 - 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 and functional housing development.
2. The Council expects these plots to be offered for sale with outline planning permission, fully serviced to the boundary, and unconstrained access to the highway for a period of 12 months to those Registered on Solihull's Self and Custom Build Housing Register. The value of the plots will be subject to an independent valuation by a Registered Surveyor. After 12 months the plot will revert to the developer and will be built out for market housing.
3. Further detail and guidance for delivery of Policy P4D will be set out in the 'Meeting Housing Needs' Supplementary Planning Document.

Justification

192. The Council is justified in making provision for self and custom build housing in order to comply with the Self and Custom Housebuilding Act, the Housing and Planning Act, National Planning Policy Guidance and the needs on the self-build register.
193. The Housing and Planning Act 2016 took forward the requirements of the Self-build and Custom Housebuilding Act 2015 further by introducing a 'Right to Build'. This requires local planning authorities to support custom and self-builders registered in their area in identifying enough suitable plots of land to build or commission their own home to meet local demand through their Local Plan.
194. In accordance with the Self-Build and Custom Housebuilding Act 2015 and the Housing and Planning Act 2016 the Government released Ministerial Regulations on 31 October 2016. These Regulations enable the Council to split the Register into two parts. Part 1 of the Register is for those who potentially meet Local Connection Criteria and Assessment of Financial Resource. Applicants who meet these qualifying criteria will have the 'Right to Build' and Policy 4D will create suitable plots of land to build or commission their own home. Part 2 of the Register is for all other applicants. The Council does not have a legal obligation to identify enough suitable plots of land for those on this part 2 of the Register, however it

does illustrate a level of demand, which has been considered through the development self-build and custom housebuilding policy.

195. The Council has approved Local Connection Criteria and Assessment of Financial Resources and fees for the Solihull Self-Build and Custom Housebuilding Register. As at 30 October 2019 there were 370 individual entries on the Register along with 4 groups containing a total of 18 individuals.

Policy P4E – Meeting Housing Needs - Housing for Older and Disabled People

1. New housing developments will be expected to provide a mix of dwelling size and type to meet the identified needs of older people and those with disabilities and special needs, in accordance with current assessments of housing need and evidence:
2. All new build housing on major development sites must be built to Category M4(2) (Accessible and Adaptable dwellings) of approved Building Regulations Document M; Volume 1, unless it is built in to M4(3);
3. At least 5% of housing on major development sites must be wheelchair user dwellings to M4(3) of the Building Regulations;
4. All developments of 300 dwellings or more must provide specialist housing or care bed spaces, in accordance with the Council's most up-to-date statement of need on older person's accommodation.
5. This policy will be applied flexibly, taking into account:
 - i. Site specific factors which may make step-free access unsuitable or unviable;
 - ii. The economics of provision, including particular costs that may threaten the viability of the site;
 - iii. Whether the provision of housing at these standards would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;
 - iv. The need to achieve a successful housing development.
6. Applications for specialist housing for older people and younger adults with disabilities will be supported where:
 - i. The site is accessible to shops, amenities and public transport;
 - ii. It can be demonstrated that satisfactory Pprimary hHealth cCare services will be accessible to serve the residents of the development;
 - iii. The development makes a positive contribution towards meeting identified needs set out in the Council's most up-to-date statement of accommodation need;

- iv. All specialist housing must meet the Category 2, Category 3(2a) or Category 3(2b) requirements of the Building Regulations, Approved Document M, Volume 1.
75. Applications for care homes (Use Class C2) for older people and younger adults with disabilities will be supported where:
- i. The site is in close proximity to shops, amenities and public transport;
 - ii. It is appropriate to the needs of the intended occupiers, staff and visitors;
 - iii. There are satisfactory pPrimary hHealth cCare services to serve the residents of the development within reasonable proximity;
 - iv. The design meets or exceeds the most up to date standards set by the Care Quality Commission (or successor bodies) regarding the safety and suitability of premises;
 - v. The proposal will facilitate an improvement in the quality of care provided, in particular, including the provision of nursing care.
86. A planning condition will define the percentages of M4(2) and M4(3) required for each planning approval.
97. Where references to the Building Regulations in the policy change, the requirement shall be taken to refer to the most up-to-date standard.
810. Further detail and guidance for delivery of Policy P4E will be set out in the Meeting Housing Needs Supplementary Planning Document.

Justification

196. National planning policy requires local planning authorities to plan for the needs of different groups in the community, including older people and younger adults with learning disabilities, autistic spectrum conditions, mental health and physical disabilities and sensory impairments.



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197. Planning policy must therefore understand the housing needs of particular groups and this is an important part of the Council's duties under the Equality Act 2010, including the Public Sector Equality Duty.
 198. The proportion of older people in the population is forecast to increase. The number of people aged 75 and over is projected to increase by 7,147 between 2020 and 2036 to comprise 12% of the population.
 199. It is also projected that there will be a 35% increase in the number of people aged 65 and over with dementia and a 31% increase in those aged 65+ with mobility problems.
 200. A number of Neighbourhood Plans identify the requirements to provide a range of housing for older people, and Local Plan policy P4E supports this. Consultation responses to the 2016 Draft Local Plan also supported provision for older people and those with disabilities.
 201. It is important that all older people have good and affordable housing choices. Not all older people need specialist accommodation; many will prefer to remain in their own homes. There is therefore a clear need to increase the supply of accessible and adaptable dwellings and wheelchair user dwellings as well as providing specialist housing.
 202. An important part of meeting need for older people will be through general purpose new homes built to accessible standards and which are suitable and attractive for 'downsizing'. This will include 'age-restricted general market housing' designed for people aged 55 and over and the active elderly which may include some shared amenities such as communal gardens but does not include support or care services.
 203. Policy P4E supports the Council's adult social care approach. Suitable general needs housing and specialist schemes both contribute to older and disabled people having good housing options. Extra Care, or Housing with Care can be very important in supporting a higher level of independence for longer and providing a more gradual transition as care needs increase. The support of a community and the informal provision of care by residents are also important. This brings long term benefits for both adult social care and the National Health Service. The policy also supports one of the priorities of the Birmingham and Solihull Sustainability and Transformation Partnership to improve the health and wellbeing of the population by working with local partners, particularly focussing on employment, education, housing and work.
 204. Government has consolidated a wide range of new housing standards. This is based on minimum Building Regulations requirements with the ability for local planning authorities to apply the optional national standards over and above these. One of the optional standards covers accessibility.
 205. Optional standards can only apply where a policy is included in a Local Plan. Policy P4E therefore applies the optional accessibility standards in Solihull.
 206. Conditions will be applied to relevant planning permissions to ensure compliance with Policy P4E. Where references to the Building Regulations in the policy change, the requirement shall be taken to refer to the most up-to-date standard.
 207. The two optional Building Regulation standards for accessibility and adaptability are M4(2) and M4(3). M4(2) promotes the ability of people to remain in their homes as their circumstances change as it covers design measures that can allow homes to be adapted. M4(3) relates specifically to wheelchair user housing and distinguishes between 'wheelchair adaptable' (M4(3 2a)) and 'wheelchair accessible' dwellings (M4(3 2b)). Policy P4E requires 'wheelchair adaptable' ~~as 'w~~Wheelchair accessible' only applies where the Council is responsible for allocating or nominating an individual.

208. The HEDNA demonstrated a need for homes which are suitable for older people and those with disabilities (physical, sensory and learning). This is also evidenced by local Borough wide data and Council assessments and plans.
209. The HEDNA also demonstrated the need to increase the supply of accessible and adaptable dwellings and wheelchair user dwellings as well as providing specific provision of older persons housing. The evidence supported a policy requirement that:
- All dwellings (in all tenures) meet the M4(2) standards
 - A need for around 700 dwellings to be for wheelchair users (M4(3)) in the period to 2036, met by a requirement that 5% of new homes are built to M4(3 2a).
210. Policy P4E therefore sets a requirement for M4(2) and M4(3) dwellings to be provided on all major development. Conditions will be applied to relevant planning permissions to ensure compliance with Policy P4E.
- ~~211. Where application of the 5% requirement for M4(3) results in a fraction of a wheelchair user dwelling, provision will be rounded to the nearest whole dwelling.~~
- ~~212-211.~~ In addition to enabling people to remain in their own homes, there is also a need for policy to support specialist provision.
- ~~213-212.~~ Specialist housing is defined in paragraph 010 of National Planning Policy Guidance. ~~provision can take the form of specialist housing and care homes.~~ P4E will make provision for Extra Care or Housing with Care dwellings, which are part of the overall housing need identified in Policy P5, and additional care bedspaces for elderly people.
- ~~214-213.~~ Extra Care or Specialist Housing with Care will provide fully self-contained homes to people who may need care at the time that they take up occupation, or may develop a need for care over a period. People will have tenancies or leases which give them security of tenure and the right to control who enters their home. Schemes will have communal spaces and facilities, access to personal care and support 24 hours a day through an agency registered with the Care Quality Commission, community alarms and other assistive technologies and an office for use by staff serving the scheme.
- ~~215-214.~~ Care Homes will provide individual rooms ('care bedspaces') on a licence within a residential building. They will provide a high level of care meeting all activities of daily living. Personal care and accommodation will be provided together as a package with no clear separation between the two. This type of provision includes residential, nursing and dementia care. Care homes will be Care Quality Commission regulated for the purpose of 'accommodation for persons who require nursing or personal care'.
- ~~216-215.~~ Specialist housing and care homes must be in accessible locations, consistent with policy P7.
- ~~217-216.~~ The Council is also justified in requiring the provision of homes which are designed to meet specific needs of older and/or disabled people (including people with learning and/or physical or sensory disabilities) because of the outstanding need for such accommodation and the relatively high cost of provision.
- ~~218-217.~~ The population growth among adults aged 18-64 with disabilities is less pronounced than among older people, but the Council must develop affordable housing as an alternative to residential care. It is expected that this need will mainly be met by the Council directly commissioning the required provision.
- ~~219-218.~~ Applicants for planning permission should seek pre-application advice to establish whether their proposal will be classified as use class C2 or C3.

Challenges and Objectives Addressed by the Policy

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

Policy P5 – Provision of Land for Housing

1. The Council will allocate sufficient land for at least 5,270 net additional homes, to ensure sufficient housing land supply to deliver 15,017 additional homes in the period 2020-2036. The allocations will be part of the overall housing land supply detailed in the table below.
2. The average annual housing land provision target is 938 net additional homes per year (2020-2036). A trajectory showing how this target will be delivered from all sources of housing land supply is shown below. It will be subject to annual review through the AMR.
3. New housing will be supported on windfall sites in accessible locations, where they contribute towards meeting Borough-wide housing needs and towards enhancing local character and distinctiveness. Unless there are exceptional circumstances, new housing will not be permitted in locations where accessibility to employment, centres and a range of services and facilities is poor.
4. Housing will be provided as a mix of small and larger sites that will ensure a continuous supply of housing provision throughout the Plan period, and a continuous supply of affordable housing. Indicative delivery periods are included in the table below.

National Space Standards

5. In order to ensure that new residential development delivers appropriate levels of amenity and a sustainable living environment, new homes should comply with the nationally described space standards set out by Government.

Density

6. The appropriate density of new housing will be based on a number of factors, and measured on the developable area of a site. This will include site plots and estate roads, but exclude land for other development requirements such as open space, SUDS and strategic highway infrastructure. Density will be informed by the following:
 - i. The need to maximise the efficient use of land;
 - ii. The appropriate mix of housing in accordance with Policy P4;
 - iii. Responding to local character and distinctiveness, including landscape and townscape features, green infrastructure and heritage assets;

iv. Scale, type and location of development, in particular with regard to accessibility of services by sustainable transport modes.

Justification

Local Housing Need

220-219. Since the revised National Planning Policy Framework (NPPF) was published in July 2018, councils have been required to calculate their local housing need (LHN) using the Government's standard methodology. For the base year 1st April 2020, the LHN is 807 dwellings per annum, which over the plan period would result in a need for 12,912 dwellings.

Data source	Number
Households at 2020	90,937
Households at 2030	97,259
10 year difference in number of households	6,322
Annual average increase in no. of households	632
Median house price	£277,500
Median workplace earnings	£32,970
Affordability ratio	8.42
Affordability increase ²⁸	27.6%
Adjusted household projections annual average increase (i.e. the LHN)	807
Plan period	2020-36
No. of years in plan period	16
No. of dwellings required during plan period – Minimum LHN	12,912

221-220. National planning practice guidance is clear that the LHN provides a minimum starting point in determining the number of homes needed in an area and it explains when it might be appropriate to plan for a higher housing need figure that the standard methodology indicates. This has been addressed in the ~~HEDNA which~~ HEDNA, which has considered whether the UK Central Hub proposals represent a deliverable growth strategy that is likely to exceed past trends. The HEDNA concludes it is and has therefore looked to see what additional workforce may be required. On the basis that the standard methodology provides for higher jobs growth than baseline predictions indicate are necessary; and if commuter patterns for employment in the UK Central Hub area remain at 2011 census levels then a small increase to 816 dpa would be justified. **Over the plan ~~period~~ period, this would result in a need for Solihull of 13,056.**

222-221. This housing growth can be delivered through sites with planning permission, suitable deliverable sites identified within the Strategic Housing and Economic Land Availability Assessment, locations proposed for allocation by this policy and unidentified

²⁸ The formula in the standard methodology converts the ratio into a percentage increase to be applied to the household projections.

windfall sites, predominantly within South Solihull. The following table provides an overview of housing land supply.

Solihull Housing Land Supply 2020-2036 (as of 1st April 2020)

Source	Capacity
1 Sites with planning permission (started)	1,663
2 Sites with planning permission (not started)	1,119
3 Sites identified in land availability assessments	320
4 Sites identified in the brownfield land register (BLR)	77
5 Town Centre Sites ²⁹	961
6 Solihull Local Plan (2013) allocations without planning permission at 1 st April 2020	350
7 Less a 10% to sites with planning permission (not started), sites identified in land availability assessments, BLR and SLP sites	-283
8 Windfall housing land supply (2022-2036)	2,800
9 UK Central Hub Area to 2036	2,740
10 Allocated Sites to 2036	5,270
Total Estimated Capacity (rows 1-10)	15,017

Windfall Housing Supply

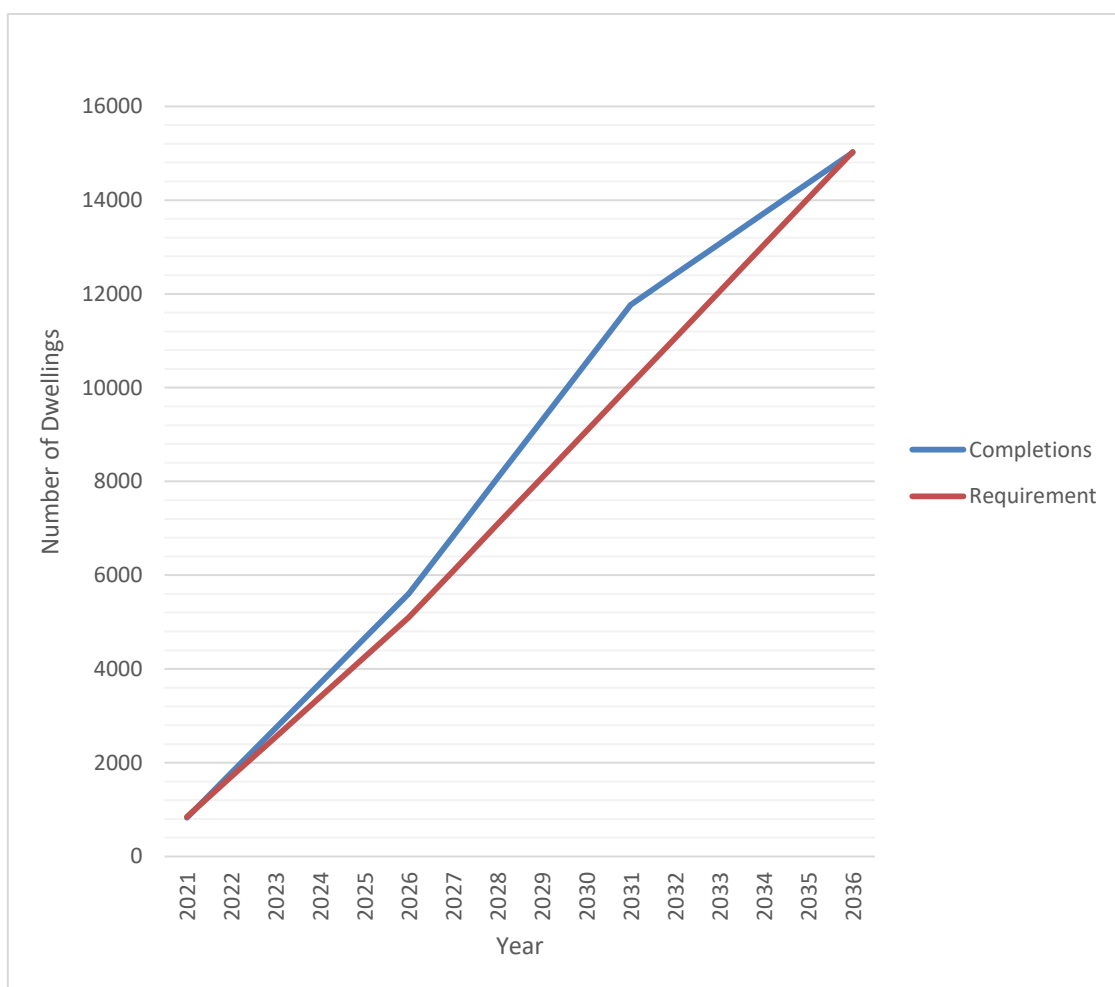
223-222. Windfall housing sites are sites that will become available for residential development during the Plan period that cannot be identified now. There is compelling evidence that windfall sites consistently become available in Solihull. The windfall assumption in the adopted Solihull Local Plan was 150 dpa. The average windfall supply since 1992 has increased to 209 dpa and in the last decade is 231 dpa. The 5YLS position adopted at Cabinet in July 2019 set out a revised windfall rate of 200 dpa to reflect his position. To prevent double-counting with existing permissions, the windfall completions are counted from the third year of supply, therefore from 2022 onwards.

Housing Trajectory

224-223. To ensure that an adequate supply of housing will be available throughout the plan period consideration has been given to the likely delivery rates of both existing commitments and the proposed allocations over the plan period. A number of small-medium sites will gain permission and commence development within the first five years of adoption of the plan from 2021. However, some of the larger sites will not make a significant contribution to completions until the mid-delivery phase. For this reason, and to ensure a robust five year housing land supply for the duration of the plan, the housing requirement is stepped:

²⁹ Solihull Town Centre (861) & Chelmsley Wood Town Centre (100)

Delivery Phase	Stepped Requirement	Annualised requirement
I – 2020-2026	5,106	851
II and III – 2026-2036	9,911 ³⁰	991
Total	15,017	938



Maintaining Housing Land Supply

225-224. The NPPF requires Councils to identify and maintain five years' housing land supply with an additional buffer of 5% to ensure choice and competition in the market. The following table establishes the five year housing land requirement from the current base date of 1st April 2020:

³⁰ Rounded up

Source		Capacity
1	Sites with planning permission (started)	1,663
2	Sites with planning permission (not started)	889
3	Sites identified in land availability assessments	200
4	Sites identified in the brownfield land register (BLR)	77
5	Solihull Local Plan (2013) allocations without planning permission at 1 st April 2020	350
6	Less a 10% to sites with planning permission (not started), sites identified in land availability assessments, BLR and SLP sites	-152
7	Allocated sites	1,170
8	Windfall housing land supply (2022-2025)	600
Total Estimated Capacity (rows 1-8)		4,797
Annualised requirement		851
Annualised requirement + 5%		894
5 year requirement		4,468
5 year supply/requirement		5.37 years supply

Allocated Sites

226-225. Summary Table of Residential Allocations

Area ³¹	Ref.	Site Name	G B ³²	P D L ³³	Site Area (ha)	Capacity	Delivery Period ³⁴
Balsall Common	BC1	Barratt's Farm	Y	N	91	875	II and III
	BC2	Frog Lane	Y	N	6	110	I
	BC3	Windmill Lane/Kenilworth Road	Y	N	7	120	I

³¹ The area or settlement the allocation is adjacent to (not necessarily the ward or parish it falls within).

³² Does the allocation relate to releasing a site from the Green Belt.

³³ Is the site previously developed land, or at least a substantial part of it is.

³⁴ Indicative delivery period: I = years 0-5, II = years 5-10 & III = years 10 -16

Area ³¹	Ref.	Site Name	G B ³²	P D L ³³	Site Area (ha)	Capacity	Delivery Period ³⁴
	BC4	Pheasant Oak Farm	Y	Y	14	200	II
	BC5	Trevallion Stud	Y	Y	12	230	I and II
	BC6	Lavender Hall Farm	Y	Y	4	80	III
Blythe	BL1	West of Dickens Heath	Y	N	23	350	I and II
	BL2	South of Dog Kennel Lane	Y	N	47	1000	I, II and III
	BL3	Whitlocks End Farm	Y	N	14	300	I and II
Hampton in Arden ³⁵	HA1	Meriden Road, Hampton in Arden	Y	Y	5	100	I
	HA2	Oak Farm, Catherine-de-Barnes	Y	Y	3	95	I
Hockley Heath	HH1	School Road	Y	N	6	90	I
Knowle	KN1	Hampton Road	Y	N	11	180	I and II
	KN2	South of Knowle	Y	N	49	600	I and II
Meriden	ME1	West of Meriden	Y	N	4	100	I
North of the Borough	NS1	Kingshurst Village Centre	N	Y	4	50	I
Solihull	SO1	East of Solihull ³⁶	Y	N	43	700	I and II
	SO2	Moat Lane Depot	N	Y	3	90	III
<i>Non Green Belt Sites (2)</i>					7	140	
<i>Green Belt Sites (16)</i>					340	5,130	
Total					347	5,270	

³⁵ Site SO1 is also located within Hampton in Arden parish

³⁶ Although the site is located within Hampton in Arden parish, it functions as an extension of the urban area and so has been included in the Solihull settlement chapter.

Housing Market Area

227-226. Solihull is one of 14 local authorities within the Greater Birmingham Housing Market Area (GBHMA). The Birmingham Development Plan (adopted January 2017) recognises that there is a shortfall of 37,900 homes, which needs to be met in the wider GBHMA up to 2031. Under the Duty to Cooperate, the Council has been working with its partners to address this shortfall.

228-227. Through the Local Plan Review process undertaken to date, the Council had indicated it would test the ability to accommodate 2,000 dwellings from the shortfall up to 2031. Now that the Council has tested and established an appropriate capacity it is able to confirm the contribution to the HMA as the difference between the identified supply and the LHN. Thus the contribution to the HMA is 2,105 being the difference between 15,017 and 12,912. **Thus 15,017 will be the housing requirement for the plan, this equates to an average of 938 dwellings per annum.**



229-228. The figure of 12,912 was used rather than 13,056 (the HEDNA UK Central Hub ‘uplift figure’) as this represents the minimum needs of the Borough as determined by the standard methodology. The occupation of the additional dwellings needed as a result of the UKC Hub uplift would be as a result of additional net migration into the Borough (as it is above the Borough’s own demographic needs) from elsewhere and to have added this to the contribution to the HMA shortfall would result in double counting.

Putting the Level of Growth into Context

230-229. Solihull is recognised for its high quality ~~environment which~~ environment, which attracts residents and investors to the sub-region. These include green infrastructure assets such as the Arden Landscape, the River Blythe SSSI, tree-lined suburbs and principal parks as well as major transport and economic assets such as UK Central, the M42 corridor and forthcoming HS2 Interchange. Growth needs to be managed at a sustainable rate so that the success of these assets are not compromised and can continue to deliver their economic and ecosystem services.

231-230. The proposed level of growth is significantly more than previously planned for and is recognition that the SLP 2013 used a constrained figure. The Council is now not only

seeking to accommodate its own needs in full, but also help to accommodate some of the shortfall occurring in the HMA.

Commentary on comparison to previous levels of growth

- | ~~232~~-231. The level of growth now proposed in the Borough at 938 dwellings per annum represents a significant step change in the delivery of housing. This is higher than has been achieved in any single year since 2001 (the highest being 836 in 2005/06). The average over the last 5 years has been 706 dwellings per annum.

Housing Requirement for Designated Neighbourhood Areas

- | ~~233~~-232. Paragraph 65 of the NPPF states that the overall strategic housing requirement policy in the local plan should set out a housing requirement for designated Neighbourhood Plan areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.

- | ~~234~~-233. The schedule below outlines the housing requirement for each of the designated Neighbourhood Areas in the Borough. This figure comprises the amount of housing expected to be delivered through site allocations (made in this plan) in each Neighbourhood Area along with sites identified in land availability assessments, those identified in the Councils BLR and site allocations in the Solihull Local Plan 2013 without planning permission at 1st April 2020.

- Balsall 402
- Berkswell 1,356
- Cheswick Green 1,002
- Dickens Heath 650
- Hampton in Arden 1,012
- Hockley Heath 141
- Knowle, Dorridge & Bentley Heath 808
- Meriden 100

National Space Standards

- | ~~235~~-234. In 2015, the Government introduced nationally described space standards as a new form of technical planning standard that local authorities can adopt through their local plans. The standard provides for minimum gross internal floor areas and storage, to ensure that sufficient internal space within new homes for both a high quality of life and flexibility over time. This is especially important for smaller homes, which need to be fit for purpose and attractive in the market, e.g. to those wishing to down-size. For conversions it may be more difficult to achieve these standards, however, developers should set out how the internal space provision will meet housing needs.

- | ~~236~~-235. Summary of National Space Standards³⁷

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Density

237-236. It is important that efficient use is made of the land available to ensure delivery of sufficient new homes in the Plan period.

238-237. Assessing the efficient use of land and corresponding appropriate density will involve a range of considerations, including accessibility, infrastructure capacity, environmental issues and in particular, the prevailing character, identity and setting of the surrounding areas. Each site has its own characteristics, context and constraints, and it is important that these are taken into account in creating well-designed places in accordance with policy P15.

239-238. In more sustainable locations, which are highly accessible by public transport, as well as walking and cycling, there will be opportunities to increase densities. Where it can be demonstrated that higher densities would respect the character and quality of an area, this will be supported.

240-239. Dwelling figures for Allocated Housing Sites have been informed through a series of concept masterplans, and are based on a range of densities deemed appropriate at each site. The eventual capacity of sites will depend on various factors, many of which will need to be addressed at application stage, including detailed design and layout. This may mean that dwelling and bed space totals for an allocated site fall outside the indicative range specified in the respective policy.

Indicative densities³⁸

Dwellings per hectare (developable site area)	Houses	Apartments	Mixed
Town Centre/UKC Hub Area	40dph	90-150dph	50-70dph
Urban redevelopment	35-45 dph	70-90 dph	45-60dph
Significant extension of urban or larger village edge	30-40 dph	As appropriate	40-50dph
Limited extension of urban or larger village edge	30-35dph	As appropriate	40-50dph

241.240. Where the density in a planning application falls significantly below those specified above, the applicant will be expected to provide supporting information justifying the density proposed.

Concept Masterplans

242.241. The Council has prepared a concept masterplan for each site to ensure confidence on capacity and deliverability. Concept masterplans include details on:

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

243.242. It will be expected that where there are multiple ownerships involved, the concept masterplan will show a coordinated and comprehensive approach to the development of the site that is supported by relevant site promoters/developers so that piecemeal development is avoided. This needn't necessarily preclude a phased approach where one parcel of land or part of the site may be available for development in advance of another. However it will

³⁸ The densities relate to those to be achieved on the net developable area of a site.

be expected that evidence can be provided of a joint and coordinated approach so that one phase of development does not prejudice a future phase, nor place undue viability pressures on a later phase to complete necessary infrastructure to serve the whole development.

Challenges and Objectives Addressed by the Policy

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

Policy P6 – Provision of Accommodation for Gypsies and Travellers

1. An updated Gypsy and Traveller Accommodation Assessment (GTAA) is currently being undertaken and is in the process of being completed. The Council will seek to meet the need for any permanent residential pitches to 2036 that is identified in the updated GTAA. This will include meeting the needs arising from Gypsies and Travellers who meet the Planning Policy for Traveller Sites (PPTS) planning definition of a Traveller, as well as those who have ceased to travel permanently. It will also include an allowance for 'undetermined' households, where it was not possible to complete an interview during the completion of the GTAA, where required.

Gypsies and Travellers who meet the PPTS planning definition:

2. The accommodation needs of Gypsies and Travellers who meet the PPTS planning definition of a Traveller will be met through a combination of the remaining site allocations in the Council's adopted Gypsy and Traveller Site Allocations Plan (2014) that have not yet come forward; work to identify whether need can be met through other unimplemented planning consents and vacant pitches on sites; and through work on a pitch deliverability assessment to identify whether identified need can be met through the intensification of existing, authorised Gypsy and Traveller sites.
3. The remaining pitch allocations are:
 - i. The Haven – 6 pitches
 - ii. -Old Damson Lane – 2 pitches
4. As far as possible, the Council will seek to meet any remaining need within the boundaries of existing authorised sites, or through an updated Gypsy and Traveller Site Allocations Plan.
5. 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, having regard to factors such as the scale and form of existing pitches and sites in the locality, and the availability of infrastructure, services and facilities;
 - 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, water quality, 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, and the site will provide safe and healthy living conditions for site occupants;
 - vi. The site has safe and convenient access to the highway network;
 - vii. The site is of a sufficient size to support the provision of amenities and facilities for the number of caravans proposed, and will have adequate circulation space within the site for the parking and safe manoeuvring of vehicles and trailers;
 - viii. 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.
6. Sites in the Green Belt (whether temporary or permanent) will not be permitted unless other reasonable alternative locations have been robustly discounted, including the availability of existing local provision, and only then where applicants can demonstrate “very special circumstances” as required by the PPTS.
 7. Applications to intensify existing authorised Gypsy and Traveller Sites that contribute to meeting any need that may be identified in the forthcoming 2020 GTAA will also be supported where they meet the above criteria.

Gypsies and Travellers who do not meet the PPTS planning definition:-

8. The provision of pitches for Gypsies and Travellers who have ceased to travel permanently and do not meet the PPTS planning definition will be supported, should any need be identified in the forthcoming 2020 GTAA.
9. Proposals for new sites or pitches, and applications for the intensification of existing sites will be assessed against criteria i—viii above. Subject to compliance with other policies in the pPlan, applications which perform well against the criteria will be considered favourably.
10. Sites in the Green Belt (whether temporary or permanent) will not be permitted unless other reasonable alternative locations have been robustly discounted, including the availability of existing local provision, and only then where applicants can demonstrate “very special circumstances” as required by the PPTS.

Justification

244.243. Gypsies and Travellers in England have some of the worst outcomes of any group across a range of social indicators. It is well recognised that they are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. Accommodation issues contribute to many of the inequalities that Gypsy and Traveller communities experience, and are frequently a source of tensions between travelling and settled communities. The Government and the Council acknowledge that these inequalities and tensions must be addressed, but it is crucial to ensure that the planning system is not abused and that development is located in the most appropriate locations.

245.244. Together with the NPPF, the 2015 Planning Policy for Traveller Sites (PPTS) sets out how local planning authorities should plan for the future accommodation needs of Gypsies and Travellers in their area. The PPTS highlights that the traditional and nomadic way of life of Gypsies, Travellers and Travelling Showpeople should be facilitated, while respecting the interests of the settled community and that planning authorities should make their own assessment of need, using a robust evidence base to establish accommodation requirements. Local Planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of travellers in their area.

246.245. Gypsies and Travellers are defined in the PPTS as 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such'.

247.246. The Council is required to specifically and separately address the future accommodation needs of Travellers who meet the PPTS planning definition of a Traveller over the plan period. For those Gypsies and Travellers who do not lead a nomadic lifestyle (i.e. that have ceased to travel permanently and do not therefore meet the PPTS planning definition), there remains a requirement for the Council to continue to assess and plan for their needs as part of its wider responsibilities to plan to meet the accommodation needs of its settled community. Additionally, the Human Rights Act 1998 and the Equalities Act 2010 protect the cultural choice of Gypsies and Travellers to live in mobile accommodation. In accordance with the NPPF and the Council's public sector equality duty, these needs are also addressed in Policy P6.

248.247. The Council has commissioned an updated GTAA to identify the future accommodation requirements of Gypsies and Travellers in Solihull over the period 2020 to 2036. However, the Covid-19 pandemic has had a severe impact on the completion of the household interviews that are required to support this work and at the time of publishing this Draft Submission Plan, the 2020 GTAA has not yet be finalised. Notwithstanding this, the GTAA is assessing the needs of all Gypsy and Travellers in the Borough, including those who meet the planning definition of a Gypsy or Traveller and those who do not. The GTAA will also include an assessment of need for any households that it is not possible to interview – this is referred to as undetermined need and the GTAA will include recommendations on how this need should be addressed.

249.248. Historically, the Council has demonstrated a positive and proactive approach to making sure that the needs of the Gypsy and Traveller community have been met, and it will continue to do so. In 2014, the Council adopted a Gypsy and Traveller Site Allocations Plan to address the pitch requirements as set out in the previous 2012 GTAA. The Site Allocations Plan allocates sites to meet the identified need of 38 permanent residential pitches between 2012 and 2027, in full. Whilst most of the allocated sites now have planning

permission, there are 8 pitches on identified site allocations that have not yet come forward through the planning application process. These sites / pitches were originally phased to come forward post 2017 to ensure provision later in the plan period and to secure the longer term need for sites.

- | ~~250-249.~~_____ The accommodation needs of travelling Gypsies and Travellers who meet the PPTS definition will be met through these remaining sites allocations, and emerging analysis also suggests that any additional immediate need may be accommodated through intensification of use within the boundaries of existing authorised sites. Where required, the Council will undertake an update of its Gypsy and Traveller Site Allocations Plan. In accordance with the PPTS, the policy sets out the criteria that will be used to guide the allocation of future sites.
- | ~~251-250.~~_____ Given the historic lack of suitable and available land outside the Green Belt for new Gypsy and Traveller sites, applications to intensify existing authorised Gypsy and Traveller Sites that contribute to meeting any need identified in the forthcoming 2020 GTAA for Gypsies and Travellers that meet the PPTS planning definition will also be supported where they meet the criteria set out in the Policy. This will ensure the effective use of land and optimise the use of existing sites. It will also have social benefits as many Gypsy and Travellers wish to live in extended family groups.
- | ~~252-251.~~_____ Planning applications to meet the need of Gypsies and Travellers who do not meet the PPTS planning definition will also be considered against the criteria as set out in the Policy.

Challenges and Objectives Addressed by the Policy

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

Improving Accessibility & Encouraging Sustainable Travel

Introduction

253-252. To make provision for sustainable communities and to realise the future economic ambitions of Solihull it is critical there is an integrated approach to transport and development across the borough. Easy access to services and facilities such as jobs, education, fresh food retailers and open space by all modes; and an efficient, safe and attractive street and highway network are crucial to supporting these ambitions. The development of policies in this section of the draft local plan have had regard to Solihull's role in the wider area recognising that both national road and rail networks cross through the Borough.

254-253. The Borough Portrait and Challenges identify the local transport issues in the Borough. This includes the difficulty in achieving sustainable modes of transport in the rural parts of the Borough, due to the number of small settlements and dispersed population, whilst many of the Borough's roads suffer from congestion during peak hours. As well as creating social exclusions these issues can in turn detract from Solihull's attractiveness as a place to live, work and learn whilst also suppressing its economic potential. Effective land use planning can, however, make a positive contribution towards re-balancing the transport system by influencing the location of development; supporting rural transport and encouraging take up of sustainable modes of transport.

255-254. Solihull Council is embarking on a strategy of 'Managed Growth' through the promotion of 'UK Central'. UK Central brings together all of the Borough's key economic assets, including regional business parks, town centres, Jaguar Land Rover, the Airport, future HS2 interchange station and the NEC. A key component to making UK Central a reality will be a balanced approach to transport - one that recognises the need to cater for cars and places appropriately as well as increasing emphasis on alternative transport modes.

Movement for Growth & Solihull Connected

256-255. The West Midlands Combined Authority, has through its 'Movement for Growth' strategy set out the strategic direction for the region, while the Council's transport strategy 'Solihull Connected' (adopted 2016) sets out the strategic vision for managing the quality and performance of the transport system within Solihull and connections with the rest of the region and the UK.

257-256. Solihull Connected has five primary objectives:

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

- Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.

~~258-257.~~ Both 'Movement for Growth' and Solihull Connected set out a vision of an inter-connected network of rapid-transit for the region, comprising Metro (light rapid transit) and SPRINT (bus rapid transit). In addition, Midlands Connect, of which Solihull is a partner, will, through its strategic transport strategy, identify the key road and rail infrastructure with the greatest economic impact across the whole (East & West) Midlands region.

Cycling and Walking Strategy

~~259-258.~~ To support Solihull's Transport Strategy 'Solihull Connected' the Council ~~is currently developing~~ **has adopted** a Cycling and Walking Strategy for the Borough.

~~260-259.~~ Cycling and walking are recognised as important components to reduce congestion, improve air quality and support better physical and mental health. Cycling and walking have the real potential to enhance the vibrancy and special character of our Borough.

~~261-260.~~ The Cycling and Walking Strategy presents the Council's overall approach to active travel in the Borough. The strategy ~~will sets~~ **sets** out our vision for how we will deliver cycling and walking infrastructure, how we will improve the capability and confidence of our residents to cycle and walk more often and how we will ensure new developments cater for cycling and walking.

~~262-261.~~ The Cycling and Walking Strategy is a key step in our approach to accommodate growth in travel demand on our network while maintaining Solihull's special character.

~~263-262.~~ Purpose of the Cycling and Walking Strategy:

- set the overall vision for cycling and walking in Solihull
- set a clear standard for cycling and walking infrastructure
- ensure major developments consider active travel - more sustainable approach to transport
- embed cycling and walking initiatives into local policy

~~264-263.~~ ~~Alongside As part of~~ the strategy ~~is the , we will also be producing a~~ Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are a new Government approach to identify cycling and walking improvements required at a local level.

~~265-264.~~ The Solihull LCWIP ~~will enables~~ **enables** a long-term approach to ~~developing~~ **developing** a local cycling and walking network within the Borough. The overall aim of the Solihull LCWIP ~~will beis~~ **is** to improve cycling and walking infrastructure across the Borough over the next 10 years.

Policy P7 Accessibility and Ease of Access

1. All new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.
2. The Council will expect development proposals to fulfil the following:
 - i. Demonstrate how access to the site will be achieved in a sustainable manner, by a range and choice of transport modes;
 - ii. For major residential development, provide access to a high frequency bus service within 400m of the site; and/or 800m of a rail station providing high frequency services;

- iii. For all other development, provide access to a bus service offering at least a 30 minute daytime frequency within 400m of the site;
 - iv. Provide on-site transport infrastructure that promotes ease of access and enhances accessibility levels;
 - v. Provide, contribute to and/or enhance off-site transport infrastructure schemes (including, but not limited to, public rights of way/public footpaths and cycle ways)- where appropriate and viable;
 - vi. Are consistent with, and contribute to, the implementation of the 'Solihull Connected' strategy (or its replacement);
 - vii. For offices, retail and leisure development, are directed to locations in town centres, or other established locations, including Birmingham Business Park, Blythe Valley Business Park, Birmingham Airport and NEC, as defined in Policies P1, P2 and P19; and national guidance.
3. Access to all development will be required to demonstrate that:
- i. It is safe, attractive and suitable for all people, by all modes;
 - ii. Priority is given first to pedestrian and cycle movements;
 - iii. Opportunities for sustainable transport modes have been taken up;
 - iv. Assessed in accordance with Policy P8 'Managing Travel Demand and Reducing Congestion' and Policy P15 'Securing Design Quality' in the Local Plan and the Concept Masterplans.

Policy P8 Managing Travel Demand and Reducing Congestion

1. The Council will support development proposals which:
 - i. Are located in accordance with the spatial strategy in seeking to reduce the need to travel, and that essential travel can be met by forms of sustainable transport in addition to the private car;
 - ii. Promote linked trips by encouraging mixed-use development, where appropriate;
 - iii. Do not have an unacceptable impact on public highway safety;
 - iv. Takes an evidence-based approach to demonstrate appropriate car parking provision, taking account of location, trip rates, and, where relevant, travel plan targets and forecast levels of car ownership;
2. The Council is unlikely to support developments:

- i. Where the impacts of increased delay to vehicles, pedestrians or cyclists, _____ taking account of the residual cumulative transport effects of development, _____ are severe.
 - ii. Where they will result in a reduction in safety for any users of the highway or other transport network.
3. The Council will support proposals for local Park and Ride at appropriate railway stations, subject to other policies in the Local Plan.
4. 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.
5. The Council will require Transport Assessments and/or Travel Plans to accompany planning applications that include proposals which may generate significant traffic volumes, situated in traffic-sensitive locations, or otherwise likely to have a significant impact on the highway network.
6. The Council will secure S106/278 or utilise CIL contributions as appropriate to secure the necessary measures required to ensure the highway impacts of new development are mitigated, and support the principles of sustainable development. This will include contributions towards the ongoing management of travel plans.

Policy P8A Rapid Transit

1. The Council will support the principle of proposals for the delivery of METRO and SPRINT as part of an inter-connected network of rapid-transit lines across the region, particularly along the following [three four](#) corridors in Solihull that provide access to the UK Central Hub [and Birmingham City Centre](#):
 - i. Eastern Corridor Metro Extension to UK Central Hub
 - ii. Birmingham City Centre to UK Central Hub SPRINT
 - iii. Hall Green to UK Central Hub/North Solihull SPRINT
 - iv. Warwick Road corridor Solihull Town Centre to Birmingham CC SPRINT
2. Where development proposals sit either within or adjacent to these corridors, they will be requested to make a contribution towards the delivery of SPRINT or METRO (as appropriate). In addition, developments will be expected to design in access opportunities to ensure connectivity to Rapid Transit infrastructure is maximised from the outset.

Justification

Locating Development

266-265. NPPF sets out the principle that Local Plans should support development which facilitates, where possible, the use of sustainable modes of transport.

267-266. Paragraph 103 of the NPPF indicates that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. However, it also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Careful choice of location and layout of new development, combined with appropriate design and management measures (including adequate provision for pedestrians, cyclists and users of public transport) in all new development can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking a cycling, a more healthy) alternative means of travel for leisure or functional purposes.

268-267. Improvement to existing public transport such as rail and bus service along with the development of new public transport modes such as light rapid transit and bus rapid transit can offer enhanced access for communities to jobs, service and leisure opportunities. This can reduce reliance on private cars for travel and lead to lowering in traffic levels arising from new development. To be most effective they should provide direct links between main areas of population, and retail and employment centres; complemented by high quality interchanges with other modes of transport.

269-268. Without reliable access to local services, healthy and affordable food, jobs, education, open space, medical and leisure facilities; communities can become disadvantaged and enter into a cycle of social exclusion. For example, 18-24 year olds in North Solihull experience high levels of unemployment, but also low car ownership, leaving them reliant on other transport modes to access jobs, education and training opportunities. Further exacerbating their circumstance is the poor connection between North Solihull and employment locations in the south of the Borough, especially Solihull town centre. Together with Solihull Connected and Movement for Growth, [along with the emerging Local Transport Plan for 2021](#), the Local Plan will work to improve accessibility and ease of movement within, and from, [North Solihull the Regeneration Area](#) to create opportunities for improved connectivity to key centres for employment and education.

270-269. Policy P7 directs residential development to the most accessible locations that benefit from realistic, commercially and environmentally sustainable opportunities to access local services and jobs; and non-residential development to locations where it can be readily accessed by non-car modes but particularly by public transport.

271-270. In assessing access to bus services, access to frequent and reliable services are critical in ensuring the bus is considered a realistic mode of travel. In this ~~respect~~respect, Policy P7 sets out an expectation that major development should be located within a 400m walking distance of a high frequency bus service [offering a daytime frequency of 15 minutes or better. For rail, high frequency is defined as 3 or more services per hour during peak periods.](#)



272-271. Where development cannot be provided in

accordance with the accessibility criteria as part of this policy then mitigation will be expected to demonstrate how sustainable transport choices can be made. Such mitigation will be proportionate to the scale of development.

- | ~~273-272.~~ Further to the location of development, consideration must be given to the quality of access to it by sustainable transport modes, and ease of access in, around and to that development for different users. Policy P7 expects high quality access by non-car modes to be designed into developments in order for public transport, walking or cycling (including linking where possible to LCWIP corridors) to become the preferred modes of travel. Access routes that are well connected, attractive, legible and safe, as well as facilities to encourage travel by sustainable transport modes, such as provision of cycle storage, will be required where they do not exist.
- | ~~274-273.~~ The Council is committed to ensuring that new developments are located in locations with the highest accessibility where reliance on the private car is low and take up of sustainable modes is high, thereby not materially adding to existing highway congestion. Planning can influence road safety through its control and influence on the design of new development and consideration should be given to pedestrian and cycle links in terms of personal safety, ensuring neither a sense or fear of crime is encouraged through an isolation of the routes from other activities and street users which may discourage the use of the connecting links. Developers should consider the safety and needs of everyone in the community.

Managing Demand for Travel

- | ~~275-274.~~ The expected increase in travel demand arising from population growth, HS2 and UK Central will introduce transport challenges which, without application of effective land use planning, are likely to further compound congestion on the Borough's road network during peak hours. To ensure that transport does not in itself become a barrier to growth, the local plan sets a framework for promotion and facilitation of sustainable development where housing, jobs, local services and facilities are connected through a range and choice of transport modes.
- | ~~276-275.~~ Furthermore, increased availability and uptake of public transport, walking and cycling can complement wider accessibility and social inclusion, particularly in helping narrow income and health equality gaps between North Solihull and the remainder of the Borough. Worklessness and health inequalities can be reduced through increasing opportunities to travel via non-car modes through the increased levels of activity involved in travelling by non-car modes. Enabling people to access their local area in a variety of ways can help to provide a sense of belonging and community cohesion as people become familiar with the area and build social networks.
- | ~~277-276.~~ Policy P7 sets out a framework under which development will be located in the most accessible locations. It therefore provides the primary step in managing travel demands associated with development from the outset, by ensuring that realistic opportunities are available to travel by non-car modes.
- | ~~278-277.~~ Policy P8 seeks thereafter to ensure that the travel demands associated with new development are managed in a sustainable manner and that subsequent traffic generated does not create or exacerbate network congestion to a point of severe highway impact. To be clear, the impacts of development will be informed by robust Transport Statements and/or Assessments, which, where appropriate, model the underlying highway characteristics at the point development is expected to commence as well as future points thereafter (as appropriate to the build out of the development). Such assessments will have regard to the impact of the proposed development but should also factor in the cumulative impacts on the surrounding highway network, having regard to other known development proposals and planned infrastructure works where appropriate. Provision of safe and secure access to new

development remains paramount. Transport Assessments and Travel Plans will be required in association with particular types and scale of development to forecast the transport impacts associated with development, ensure that detrimental impacts are adequately mitigated and secure the implementation of, or contributions towards, appropriate measures to encourage and enable travel by non-car modes.

278. The Council will expect an evidence-based approach in forecasting parking demand and servicing provision which uses established evidences bases and/or, where relevant, first principles.

279. As applications come forward the Council will look to work with applicants, developers and freight operating companies to promote steps to bring forward efficient and sustainable road freight operations in our borough. Examples may include promoting use of ultra-low emission vehicles or paying consideration to environmental impacts, road safety issues and traffic congestion.

High Speed 2 Rail

- | ~~281-280.~~ The HS2 Act received Royal Assent in February 2017, with the Notice to Proceed issued in April 2020 and construction works are now underway; with the line expected to be open between 2029-33.
- | ~~282-281.~~ The Act provides the powers and land necessary to construct and operate High Speed 2. Detailed matters relating to design and construction arrangements will be submitted to, and considered by, the Council as the approval body (termed ‘Qualifying Authority’) under the HS2 Planning Regime.
- | ~~283-282.~~ However, the Act also ‘disapplies’ many aspects of national, regional and local legislation and policy, replacing it with that which is more directly relevant to the design and delivery of the railway. Specific grounds are set out upon which HS2 related applications can be considered, conditioned or refused; meaning that the policies set out in this Plan cannot be applied by the Council in the usual manner when considering such applications.
- | ~~284-283.~~ The Council will continue to work with HS2 Ltd on measures to minimise impacts on communities and the environment as a result of the construction of the railway and associated infrastructure.
- | ~~285-284.~~ Other policies in the plan (most notably Policy P1 “UK Central Hub Area”), provide the policy framework for considering development proposals associated with the railway, such that no further policies are required in this chapter.

Rapid Transit

- | ~~286-285.~~ An efficient and accessible inter-connected rapid-transit network can play a vital role in improving the current transport system both locally and regionally whilst accommodating forecast increases in travel demand. The network can also help support wider urban regeneration and, in a more local context, go some way to reducing the transport severance between North and South Solihull.

Bypass Improvement Lines

- | ~~287-286.~~ The 2006 UDP sought to safeguard the lines of three longstanding potential by-passes to Balsall Common, Hockley Heath and Knowle. The 2013 SLP concluded that the need to retain safeguarding of the lines was no longer justified. In relation to Hockley Heath and Knowle, there is nothing to suggest that this conclusion needs to be revisited. However this is not the case in relation to Balsall Common.
- | ~~288-287.~~ The traffic associated with the HS2 Interchange site (and wider Hub area), and growth potential south of Coventry, especially when combined with traffic generated from new housing in the area, is likely to have an effect on the A452 as it passes through Balsall Common. This justifies the provision of an alternative route that could accommodate through traffic, and provide a basis for new residential developments to access the network in an appropriate manner. The Balsall Common settlement chapter gives more detail in relation to this.

Motorway Service Areas (MSA)

- | ~~289-288.~~ In 2001 the Secretary of State (SoS) was minded to grant permission for an on-line MSA to serve the M42 near to Catherine de Barnes. It was judged that the need for the services outweighed the harm to the Green Belt that had been identified. However, in 2005 prior to the formal decision being made, the SoS was of the view that due to material change in circumstances since the original inquiry that the inquiry ought to be re-opened.
- | ~~290-289.~~ The inquiry re-opened in 2008 and the MSA proposals near to Catherine de Barnes were considered alongside alternative proposals for an off line facility at junction 4. At the re-opened inquiry the Highways Agency’s (as Highways England was then known) primary

concern was to ensure that the safe and efficient operation of the strategic highway network would not be compromised by an MSA; and this included the operation of the Active Traffic Management (ATM) which had been brought into use after the initial inquiry.

291.290. In 2009 the Secretary of State dismissed the two appeals. Although the SoS concluded that there was still a significant unmet need, this need did not constitute the 'very special circumstances' that would be sufficient to clearly outweigh the substantial harm that had been identified in relation to both schemes. In relation to the Catherine de Barnes proposals, she did not consider that the proposals before her were compatible with the safe and efficient working of the ATM system.

292.291. Since then revised planning applications have been submitted and subsequently refused by the Council, are currently being assessed by the Council and Highways England. However, the option to appeal the decisions is still open and until the development management process is fully resolved, Whilst the applications are under active and detailed consideration it is not considered necessary to address the issue further through this review of the development plan.

Challenges and Objectives Addressed by the Policy

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

Protecting and Enhancing our Environment

Introduction

- | 293-292. The national definition of sustainable development aims to enable people to meet their needs without compromising the quality of life of future generations, and includes protection and enhancement of the physical and natural environment, and efficient use of resources and energy. The NPPF states that the purpose of the planning system is to contribute to sustainable development, which includes the need to protect and enhance the natural environment, use natural resources more prudently, and to mitigate and adapt to climate change, thereby moving to a low carbon economy.
- | 294-293. Since the SLP was adopted, the Council has developed a “Climate Change Prospectus” which captures how the Council is delivering a sustainable, low carbon Solihull. The prospectus sets out the Council’s vision for the future, along key themes that are essential if the Borough is to become more sustainable. They are:
- Clean Growth
 - Clean Air
 - Nature Gain
 - Communication, Education & Engagement
- | 295-294. Climate change is regarded as one of the greatest challenges facing humanity and the future of the planet today. There is strong scientific consensus³⁹ on both the causes of anthropogenic increases of greenhouse gases within the atmosphere, as well as the impacts.
- | 296-295. The UK was the first country to introduce legally binding targets for the reduction of greenhouse gases in the Climate Act 2008. The Act also established the Committee on Climate Change (CCC) to ensure that emissions targets are evidence-based and independently assessed. Following advice in the publication of ‘Net Zero – The UK’s contribution to stopping global warming’ by the CCC, the Act was amended in June 2019 to change the target from 80% reduction of 1990 levels to net zero by 2050. A net-zero GHG target for 2050 will also deliver on the commitment that the UK made by signing the Paris Agreement to keep global warming below a temperature increase of 2°C.
- | 297-296. In July 2019, the West Midlands Combined Authority declared an even more ambitious target of net zero by 2041. On the 8th October 2019 the Council took action to tackle the climate change emergency and adopted a Statement of Intent to Protect the Environment⁴⁰. To implement the statement the Council has pledged action on a number of fronts, and where these relate to land use matters they have been included in this plan. Of particular significance is the endorsement of the target of net-zero emissions by 2041, and this is a key objective of this plan.
- | 298-297. Mitigation means reducing or preventing the causes of climate change, such as promoting renewable or low-carbon energy sources and reducing energy consumption.

³⁹ <https://www.theccc.org.uk/what-is-climate-change/the-science-of-climate-change/>

https://royalsociety.org/-/media/Royal_Society_Content/policy/projects/climate-evidence-causes/climate-change-evidence-causes.pdf

⁴⁰ <https://www.solihull.gov.uk/Portals/0/Planning/Climate-Statement-Oct-2019.pdf>

Adaptation refers to dealing with the impacts of climate change that are occurring now and will continue to affect our people and places. Tackling both the causes and impacts of climate change are cross-cutting themes addressed in the strategy, site allocations and policies throughout this Plan.

~~299-298.~~ Planning can help to support the transition to a low carbon economy and to provide resilience to impacts from a changing climate. The location and design of new development in the Borough will help to minimise greenhouse gas emissions, the risk of flooding, and other impacts from a changing climate, whilst policies will encourage the use of renewable and low carbon energy. The WMCA recognises the value of supporting the demand and supply chain of the environmental technologies sector for the regional economy.

~~300-299.~~ The Borough's high quality green and blue infrastructure (GI) is one of its greatest assets. Our longest river, the River Blythe, is a designated SSSI, 14 of our parks have Green Flag awards and our suburbs are characterised by tree-lined streets. High quality, well-connected GI is our Natural Capital and has multiple benefits, which include:

- Attracting Investment
- Creating Sense of Place
- Providing opportunities for recreation and play
- Improving health and wellbeing
- Habitat for wildlife
- Flood prevention and alleviation
- Addressing Climate Change
- Urban cooling
- Filtering air and soil pollution
- Reducing noise impacts

~~301-300.~~ GI is not just our parks and countryside, but is a network of green and blue spaces made up of street trees, gardens, ponds, rivers, canals, hedgerows, woodlands, playing pitches, public rights of way and more.

~~302-301.~~ The Government recognises the need for “more, bigger, better and joined” habitats to address fragmentation, degradation and the consequent decline in biodiversity. The ecosystem services provided by a healthy well-functioning natural environment are essential for sustainable economic growth and tackling the causes and effects of climate change. The economic and social benefits of protecting our Natural Capital far outweigh the cost of their protection, and there are significant economic opportunities available for greener goods and services.

~~303-302.~~ The natural environment is fundamental to Solihull's attractive urban and rural environment, which helps to attract and retain investment and people. The need to address the decline in biodiversity and fragmentation of habitats locally and to enhance and restore the Borough's green infrastructure network to maximise the benefits for people and nature are recognised in the challenges and objectives, and the policies of this plan.

~~304-303.~~ The Council values its existing GI assets and is preparing a Natural Capital Investment Strategy, which will capture the opportunities to address this challenge based on the GI Infrastructure Study (2012) and Sub-regional GI Study (2013).

~~305-304.~~ Using natural resources more sustainably will help to protect resources for the future and contribute towards economic efficiency. This is reflected in a number of the challenges and objectives in this plan, notably those relating to water resources, waste management

and minerals. More efficient use of water resources in new development will help to reduce the amount of waste water requiring treatment and discharge to the Borough's watercourses, protecting water quality, and minimising the risk of flooding. Treating waste as a resource that has value and using recycled materials will help businesses to be more efficient as well as conserving natural resources, such as the mineral resources in the Borough. The plan addresses the challenges involved in providing for more waste management facilities and to contribute to local and sub-regional needs for sand and gravel aggregates.

306-305. The Government recognises the importance of protecting the amenities of existing and future occupiers of land and buildings (NPPF). This plan recognises that protecting amenity whilst providing for employment, housing and other growth will be a challenge and has as an objective the need to avoid, minimise or mitigate adverse impacts.

Policy P9 Mitigating and Adapting to Climate Change

1. Proposals for development will be required to demonstrate that, dependent on their scale, use and location, measures are included that mitigate and adapt to the impacts of climate change. Full details of the proposed measures should be incorporated into a Climate Change Assessment, in accordance with the Climate Change SPD.
2. At a **strategic level**, measures to reduce carbon emissions and transition to a low carbon economy will include:
 - i. Locate development where it minimises the need to travel, particularly by private vehicle, and maximises the use of sustainable forms of transport such as cycling, walking, and public transport.
 - ii. Design development that enables transition to a net zero carbon economy and make efficient use of natural resources.
 - iii. Promote and attach significant weight to the installation of district, low carbon and renewable energy schemes.
 - iv. Expect major developments, particularly in Solihull Town Centre and the UKC Hub Area, to connect to or contribute towards existing or planned district energy and/or heat networks.
3. At a **site level**, development must apply the 'energy hierarchy' to reduce energy demand for heating, lighting and cooling and minimise carbon dioxide emissions as follows:
 - i. All new dwellings to achieve 30% reduction in energy demand/carbon reduction improvement over and above the requirements of Building Regulations Part L (2013) at the time of commencement up to March 2025.
 - ii. From April 2025, for all new dwellings to be net zero carbon.
 - iii. Minor non-residential development will conform to at least BREEAM Very Good and major non-residential development will conform to at least BREEAM Excellent.

- iv. Provide at least 15% of energy from renewable and/or low carbon sources for all major housing developments and non-residential developments of 1000sqm or more.
 - v. Supply energy efficiently and give priority to decentralised and/or district energy supply.
 - vi. For all major developments, implement a recognised quality regime that ensures the 'as built' performance (energy use, carbon emissions, indoor air quality, and overheating risk) matches the calculated design performance of dwellings as specified above.
 - vii. Source low carbon and sustainably sourced building materials wherever possible, e.g. secondary aggregates, recycled products and FSC certified timber.
 - viii. For residential development of new dwellings: provide at least one charging point for electric vehicles per dwelling. For non-residential development, 1 charging point will be provided per 10 parking spaces. On development sites without allocated parking, a contribution will be made to the Council's Charging Infrastructure Fund and/or provision to be made through a commercial rapid charging point.
4. In order that development proposals are adaptive and resilient to climate change, measures will include:
- i. Flood prevention and mitigation measures, including (SUDS); and water efficiency measures as set out in Policy P11.
 - ii. Layout (including orientation) and design that enhances natural ventilation and lighting, and minimises the need for energy for heating and cooling, such as Passivhaus.
 - iii. Integrated green infrastructure, such as SUDSs, green spaces and corridors, retaining and planting trees, green roofs &and walls, landscaping and rain gardens.

Renewable and low carbon energy and carbon offsetting schemes

5. Planning permission will be granted for renewable or low carbon energy developments, and carbon offsetting schemes, provided that they:
- i. Do not cause demonstrable harm to residential amenity or established commercial operations;
 - ii. Avoid or minimise impacts on the historic environment;
 - iii. Can demonstrate no adverse effect on the natural environment, including designated sites;
 - iv. Do not have an unacceptable visual impact which would be harmful to its setting;
 - v. Will not have a detrimental impact on highway safety.

Where located within the Green Belt, renewable or low carbon energy developments or carbon offsetting schemes that would constitute 'inappropriate development' will also need to demonstrate very special circumstances in order to be approved.

Community energy

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

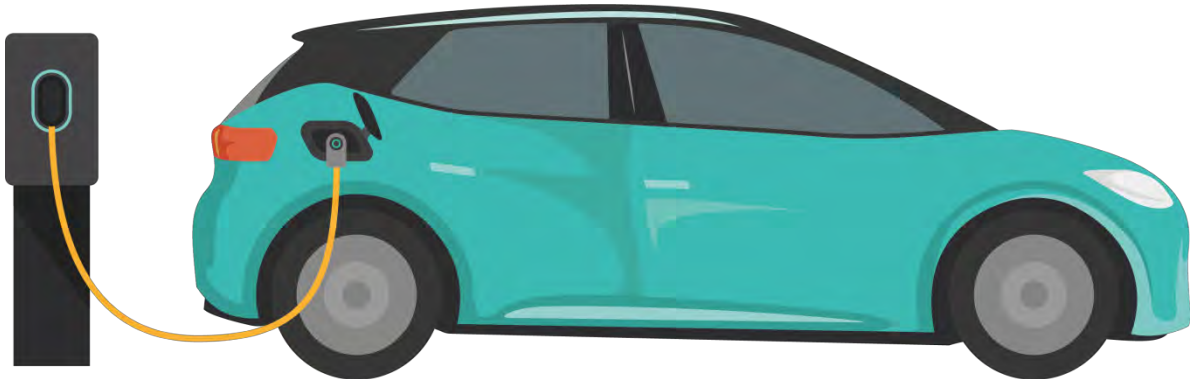
Climate Change Assessment

7. A Climate Change Assessment shall be submitted with relevant **applicants applications** to demonstrate how the criteria in this policy (where relevant) have been met.

Justification

- ~~307~~-306. The NPPF is clear that planning, at both a strategic and decision-making level, should fully support the transition to a low carbon economy; secure radical reductions in greenhouse gas emissions and support the delivery of renewable and low carbon energy. The Council recognises that it has a crucial role to play in mitigating against and adapting to climate change through this plan.
- ~~308~~-307. National climate change targets aim to reduce greenhouse gas emissions to 37% of 1990 levels by 2020, 57% by 2030 and 100% by 2050. In the period 2005-2018, CO₂ emissions per person in the Borough have declined, but at a slower rate than the wider West Midlands Combined Authority area. The WMCA have set an ambitious and accelerated target to achieve net zero carbon by 2041, and this is supported by the Council. The carbon budget for Solihull during the plan period is MtCO₂. The Council will take full account of national and local targets for reducing greenhouse gas emissions, and increasing the generation of energy from renewable and low carbon sources, when considering development proposals.
- ~~309~~-308. The Council continues to implement the Home Energy Efficiency and Affordable Warmth Strategy, and working towards the Government's Fuel Poverty target: to ensure that as many fuel poor homes as is reasonably practicable achieve a minimum energy standard (Energy Performance Certificate rating) of Band 'C' by 2030.
- ~~310~~-309. 24% of the UK's carbon emissions are from the transport sector. Greenhouse gas emissions can be minimised by reducing the need to travel and ensuring that future occupiers of new developments have a choice of low carbon travel options. The Council's Transport Strategy 'Solihull Connected' states to support a low-carbon future Solihull will work in partnership with regional partners and align with the West Midlands Strategic Transport Plan 'Movement for Growth', the GBSLEP Low-carbon Transport Strategy, Birmingham Connected and Highways England; in particular to support people making low-carbon travel choices such as walking, cycling and public transport, the market for low-carbon vehicles and investment in recharging infrastructure and new technologies. The plan's spatial strategy promotes development in the most accessible locations wherever possible; in less accessible locations Policy P7 and P8 provide the parameters to increase accessibility and reduce dependence on private vehicles. The Council's Local Walking and Cycling Infrastructure Plan will provide greater opportunities for active travel and reduce reliance on the private car.

- | ~~311~~-310. Reducing the impacts of climate change and improving air quality are twin objectives. The Council's Electric Charging Vehicle Strategy aims to increase the coverage of electric charging points across the Borough and future-proof technological advancement. All new development is expected to provide useable charging infrastructure directly or, where this is proven to be impractical, contribute to the Council's Charging Infrastructure Fund.



- | ~~312~~-311. This policy seeks to encourage the development of low carbon and renewable energy solutions appropriate to the circumstances and scale of development. The contribution that such proposals make towards the reduction of emissions will be given significant weight.
- | ~~313~~-312. Proposals to develop decentralised energy and heating networks in the Borough will be encouraged and should be based on the latest available evidence, such as the Renewable Resource Assessment (2020). Any impacts from infrastructure, including on-site low carbon and renewable energy installations, on the surrounding natural, built and historic environment, including ground and surface water quantity and quality, or on residents or businesses will be considered, with significant weight to be given to the reduction of greenhouse gas emissions to be achieved. Where adverse impacts are identified, these should be minimised, or be subject to appropriate mitigation. In locations where decentralised energy and heating networks or off-gas networks exist, or have the greatest potential, such as Solihull town centre, UKC Hub, and major business parks, developers will be expected to connect to or deliver decentralised networks, unless it is demonstrated that this is not feasible or viable.
- | ~~314~~-313. Proposals for renewable or low carbon energy generation, such as photovoltaic arrays or windfarms, will take into account evidence provided in the forthcoming Renewable Resource Assessment and Net Zero Action Plan. Two-thirds of the Borough is designated Green Belt, and proposals which harm the openness and permanence of the Green Belt are not considered 'appropriate development'. Therefore, such proposals will need to provide Very Special Circumstances to be considered.
- | ~~315~~-314. 20% of the UK's GHG emissions originate from energy use in the housing stock. The Government is committed to increasing the energy efficiency of existing and new dwellings in a way that is fair, affordable and inclusive. The energy efficiency requirement of Part L of the Building Regulations will be uplifted in 2025 as part of the Future Homes Standard. The Council are keen that the very latest Building Regulations are applied to qualifying development and not kept at the time of the first planning permission being granted. This is especially significant for large strategic allocations. Proposals for low carbon design such as Passivhaus or accelerating Building Regulations to zero carbon will be given substantial weight.
- | ~~316~~-315. Efficient use of natural resources contributes to reducing our carbon and ecological footprint. Buildings and their surrounding landscape should be designed to make efficient use of natural resources during construction, operation and maintenance. Ensuring the

resilience to the impacts of a changing climate at the build stage rather than retrofit is more cost-effective, inclusive and lowers fuel poverty. Sunlight and energy efficiency should be considered as an integral part of the layout through passive solar design and natural ventilation systems. Developments should also consider whole-life performance and costs. The consideration of a range of adaptation measures, including the location, design, materials, build and operation of developments, and the provision of green infrastructure, will be given substantial weight.

~~317~~-316. Climate change is already happening, with rising temperatures and increase in flooding. The anticipated effects of climate change include more frequent extreme weather events; heavier rainfall and greater risk of flooding; and more and longer-lasting heat waves. The more vulnerable in society; those on low incomes, the elderly and young, those with long-term illness are also more vulnerable to the effects of climate change. This policy aims to ensure that all sections of the community are more resilient to the effects of climate change.

~~318~~-317. Green infrastructure delivers multiple cost-effective benefits in mitigating and adapting to climate change. Planted areas can slow water flows, decrease surface run-off, even out temperature fluctuations, trap pollution and encourage biodiversity.

~~319~~-318. Guidance on minimising the consumption of water resources and addressing flood risk concerns, which are likely to increase in importance in the future, is included within Policy P11. Guidance on minimising demand for energy in new developments is included within Policy P15 and protecting the most vulnerable from the impacts of climate change in Policy P18.

~~320~~-319. More detail on compliance with Policy P9 and the wider climate change objectives of the Local Plan are set out in the Council's Climate Change SPD. A Climate Change Assessment will be submitted with planning applications to show how different criteria of the policy have been met. The Viability Study supporting the Local Plan Review provides evidence that meeting the aims of the policy is viable, and robust evidence will need to be provided if this is not the case.

Challenges and Objectives Addressed by the Policy

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

Policy P10 Natural Environment

1. The Council recognises the importance of a healthy natural environment in its own right, and for the natural capital benefits it provides to the people, places and economy of the Borough. The Council will seek to protect, enhance, restore, increase and connect the natural environment and secure measurable net gains in biodiversity. 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, the health and wellbeing of residents, and the role of green infrastructure in reducing the impacts of climate change and improving air quality. Joint working with neighbouring authorities and partners will be supported, recognising the need for a landscape-scale approach to the natural environment and conservation of biodiversity and geodiversity.

Biodiversity and Geodiversity

2. The Council will seek to conserve, enhance and restore biodiversity and geodiversity across the Borough. Development whose primary objective is to conserve or enhance biodiversity and/or geodiversity will be supported; while opportunities to incorporate biodiversity improvements in, and around, developments will be encouraged, especially where this can secure measurable net gains for biodiversity.
3. Protection of designated sites, ancient woodland, and priority habitats shall include the establishment of buffers to any new development, so that they connect with existing and created green infrastructure assets.
4. Development should be informed by up-to-date information on habitats and species, and take full account of national and local guidance on conserving biodiversity, opportunities for biodiversity enhancement and for improving and restoring the Borough's green infrastructure (especially fragmentation of habitats). When appropriate, development should seek to enhance accessibility to the natural environment, especially for disabled people.
5. Developers will be expected to take full account of the nature conservation or geological value, and the existence of any protected, rare, endangered or priority habitats or species included in the Local Biodiversity Action Plan, national S.41 list, or sites in the Local Geological Action Plan, as well as the Wildlife and Countryside Act and Conservation of Habitats and Species Regulations.
6. Developers will be required to undertake an ecological survey, proportionate to the scale and type of development, following best practice methods.
7. 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/Open Space SPD in relation to accessible natural green space, and Defra's forthcoming GI standards.

Biodiversity Net Gain

8. Development will be required to demonstrate how it will secure a 'net gain' in biodiversity of at least 10% compared with the pre-development baseline.⁴¹
9. In the first instance, net gain should be provided in situ, as habitats and features to support native biodiversity, as well as conserving and enhancing existing nature conservation assets value within and around the development.
10. In the circumstances where development, which otherwise meets the objectives of the Plan, 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 and robustly discounted.
11. Where development is permitted, appropriate mitigation of the impacts and compensation will be required to deliver a net gain in biodiversity. This should be provided as:
 - i. habitat creation and/or restoration;
 - ii. increased connectivity of the ecological and green infrastructure network, and;
 - iii. responds to landscape character and local distinctiveness.
12. Enhancements should be undertaken either on the site, or in its vicinity, but where it is clearly justified that this is not possible, biodiversity offsetting, in alternative strategic locations within the Borough's ecological or green infrastructure network, may be considered as a last resort.
13. Evidence should be provided using the Warwickshire, Coventry and Solihull Biodiversity Impact Assessment calculator, or Defra equivalent. Further guidance will be provided in a Green Infrastructure and Biodiversity Net Gain SPD.

Arden Landscape

14. The Council will seek to protect, enhance and restore the diverse landscape features of the Borough and to create characteristic habitats such as new woodlands, copses, hedgerows and standard trees, urban trees, species-rich grassland, wood pasture, parklands, wetlands and heathland. To halt and where possible reverse the degrading of the Arden landscape and promote local distinctiveness.
15. Development should take full account of national and local guidance on protecting and restoring the landscape and the areas in need of enhancement, including guidance relating to the countryside. Developers will be expected to incorporate measures to protect, enhance and restore the landscape, unless it is demonstrated that it is not feasible, disproportionate or unnecessary.

⁴¹ The Council will take seriously any attempt to minimise the biodiversity baseline value, such as the removal of trees prior to planning application.

16. Development proposals will be required to demonstrate that they:
 - i. Consider the context and setting, including local distinctiveness, natural and historic landscapes and character, and impact on tranquillity;
 - ii. Identify likely visual impacts on the local landscape (and townscape) and its immediate setting, and undertake appropriate landscape design and ~~mitigation~~ mitigation to reduce these impacts;
 - iii. Aim to conserve, enhance and/or restore important landscape features in accordance with the latest local and national guidance, ensuring their ~~long~~ long-term management and maintenance;
 - iv. Address the importance of habitat biodiversity features, including aged and veteran trees, ancient woodland trees and hedges and their contribution to landscape character, where possible enhancing these features through means such as buffering and reconnecting fragmented areas.
17. **Sites of Special Scientific Interest:** Development likely to have an adverse effect on a Site of Special Scientific Interest, whether directly or indirectly, will be subject to special scrutiny and will be permitted only if, in exceptional circumstances, it can be demonstrated that the benefits of the development clearly outweigh the nature conservation value or scientific interest of the site, and the national policy to safeguard such sites. Where development is permitted that may have a direct or indirect adverse effect on a Site of Special Scientific Interest, developers will be required to incorporate measures to enhance the condition of the site and contribute to its favourable status.
18. **Local Nature Reserve, Local Wildlife Site or Geological Site:** Development likely to have an adverse effect on a locally designated 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 effect on a site of local value, developers will be expected to incorporate measures to enhance the site, or to restore the links between sites to improve connectivity in the ecosystem network based on local evidence. Evidence of net gains to biodiversity will be required.
19. **Ancient woodland and Veteran trees:** Development likely to have an adverse impact on ancient woodland and/or veteran trees will not be permitted unless there are wholly exceptional circumstances. Where development may have an adverse impact on ancient woodland or veteran trees, applicants should refer to Natural England and the Forestry Commission's Standing Advice and Assessment Guide on Ancient Woodland and Veteran Trees.

Justification

321-320. The Natural Environment White Paper was published in 2011, seeking to address concerns about the decline and fragmentation of the natural environment, highlighted in the Lawton Report, through the provision of more, better, bigger and joined spaces for nature. It set out a national target to halt biodiversity loss by 2020, supported by the Biodiversity Strategy for England. The White Paper recognised the economic benefits that are obtained from natural environment resources or natural capital and makes clear that biodiversity loss has important adverse economic and social consequences, as well as environmental ones.

~~322~~-~~321~~. Since the publication of the White Paper and Biodiversity Strategy in 2011, there have continued to be national declines in both the quantity and quality of priority (S.41) habitats and species. The Government's 25-year Environment Plan affirms that it places 'the utmost importance on our commitments to biodiversity and nature conservation', and sets out bold ambitions and measures to 'leave [the] environment in a better state than we found it and pass on to the next generation a natural environment protected and enhanced for the future.'

~~323~~-~~322~~. The policy addresses the themes in the White Paper, the Lawton Report and the 25-year Environment Plan by confirming that the full value of the natural environment will be taken into account in considering development proposals, and net gains in biodiversity will be sought. This should include the potential for the natural environment to improve health and wellbeing, contribute to the multi-functional benefits of green infrastructure, and reduce the impacts of climate change, e.g. through urban cooling and the management of surface water flows.

~~324~~-~~323~~. Solihull is well-placed to deliver on these ambitions as the Council has a proven track [record](#) of securing biodiversity gains and green infrastructure improvements in a variety of projects, notably the ERDF Wildlife Ways and the Solihull Habitats and Nature Improvement programmes. These have provided over 150 hectares of habitat enhancements within parks, open spaces and along footpaths and cycleways.

~~325~~-~~324~~. The Borough is home to a rich and varied natural environment and extended green infrastructure network within both a rural and urban setting. These include rivers, canals, ancient woodland, species-rich wildflower meadows and pastures, geomorphic features and more formal parks, gardens and tree-lined streetscapes. These assets constitute the Borough's natural capital and provide a wide range of 'ecosystem services' from providing areas of recreation for people and a green environment to improve mental health and wellbeing; to water management, flood risk alleviation, carbon storage, food and timber production and mitigating the effects of air and noise pollution.

~~326~~-~~325~~. However, the natural environment is, in parts, too small scale, fragmented, degraded, under visitor pressure, at risk of pollution, or incorrectly managed and the impacts of new development need to be considered from the outset to minimise harm and maximise opportunities for nature recovery, including the opportunity for connecting habitats and corridors.

~~327~~-~~326~~. Solihull's countryside lies within the Arden landscape character area, for which guidance is provided in Natural England's National Character Area study and the Warwickshire Landscapes Guidelines for Arden. These identify the landscape types that are characteristic to the area and the need for enhancement or restoration in much of the Borough. The Council commissioned a Landscape Character Assessment (LCA) as part of the Local Plan Review evidence base and 'Solihull's Countryside' sets out the strategy for the countryside in the Borough and defines a number of zones within which different policy objectives apply. It highlights continuing landscape change and declining distinctiveness within the Borough's countryside. Developers will be expected to take the LCA, Countryside strategy or its successor into account in locating and designing development.

~~328~~-~~327~~. An integrated approach to the conservation of natural ecosystems will be sought, based on landscape-scale conservation, so as to contribute to targets to halt and reverse biodiversity loss, and to deliver economic and social benefits for Solihull's residents and businesses. New development should incorporate biodiversity conservation through good design. Developers will be expected to use national guidance on the provision of buffers between development and any ancient woodland, designated site or priority biodiversity action plan habitat. Where development is within 500 metres of woodland recorded in Natural England's Ancient Woodland Inventory, the Forestry Commission will be consulted. Up to date information on biodiversity resources is provided through the Warwickshire,

Coventry and Solihull Habitat Biodiversity Audit, of which the Council is a partner, and opportunities for enhancement are highlighted in the Warwickshire, Coventry and Solihull Green Infrastructure Strategy and Solihull's Natural Capital Investment Plan. Developers will be expected to make use of this information in seeking to protect and enhance biodiversity through development.

329-328. The Council recognises and will promote the need for and benefits of joint working with a range of sectors, including public sector bodies, farming and agriculture, voluntary groups, wildlife charities, Neighbourhood Areas and private landowners to achieve landscape scale conservation and enhance the strategic green and blue infrastructure network. The Council is a partner in the Kingfisher Country Park project, with Birmingham and environmental agencies and groups, to protect and restore the landscape of the River Cole and Kingshurst Brook and their surrounds in North Solihull. The Council supports the work of the Local Nature Partnership for Warwickshire, Coventry and Solihull, such as the West Arden Living Landscape project, Tame Valley and River Cole NIA, and the Cole Valley Vision. 'Nature Conservation in Solihull' and the Council's Natural Capital Investment Plan set out the strategic objectives for biodiversity conservation in the Borough, and developers should take these and other strategies relating to the natural environment into account. The Council will work with Natural England and partners on the development and implementation of a Local Nature Recovery Strategy (LNRS) to reverse the fragmentation of ecological networks and connect wildlife sites. Such initiatives will provide wildlife corridors and 'sinks' for species in response to the effects of climate change, as well as provide multi-functional green infrastructure to enhance ecosystem services.

330-329. The policy recognises the importance of designated areas such as the nationally important Sites of Special Scientific Interest, of which there are five in the Borough including the River Blythe, and locally important wildlife and geological sites and nature reserves. It



also recognises that many of these important sites are in unfavourable condition, and the potential for nearby development to help deliver improvements. The policy sets out the relative importance to be attached to designated sites when considering development proposals, including the special scrutiny afforded to Sites of Special Scientific Interest, in line with national guidance. However, biodiversity conservation will not be achieved by protecting Sites of Special Scientific Interest alone. Locally important wildlife and

geological sites continue to be designated in the Borough and have been successfully protected through policies in development plans for many years. The LNRS will identify and further connect these 'jewels in the crown' with corridors and stepping stones for nature to thrive.

331-330. The policy highlights the importance of creating opportunities for wildlife in enhancing and restoring the green infrastructure network both within and around new development sites. Integrating biodiversity through green infrastructure networks and wildlife corridors will be essential to halt and reverse the fragmentation of resources identified in the Lawton

Report and evidenced in the State of Nature report 2019. Developers will be expected to take proper account of the value of sites proposed for development, to deliver a net gain in biodiversity and habitat creation and to have regard for Local Biodiversity Action Plan priorities, accessible natural green space standards and priorities in the Green Spaces Strategy or its successor, as well as take account of the forthcoming Defra Green Infrastructure standards.

332-331. Applicants will be required to carry out ecological surveys, proportionate and relevant to the type and scale of development, to determine the biodiversity value of the site in terms of species and habitats. The Warwickshire, Coventry and Solihull Biodiversity Impact Assessment calculator (as updated) or the Defra Metric 2.0 (as updated) should be used to calculate the baseline biodiversity units of the site, as a comparison for net gain. In line with the Environment Bill, if activities which would lower the biodiversity value are carried out after 30th January 2020, then the pre-development biodiversity value will be measured as immediately before the activities took place.

333-332. The Council is committed to an increase in nature conservation value throughout the Borough and the delivery of net gains for biodiversity. Only where it is clearly justified this is not practicable to achieve net gain on-site, and where it is shown to have been considered and sought from the early stages of the design and layout of the development, will off-site provision, in the form of land in lieu or equivalent financial contributions, be agreed.

334-333. Where development would be harmful to the natural environment, developers must consider alternatives that would result in less harm, and to incorporate appropriate mitigation and, where relevant, compensation so as to deliver a net gain in biodiversity, landscape character restoration and ecosystem services. Indirect impacts should also be taken into account, such as air pollution from traffic and light pollution, the latter in particular for bats and invertebrates. Biodiversity offsetting should only be delivered as a last resort. Where biodiversity offsetting is agreed, then the offset should be provided within the Borough or contributing to net gains that will result in a measurable enhancement of the Borough's ecological or green infrastructure network.

Challenges and Objectives Addressed by the Policy

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

Policy P11 Water and Flood Risk Management

Water Quality

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

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

Water Efficiency and Disposal

2. Disposal of surface water must comply with the following hierarchy:
 - i. Recycling/reuse;
 - ii. Discharge into the ground by infiltration;
 - iii. Discharge to a surface water body or watercourse;
 - iv. Discharge to a surface water sewer, highway drain, or another drainage system;
 - v. Discharge to a combined sewer.

Recycling/reuse

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

Infiltration

4. Development within areas identified as being at risk from groundwater flooding must be subject to full and careful investigation before infiltration measures are proposed, in order to minimise flood risk on the site and reduce risks elsewhere. The use of infiltration systems in areas deemed to be at risk from groundwater flooding must be agreed with the Council, as Lead Local Flood Authority. On previously developed land where there is contamination known or suspected, any infiltration proposals must be agreed with the Environment Agency. The quantity and quality of groundwater resources should be protected.

Discharge to watercourse

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

Discharge to sewer

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

Sustainable Drainage Systems

7. All development must include the use of above ground sustainable drainage systems, in order to contribute towards wider sustainability considerations, including amenity, recreation, conservation of biodiversity, and landscape character, as well as flood alleviation and water quality control. Developers are encouraged to secure reduction of flood risk by the provision or enhancement of green infrastructure and the inclusion of an on-site attenuation.
8. At an early stage, developers must ensure that adequate space is made for the above ground storage of surface water within the design layout of all new developments, to support the full use of sustainable drainage systems (SUDS) and must demonstrate that improvements to water quality will be maximised through consideration of a range of techniques. All developments must explore opportunities to provide betterment in terms of water quality and quantity to the wider area, and provide evidence as to the potential for cumulative benefits to be delivered through the implementation of a strategic approach to risk reduction.

Water Quantity

9. On all development sites, surface water discharge rates to any drain, sewer or surface water body shall be limited to the equivalent site specific greenfield run off rate. Where it is proposed to discharge run off at rates greater than greenfield rates, developers will be required to demonstrate why it is not feasible to achieve greenfield rates, and to secure agreement from the Council as Lead Local Flood Authority ahead of submission of any application.
10. In all cases, the greenfield run off rate shall be agreed with the Council as Lead Local Flood Authority, the Environment Agency, Severn Trent Water and the Canal and River Trust, as appropriate. The greenfield run off rate should take into account the 1 in 1 year, 1 in 30 year and 1 in 100 year rainfall events, including climate change allowances.

Flood Risk Reduction

11. Developers shall explore opportunities to contribute towards the objectives of relevant Catchment Flood Management Plans and Flood Risk Management Plans. Development must promote the reduction of flood risk by seeking to reinstate the natural floodplain, and the de-culverting and improvement of on-site watercourses. Development should be set back at least 8m (from the top of bank or toe of a flood defence) of Main Rivers and 5m from Ordinary Watercourses for maintenance access. This includes existing culverted watercourses.
12. New development will not normally be permitted within areas at risk of flooding. Where it is clearly demonstrated that there are no other viable sites at lower risk of flooding, consideration will be given to development in such locations, providing that it is designed to be safe from the effects of flooding and will minimise flood risk on the site and reduce risks elsewhere. Applications for new development where there is a flood risk issue must be accompanied by a site specific flood risk assessment. Such assessments should be completed having regard to this policy and National Guidance.
- ~~13. Developers must demonstrate that the layout and design of a development, including the finished floor levels, and the drainage system take account of both fluvial and~~

~~surface water flows in extreme events so as to avoid flooding of properties, both within and outside the site.~~

13. New development sites must be resistant and resilient to flooding, to accord with the NPPF. Drainage systems must be designed so that flooding does not occur on any part of or off the site in a 1 to 30 year rainfall event, unless an area is designated to hold or convey water as part of the design, or in any part of a building or plant susceptible to water in a 1 to 100 year rainfall event. The design of the site should ensure that flows resulting from events in excess of a 1 to 100 year rainfall event, are managed so as to minimise the risks to people and property, including flows from adjacent land where relevant.
14. –Finished floor levels must be no lower than 300mm above average surrounding ground level. Where at risk from fluvial flooding, finished floor levels must be a minimum of 600mm above the 1 to 100 year plus climate change flood level, or for minor development where detailed modelling of the latest climate change allowances has not been undertaken, no lower than 600mm above the 1 in 1,000 year flood level. All development layouts should direct the most vulnerable elements of a development to the areas of lowest risk, including access routes wherever possible whilst also ensuring layouts are such that proposals do not result in an impediment to flow.
15. Where development results in the loss of flood plain storage, compensatory storage should be provided on a level for level and volume for volume basis. Mitigation measures should be provided up to the 1 in 100 (1% AEP) plus climate change fluvial flood event including the requirement for safe access and egress.
1416. At an early stage, dialogue should be held with the Lead Local Flood Authority to ensure developments do not detrimentally impact upon existing and planned flood risk management schemes, including ensuring land identified for flood storage is safeguarded, as well as exploring all opportunities for additional flood risk reductions and protections that can be delivered as part of the proposals working in partnership with the Lead Local Flood Authority. Developers are required to contribute towards the cost of planned flood risk management schemes through Section 106 or Community Infrastructure Levy charging schedules. All new developments that benefit from existing flood risk management schemes should contribute towards their on-going maintenance.

Justification

335-334. The European Water Framework Directive became part of UK law in 2003 and requires improvements to the quality of water bodies, including rivers, lakes, reservoirs, canals and aquifers. These requirements are reflected in the Environment Agency's River Basin Management Plans, with the Humber River Basin Management Plan setting out the Water Framework Directive target for each water body to achieve 'good' status. At March 2016, one part of the River Blythe was classified 'bad', three parts 'poor' and one part 'moderate'. For the length of the River Cole within the Borough, a decline has been measured from 'moderate' status in 2009 to 'poor' status in 2015. The Council requires well designed development in the right locations with appropriate drainage processes that can contribute towards River Basin Management Plan objectives. Where viable, surface drainage features shall be deployed in accordance with the Construction Industry Research Information Association (CIRIA) sustainable drainage systems manual, with approved proprietary engineered pollution control features used only if surface features are

demonstrated not to be viable. [The European Water Framework Directive also establishes groundwater quality standards and measures to prevent or limit pollutants into groundwater.](#)

336-335. National planning guidance on water quality and flood risk requires plans to take account of infrastructure needs such as water resources. The guidance also requires new development to be directed to areas at the lowest risk of flooding using a sequential, risk-based approach to the location of new development to avoid and/or manage flood risk.

337-336. The Council has undertaken an update to the Water Cycle study for the Borough, in consultation with the Environment Agency and Severn Trent Water. The study demonstrates that the level of development and the site allocations proposed in the plan are capable of being delivered without significant water and sewerage infrastructure improvements. However, the policy requires all new development to contribute to Water Framework Directive and River Basin Management Plan objectives by protecting and improving the quality of water bodies through the provision of appropriate sewerage infrastructure and sustainable drainage techniques. Developers will be expected to demonstrate that they have thoroughly assessed the impact of their proposals on surface and ground water systems, and incorporated any necessary sewerage and drainage mitigation measures- [to ensure the quantity and quality of water resources are protected.](#)

338-337. The Council recognises the need for water efficiency in all new development. The Water Cycle study recommends adoption of the optional higher standard of water efficiency as it identifies Solihull to be in moderate water stress, due to the economic benefits of reduced supply, and because of the increased sewer capacity. The policy requires developers to demonstrate the higher standard through the recycling of potable, grey water and rain water, and the use of water efficient fittings and appliances, before seeking disposal of surface water, in accordance with the hierarchy in Part H of the Building Regulations.

339-338. Reducing water consumption has the effect of reducing carbon emissions as water companies use energy to collect, treat and supply water and to treat waste water. Simple demand management measures, particularly those that reduce hot water use, have significant potential to save water and energy, and reduce the carbon footprint of the water system. This accords with guidance in the NPPF, which requires local planning authorities to adopt proactive strategies to adapt to climate change.

340-339. The Environment Agency is promoting the use of sustainable drainage techniques as a means of contributing to the requirements of the Water Framework Directive and reducing flood risk, as well as for wider benefits, such as the conservation of biodiversity, enhancement of the amenity of urban areas and to assist in adaptation to climate change. The NPPF gives priority to the use of sustainable drainage systems in areas at risk of flooding and for major development. Sustainable drainage systems assist with the provision of green infrastructure, supported by the NPPF and the Council's Green Infrastructure study.



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- | ~~341-340.~~ Sustainable drainage systems will be required for all development. Developers will be expected to design in these requirements at an early stage in the development of new proposals, and to demonstrate that the proposed solution will maximise the benefits to the water environment. The Council does not regard underground storage tanks only as an appropriate sustainable drainage system, and will require at least one surface feature to be deployed within the drainage system for a development site for water quality purposes, with more features where runoff may contain higher levels of pollutants.
- | ~~342-341.~~ Control of discharge rates from new and previously developed sites is an important part of flood risk management, supporting the NPPF by utilising opportunities offered by new development to reduce the causes and impacts of flooding, and the overall level of risk in the area and beyond. Ensuring that new developments discharge to greenfield rates reduces the wider impact, whilst limiting discharge rates associated with previously developed sites will reduce pressure on existing watercourses and sewer systems.
- | ~~343-342.~~ The Environment Agency's Catchment Flood Management Plans provide an overview of flood risk across river catchments and recommend ways in which risks now and in the future can be managed. New development in the Borough will be expected to contribute towards the policy objectives of the Catchment Flood Management Plans. Most of the Borough lies within the Mid Staffordshire and Lower Tame policy unit within the Trent Catchment Flood Management Plan, where the objective is to take action to store water or manage runoff in locations that provide overall flood risk reduction or environmental benefits locally or elsewhere in the catchment. The western part of the Borough adjacent to Birmingham, and the eastern part adjoining Coventry lie in the Birmingham and Black Country, and the Coventry Cluster policy units in the Severn Catchment Flood Management Plan respectively. The Catchment Flood Management Plan objective in these areas is to take further action to reduce flood risk. Reinstatement of the natural floodplain, the de-culverting and improvement of on-site watercourses also helps contribute towards the objectives of the Humber River Basin Management Plan and achieving the Water Framework Directive target of each water body within the Borough achieving good status.
- | ~~344-343.~~ The Council is the Lead Local Flood Authority for Solihull and has published a Local Flood Risk Management Strategy to help reduce flood risk and mitigate the impact of flooding in the Borough. Developers will be expected to review and pay due regard to the recommendations included within the Local Flood Risk Strategy produced by the Lead Local Flood Authority. The Strategy may highlight opportunities to work in partnership with the Environment Agency and the Lead Local Flood Authority to contribute to the reduction of flood risk to new development and to third party land.
- | ~~345-344.~~ The Level 1 Strategic Flood Risk Assessment for Solihull has identified the main flood risk areas within the Borough taking account of climate change and has been used alongside the Environment Agency's flood zone and risk of flooding from surface water maps to help guide new land allocations within the plan to areas at low risk of flooding, via a sequential test.
- | ~~346-345.~~ Where there may be higher risks of flooding of new land allocations because the detailed modelling of watercourses has not been undertaken or parts of a site lie within higher flood zones, a Level 2 Strategic Flood Risk Assessment has been undertaken. This applies to Sites BC1, BL1, BL2, BL3, HA1, KN1, KN2, ME1, SO2, UK1 and UK2. This more detailed assessment defines flood zones where relevant and provides guidance on the parts of sites where development should and should not take place, as well as considering opportunities for enhancement. The Level 2 Strategic Flood Risk Assessment has been used to inform the concept masterplans and Site Policies in the relevant Settlement chapters.
- | ~~347-346.~~ For new developments at risk of flooding, a site specific flood risk assessment must be undertaken which demonstrates that the development will be safe for its lifetime, in accordance with the NPPF.

~~348. New development sites must be resistant and resilient to flooding, to accord with the NPPF. Drainage systems must be designed so that flooding does not occur on any part of or off the site in a 1 to 30 year rainfall event, unless an area is designated to hold or convey water as part of the design, or in any part of a building or plant susceptible to water in a 1 to 100 year rainfall event. The design of the site should ensure that flows resulting from events in excess of a 1 to 100 year rainfall event, are managed so as to minimise the risks to people and property, including flows from adjacent land where relevant. Finished floor levels must be no lower than 300mm above average surrounding ground level. Where at risk from fluvial flooding, finished floor levels must be a minimum of 600mm above the 1 to 100 year plus climate change flood level, or for minor development where detailed modelling of the latest climate change allowances has not been undertaken, no lower than 600mm above the 1 in 100 year flood level. Where relevant, the layout of buildings should direct the most vulnerable elements of a development to the areas of lowest risk, including access routes wherever possible.~~

~~349. Where development results in the loss of flood plain storage, compensatory storage should be provided on a level for level and volume for volume basis. Mitigation measures should be provided up to the 1 in 100 (1% AEP) plus climate change fluvial flood event including the requirement for safe access and egress.~~

~~350-347.~~ Across the Borough 2,000 existing properties are considered to be at risk of fluvial flooding. For surface water flooding, there are approximately 1,500 properties across the Borough considered to be within a 1 in 30 year flood outline and 4,500 properties within the 1 in 100 year flood outline. In order to increase resilience, where developments are proposed that increase the size of buildings within areas identified to be at risk from flooding then appropriate individual property level resilience measures should be incorporated in order to reduce the impact and associated costs of repair of homes and buildings along with misery and disruption caused by flooding to families and businesses.

Challenges and Objectives Addressed by the Policy

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

Policy P12 Resource Management

Management of waste

1. The Council will promote and control new development to prevent the production of waste within the Borough wherever possible, [in accordance with the principles of the Circular Economy](#), 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. [Developers will be expected to demonstrate that waste production will be minimised through the production of Whole Life plans for new buildings](#).
2. Management of waste shall seek to maximise the contribution to economic development and employment in the Borough. 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, in line with national and local targets for the transition to a net zero carbon economy.

Identifying suitable sites and areas

3. The Council will seek to ensure that an equivalent tonnage is provided for within waste management facilities in the Borough to that arising in the Borough. To achieve this, a sequential approach will be used to determine the appropriate location for new waste management facilities:
 - i. On-site management
 - ii. Consolidation or expansion at strategic waste management sites
 - iii. Suitable industrial areas or sites allocated for industrial or employment uses
 - iv. Co-location of complementary waste management operations at Berkswell and Meriden quarries
 - v. Area of Search for waste management facilities.
4. 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.

5. Strategically important waste management sites within the Borough, where waste management activities will be supported in principle, are identified on the Policies Map. These sites include the site of the former Arden Brickworks in Bickenhill, which contains the household waste recycling centre, and a range of other waste management operations, the materials recovery facilities at Berkswell and Meriden Quarries, the composting facilities in Berkswell, and the Moat Lane and Chapelhouse Depot waste transfer stations in the Mature Suburbs and North Solihull.
6. 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 locating waste management facilities on appropriate industrial sites or employment areas within the Borough, and for the co-location of complementary waste operations at Berkswell and Meriden quarries 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 Policies Map.

Household Waste and Recycling Centre

7. Land within Site UK2 Land at Damson Parkway, (which is allocated for employment purposes in Policy P1 and Policy UK2), could potentially accommodate a relocated Household Waste and Recycling Facility.

Criteria for suitability of waste management proposals

8. The Council will have regard to the following criteria in considering the suitability of sites for waste management facilities:
 - i. The contribution towards national and local waste management strategies, objectives and targets, including the Solihull Municipal Waste Management strategy 2010-2020 (or its replacement)
 - ii. The contribution towards economic development and employment in the Borough, particularly in or accessible from ~~the~~North Solihull ~~Regeneration~~
~~Area~~
 - iii. The contribution to national and local targets to reduce greenhouse gas emissions, taking account of those resulting directly from the operations (Policy P9), and those from the transport of wastes from the source of arisings to the point of end management
 - iv. The potential for on-site management associated with development and other uses
 - v. The potential for the development of shared facilities for more than one waste planning authority, where these would accord with this policy
 - vi. The potential for the co-location of complementary activities where there are no adverse cumulative impacts
 - vii. The contribution towards the restoration of former mineral workings in the Borough

- viii. 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
- ix. The impacts on transport infrastructure, including the potential for the use of alternative modes to road transport, [opportunities for extensions of footpaths and bridleways](#), and highway safety
- x. 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
- xi. The availability of suitable previously developed land and/or redundant buildings
- xii. The impact on the Green Belt, taking account of National Policy and Policy P17 of this plan
- xiii. The impact on the environment, including the protection of water resources and quality (Policy 11), conservation of biodiversity (Policy P10), high quality design (Policy P15), the protection of the historic environment and built heritage (Policy P16), and on air quality (Policy P14) from emissions and dust
- xiv. The impact on amenity and health, including visual intrusion, noise and vibration, litter, odour, vermin and bird attraction, including the impact on aerodrome safeguarding.

Provision of waste facilities in non-waste development

- 9. In considering non-waste management development proposals, the Council will take into account any adverse impact on [existing waste management infrastructure](#), the strategically important waste management sites and the potential of the Area of Search for waste management facilities identified in this ~~p~~Plan. Non-waste development will be required to accommodate facilities for the storage, sorting and presentation of waste arising from the development, and developers will be expected to demonstrate satisfactory provision for waste management.

Justification

351-348. Waste is a product of inefficient processes and the Government's aim is to prevent waste, treat it as a resource, and drive waste management up the waste hierarchy to improve efficiency and reduce impacts. The waste hierarchy consists of prevention, preparing for reuse, recycling, other recovery, with disposal only as a last resort. National guidance expects communities to take more responsibility for managing their own waste, which can be equated to managing an equivalent tonnage of waste to that arising in their areas. Waste management should be considered alongside other spatial planning concerns, including economic development, regeneration and the national imperative to reduce greenhouse gas emissions. The National Planning Policy for Waste requires that sites and/or areas for the location of waste management facilities should be identified in Local Plans, and sets out locational criteria.

352-349. A Waste Needs Assessment for Solihull was published in November 2018. In 2017, there were just under 0.1 million tonnes of Local Authority Collected Waste arisings in the Borough, with 0.093 million tonnes comprising household waste. Projections indicate that

arisings could increase to between 0.110 to 0.123 million tonnes by 2036, with the increase driven primarily by the increase in households. For 2017, estimated Commercial and Industrial waste arisings for the Borough were between 0.040 and 0.048 million tonnes. Projections indicate these could increase to between 0.068 and 0.069 million tonnes by 2036. For Construction and Demolition waste arisings, estimates range between 0.447 to 0.513 million tonnes, which could increase to between 0.667 and 0.814 million tonnes by 2036, although the report recognises that the projections could be a significant over-estimate, as they rely on significant levels of excavation waste and dredging spoils every year. Agricultural waste arisings in the Borough are very small, 0.0003 to 0.0005 million tonnes, and are not expected to increase. Hazardous waste arisings in the Borough are small at around 0.009 million tonnes, and projections suggest little change to between 0.007 and 0.011 million tonnes by 2036.



353-350. In 2017, there were 13 waste management facilities in the Borough handling about 1 million tonnes, with a theoretical capacity of more than 2 million tonnes. Figures for 2018 show a reduction in the number of facilities to 12, with a reduced input of around 0.616 million tonnes. However, there are further facilities under construction and with planning permission at Meriden and Berkswell quarries respectively, and another operating without permission, which will increase capacity. The

significant shortfall identified in the SLP2013 no longer exists, although the Waste Needs Assessment identifies a couple of needs that could be addressed through the Local Plan Review. These are considered below.

354-351. The Household Waste Recycling Centre (HWRC) off Coventry Road, Bickenhill is at capacity and in its current format is not suitable for enhancing the recycling of materials. The Waste Needs Assessment highlights the fact that additional household waste recycling capacity will be required to meet the needs of the increased population and number of households in the Borough during the Plan period. This could be provided by an expansion of the existing Centre, or by relocation to a larger site elsewhere in the Borough. An Assessment of land for potential relocation of the HWRC and Depot was prepared in June 2019, which highlights the potential to relocate the HWRC to Site UK2 as one of the options. The Council has not made a decision on whether the existing facility ought to be expanded, or whether an alternative location ought to be pursued. At this stage the plan is seeking to give a policy context for the principle of the use should it be decided that the HWRC should be relocated to a site within the UK2 allocation.

355-352. The exceptional circumstances to justify the potential use of the site are as follows;

- No suitable site has been identified outside the Green Belt, given the nature of the use and the number of visitors that will be attracted to the site;
- No suitable previously developed or underutilised land has been identified and none is available on the Brownfield Land Register;
- The site is located within a proposed allocation for employment uses and accords with the policy on the location of waste management facilities;
- The site is well-located centrally in the Borough, close to and accessible from the main urban areas in the west and north, as well as major rural settlements;

- The site is accessible from the strategic highway network, with sufficient space for queuing vehicles at peak times;
- The site is relatively isolated from residential uses, other than the Gypsy and Traveller site, for which impacts can be minimised and mitigated.

| 356-353. There is also a potential need for recycling/composting capacity to provide for Local Authority Collected Waste and Commercial and Industrial waste. The Waste Needs Assessment recommends capacity for around 62,000 tonnes per annum for recycling and for 30,000 tonnes per annum for composting, which could require a site or sites of up to 5 hectares in total area. The composting requirement is likely to be addressed by developments already in the pipeline, including a planning permission at Meriden Quarry, and a facility in Berkswell.

| 357-354. The first option for managing waste should be on-site where this is feasible, delivers wider sustainability objectives, and does not result in unacceptable harm to environmental assets, transport infrastructure or on neighbouring uses. If this is not possible, developers will be expected to consider the potential of the strategic waste management sites, or suitable industrial sites in the Borough for appropriate or complementary activities. For operations that are complementary to mineral extraction, such as recycling of construction and demolition waste, or more appropriate in remote locations, such as open composting, an Area of Search for waste management facilities has been identified, utilising opportunities offered by former mineral workings. Waste that cannot be managed higher up the waste hierarchy is managed at the jointly owned Coventry and Solihull Energy from Waste plant in Coventry.

| 358-355. The policy sets out the criteria that will be used to assess the appropriateness of waste management proposals. These include national and local strategies, objectives and targets, including the National Waste Management Plan for England, National Planning Policy for Waste and the Solihull Municipal Waste Management strategy 2010-2020 and the Mid-Point Update 2015, the contribution towards economic development and regeneration, including [in North Solihull—Regeneration](#), and to national and local targets to reduce greenhouse gas emissions. The potential for on-site management, shared facilities and co-location of complementary activities will be taken into account, along with the suitability of the location or site, the availability of previously developed land or redundant buildings, and whether the operations would take place in the open or are enclosed. The impacts of proposed waste management operations on the Green Belt, the environment, transport infrastructure including aerodrome safeguarding, highway safety, amenity and health will be considered, and any unacceptable harm will need to be minimised and/or appropriate mitigation incorporated.

| 359-356. Other development may compromise or restrict the potential of waste management operations on the strategic waste management sites or in the area of search for waste management facilities. In considering proposals for non-waste management development in or adjacent to these locations, the Council will take account of any adverse effect on the potential for waste management activities. Non-waste development in all areas will be expected to include appropriate facilities for the storage, sorting and presentation of waste. Developers will be expected to demonstrate satisfactory provision for waste management through a Design and Access Statement or similar supporting evidence, taking account of the Council's waste and recycling service guide for developers.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- D Securing sustainable economic growth

- E Protecting key gaps between settlements
- H Increasing accessibility and encouraging sustainable transport
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates

Policy P13 Minerals

Mineral Safeguarding Areas

1. Mineral Safeguarding Areas (MSAs) 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 Policies Map.
2. The Council will permit the search for new minerals, 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.
3. 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

4. The Council will actively 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 Policies Map.

Provision for primary sand and gravel extraction

5. Provision for primary sand and gravel resources will be made through a mixture of specific sites, preferred areas and/or areas of search to help meet the identified requirement of 8.24 million tonnes for the West Midlands Metropolitan Area over the plan period. These will include sites already granted planning permission, where not included in the current sub-regional landbank.
6. Preferred areas for primary sand and gravel extraction were identified in the adopted Solihull Local Plan 2013 at Marsh House Farm ([MIN3](#)), Hornbrook Farm ([MIN1](#)) and west of Berkswell Quarry ([MIN2](#)), which will provide around 2.0 million tonnes and are defined on the Policies Map. Two further areas are identified as Specific Sites for sand and gravel extraction as extensions to the existing quarries at land south-east of Meriden Quarry ([MIN4](#)), and land south-east of Berkswell Quarry ([MIN5](#)), which will provide a further 2.1 million tonnes and are also defined on the Policies Map. Extraction of any site or part thereof that will impact on an adjacent Site of Special

Scientific Interest or Local Wildlife Site will be permitted only if the necessary avoidance and/or mitigation is incorporated to protect the SSSI/LWS.

7. An area of search for primary sand and gravel extraction is identified between Berkswell, Hampton and Meriden to meet the shortfall in provision, and is defined on the Policies Map. However, inclusion within an area of search does not imply that all of the mineral resources are viable, or that extraction would be acceptable. Sand and gravel extraction outside the areas of search may also be permitted, if there is evidence that insufficient mineral resources from the areas of search are likely to come forward within the Plan period, or that production targets will not be met. In all cases, proposals should have regard to the points set out within this policy.

Mitigation, restoration, aftercare and after use

8. Proposals for mineral working or related infrastructure will be assessed against the following criteria:
 - i. Contribution towards national and local strategic objectives or wider needs, including national and local targets for minimising carbon emissions and using alternative materials;
 - ii. Contribution towards the local and sub-regional economy;
 - iii. Contribution towards local communities and character and quality of the environment;
 - iv. Opportunities for the co-location of related uses and wider benefits such as the production of secondary or recycled aggregates;
 - v. 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;
 - vi. 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;
 - vii. 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;
 - viii. 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;
 - ix. The potential for subsidence, migration of gases and contamination of ground water associated with underground extraction;
 - x. Restoration to a safe and high quality condition with appropriate aftercare in accordance with agreed restoration and aftercare schemes, and within an agreed period following the cessation of extraction; and

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

Justification

~~360-357.~~ The NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. Mineral Safeguarding Areas have been defined for sand and gravel resources, based on work undertaken in Mineral Safeguarding in Solihull. The Mineral Safeguarding Areas include any known or anticipated sites for infrastructure including two concrete plants and one dry silo mortar plant at Berkswell and Meriden Quarries, and sites for the production of secondary and recycled materials at both quarries. The policy requires the prior extraction of minerals where non-mineral development that could sterilise resources is proposed unless justified, in accordance with national guidance.

~~361-358.~~ The national and local guidelines for aggregates provision in England 2005 to 2020 assume a significant contribution from alternative materials, which reduces the requirement for the production of primary aggregates. The policy promotes the use of alternative materials in construction within the Borough and provides for new and expanded facilities within a defined area of search. The co-location of primary extraction and permanent secondary facilities is likely to bring benefits in minimising transport and environmental costs. Temporary facilities for alternative materials will be encouraged on sites for significant development in the Borough.

~~362-359.~~ The national and local guidelines for aggregates provision in England 2005 to 2020 provide a target production figure for primary aggregates for the West Midlands, which has been apportioned to sub-regions following advice from the West Midlands aggregates working party (WMAWP). Whilst account still needs to be taken of the guidelines, the NPPF requires minerals planning authorities to prepare an annual Local Aggregate Assessment (LAA) to plan for a steady and adequate supply of aggregates. The West Midlands Metropolitan Area LAA 2015 puts forward two scenarios based firstly on the apportioned figure of 0.55 million tonnes per annum, and secondly on the ten year rolling average of sales data of just under 0.5 million tonnes per annum. The latter figure results in a requirement of 11.5 million tonnes for the period 2020 to 2036, including a seven year landbank.

~~363-360.~~ The latest WMAWP AMR for 2017 identifies permitted reserves of 3.99 million tonnes for the Metropolitan Area as at 31 December 2017. However, the 2018 survey indicates that this has reduced to 3.26 million tonnes as at 31 December 2018. This would leave 8.24 million tonnes to be provided for across the Metropolitan Area to 2035.

~~364-361.~~ The Borough is the main source of primary aggregate production for the Metropolitan Area, with annual production of up to 0.5 million tonnes of sand and gravel representing over 90% of the LAA production target. Production fell to 0.36 million tonnes in 2018, reflecting the closure of Stonebridge Quarry, following the issue of a Stop Notice by the HS2

Company. The contribution from Solihull reflects the relative levels of sand and gravel resources in Solihull and Walsall, the only authorities that contribute to primary sand and gravel production. This policy takes account of the provision for primary sand and gravel production within the Black Country Core Strategy. There may be a need to review the policy when the Black Country Plan Review is completed.



- | 365-362. In seeking to meet the requirement for primary sand and gravel production, the Council identified a number of preferred areas for extraction in the adopted Local Plan 2013. Whilst part of Hornbrook Farm has been granted planning permission, applications have yet to come forward on the remaining preferred areas. The potential reserves from the preferred areas may be affected by the line of the HS2 rail link and conditions attached to working adjacent to the line.
- | 366-363. Following a Call for Sites, two sites with viable mineral resources have been identified, and are allocated as specific sites. These form extensions to the existing quarries at land south-east of Meriden Quarry and land south-east of Berkswell Quarry and are shown on the Policies Map. The sites proposed for sand and gravel extraction are located in the Green Belt. However, mineral extraction is not inappropriate development in the Green Belt, provided that it preserves openness and does not conflict with the purposes of including land in Green Belt. Both sites lie within the Area of Search for Primary Sand and Gravel Aggregates. Land south-east of Berkswell Quarry (Cfs532) is adjacent to a SSSI/Local Wildlife Site, so any proposal for mineral extraction will need to incorporate measures to protect and enhance the SSSI/Local Wildlife Site, in line with Policy P10.
- | 367-364. These preferred areas and specific sites provide for a proportion of the total requirement only, with the remainder to be provided from within defined areas of search in both Solihull and Walsall. Proposals for sand and gravel extraction outside these areas will be permitted where this can be justified. The policy provides for a minimum landbank of 7 years at the end of the plan period, in accordance with national guidance.
- | 368-365. The policy sets out the criteria for new minerals development in the Borough, to ensure mitigation of environmental and transport impacts, in accordance with national guidance. It seeks to ensure that minerals development contributes to wider national and local objectives, such as the reduction of carbon emissions, and the use of alternative materials.
- | 369-366. The criteria include the protection of the amenities of surrounding occupiers and land uses, and the local and sub-regional transport network from unacceptable impacts. Working

practices will be required to avoid or minimise impacts on health and the environment from extraction, processing, management and transportation of materials. Environmental and other assets of acknowledged importance, including best and most versatile agricultural land, the natural and historic environment, and water resources and quality will need to be protected, with appropriate mitigation and compensation where necessary, in accordance with the environmental policies in this plan. The impact on aerodrome safeguarding shall include the need to minimise bird strike hazard. [The provision of buffers to rivers should be wide enough to accommodate natural changes to the river's location.](#) Any proposal adjacent to the River Blythe Site of Special Scientific Interest will be expected to maintain a minimum 30 metre buffer to the Site of Special Scientific Interest. The Council will require that investigations are undertaken to demonstrate that there will be no adverse impact on a Site of Special Scientific Interest or Local Wildlife Site before planning permission is granted.

370-367. Guidance is provided on the restoration and aftercare of mineral sites once extraction has ceased and on the after use to which the land should be put, in accordance with national guidance. The restoration of any site that has a biodiversity designation, or equivalent biodiversity value, shall prioritise the contribution to biodiversity objectives. Reclamation schemes will be expected to prioritise the potential for contributing to green infrastructure, biodiversity objectives, including national and local biodiversity action plan targets, to policies seeking to enhance and restore the Arden landscape, and to flood risk management. Where appropriate, after uses may include agriculture and recreation uses providing these are in accordance with other national and local planning policies. The availability of materials to restore mineral sites will need to be a consideration to avoid unreasonably lengthy restoration.

Challenges and Objectives Addressed by the Policy

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

Policy P14 Amenity

1. Proposals for new development, extensions and changes of use will be expected to safeguard the amenities of existing and future occupiers of homes, businesses and other uses. When determining planning applications, the Council will:
 - i. Permit development only if it secures high quality design (see Policy P15), whilst respecting the amenity of existing and future occupiers; and the character of the surrounding area;
 - ii. Expect developers to locate and design new developments so as to minimise adverse visual and other amenity impacts, whilst making efficient use of land;
 - iii. Seek to safeguard important trees, hedgerows, natural habitats and woodlands, and will require new and replacement tree and hedgerow planting; and, where appropriate, new woodlands;

- iv. Ensure development does not have a significant adverse impact on local air quality, either directly or indirectly resulting in unacceptable effects on human health, local amenity and the natural environment. Where appropriate, development should incorporate appropriate attenuation, mitigation or compensatory measures where necessary. Where this cannot be achieved, ensure that impacts can be off-set by funding alternative measures or initiatives that will help reduce air pollution burdens within the Borough;
- v. 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. Developers should also fully consider the previous use of any land, to avoid unforeseen contamination that may be identified during the development process;
- vi. Seek to minimise the adverse impact of noise and vibration. Development likely to create significant noise or vibration effects will be permitted only if located away from sensitive uses, unless measures can be incorporated to adequately protect against such impacts. Similarly, sensitive development will only be permitted if located away from sources of significant noise or vibration, unless incorporating measures proven to reduce impacts to acceptable levels. Developers will be required to adequately assess and quantify potential noise and vibration impacts and to consider both existing pre-development and resultant post-development acoustic outcomes along with resultant internal and external noise environments. The transmission of structure-borne/ground-borne noise and vibration as well as airborne noise may need to be considered, and where development presents such potential effects, will be required to demonstrate scheme design and operation so as to adequately address and mitigate significant impacts. Mitigation shall be based on proven methods to adequately remove, minimise, attenuate or otherwise control adverse impacts. The assessment of noise and vibration and conclusions drawn shall recognise and accommodate requirements contained in relevant legislation, standards and guidance;
- vii. Protect residential and shopping areas, community facilities and open space from the introduction of incompatible development or anti-social uses that may jeopardise local amenity. Development that presents a likelihood of significant harm because of impacts from noise, odour or atmospheric pollution will not be permitted unless they can demonstrate appropriate attenuation, mitigation or remediation measures to adequately control and limit those impacts identified. In locations that may be affected or influenced by existing or approved uses or activities, where noise, odour, or air pollution present the potential to impact on the amenity of any newly introduced residential or other sensitive receptor, such development will not be permitted unless the negative impacts can be satisfactorily mitigated or abated;
- viii. Consider the impact of light spillage and pollution from artificial light on local amenity, nature conservation and those parts of the countryside in the Borough that retain an intrinsically dark sky (including countryside locations). Development proposals should ensure that light impacts are fully assessed as necessary, and that any adverse impacts are limited, or can be satisfactorily mitigated; and

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- ix. Protect the tranquil and locally distinctive areas in the Borough by guiding new development to locations that will avoid or minimise adverse impacts.

Justification

371-368. The NPPF sets out that planning policies should ensure that developments create places with a high standard of amenity for existing and future users. Securing a good standard of amenity is an integral component of good design. Developments that affect people's visual and other amenities, such as those that create noise, odour or air pollution require careful siting to minimise impacts and appropriate measures to minimise or mitigate any impacts that location does not resolve. Equally, the siting and design of sensitive uses, such as residential development needs careful consideration to ensure that problems are not created. Significant new growth in the Borough is being promoted through this plan and the policy seeks to ensure that new development is appropriate for its location. Whilst it will be important to make effective and efficient use of land that makes provision for essential development, the Council will seek to protect people's amenity and fully consider the likely impacts on health, living conditions and the natural environment.

372-369. Homes in Multiple Occupation (HMOs) can provide an alternative, affordable means of accommodation but can also cause issues within local communities in terms of impact on residential amenity and loss of traditional family housing. Within the Borough there are approximately 100 HMOs. Whilst a small proportion of total households it is still an important consideration. Proposals for new large HMOs (properties containing more than 6 unrelated individuals) will therefore be considered against this policy having regard to impact on amenity and character in particular. Such proposals will also have regard to Policy 8 with regards parking and highway impact and P15 in terms of design. The conversion of existing properties to small HMOs are currently managed by Permitted Development rights. The Council will continue to review this position going forward and if necessary will introduce an Article 4 direction based on justifiable evidence. All proposals for new purpose built HMOs will be considered against all relevant Plan policies.

373-370. The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by recognising the wider benefits from natural capital including trees and woodland. The policy recognises the importance of protecting and increasing trees and woodlands for amenity and other benefits. These include the enhancement or restoration of the Arden landscape, increasing green infrastructure (in both the public and private realm), conservation and enhancement of biodiversity, informal recreation, opportunities to improve air quality or mitigate impacts and addressing the impacts of climate change. Important trees, hedgerows and woodlands will include trees in conservation areas, those covered by tree preservation orders, veteran trees or those with potential to be veteran trees, features characteristic of the Arden landscape or included in national or local biodiversity action plans, and trees and hedgerows covered by regulations or best practice guidance, such as the Hedgerow Regulations and the British Standard for trees and construction. Policy on conserving the landscape and biodiversity, including the protection of ancient woodlands in the Borough, is contained in Policy P10.

374-371. In the context of wider national and regional air quality objectives, the policy supports the aims of the Solihull Clean Air Strategy (2019 – 2024), including the actions that will be taken to improve air quality and reduce population exposure to the pollutants known to be most harmful to human health. The integration of air quality considerations with land-use planning decisions is essential to ensure that developers fully understand the air quality impacts presented by their development. Development should therefore seek to minimise or mitigate adverse impacts on air quality, as well as enabling improvements to air quality, where appropriate. In addition to the effect of more substantial developments, consideration

will be given to the potential cumulative impact of smaller developments on air quality, including their implications for vehicle emissions. As a partner in the Low Emissions Towns and Cities (LET&C) Programme and a member of the West Midlands Combined Authority, the Council will support proposals aimed at securing better air quality across the metropolitan area, through measures such as the provision of infrastructure to encourage the use of electric vehicles for freight and public transport journeys within and beyond the Borough. A key objective of the Council Plan is to improve Solihull's air quality and implement the Electric Vehicle Strategy. Given the significant residential and commercial developments proposed across the Borough in the coming years, it is important that suitable infrastructure is in place to enable use of electric vehicles. Policy P9 sets out the Council's requirements for electric vehicle charging points associated with new development. The Council is keen to ensure that developments are future proofed and aligned with low-carbon targets as well as contributing to regional and local air quality objectives. The Planning Practice Guidance on Air Quality provides guidance for local authorities and developers and applicants are also encouraged to refer to the LET&C Programme's Good Practice Air Quality Guidance (May 2014), particularly in relation to integrating mitigation into scheme design.. Developers will be expected to ensure that development does not have a significant adverse impact on local air quality in considering the location and design of new development, and incorporate appropriate measures where necessary during construction and operation.

- | ~~375-372.~~ Sites coming forward for redevelopment in the Borough should be assessed to establish if there are contaminated land issues that may impact on the proposal, the surrounding area or affect other receptors or ecosystems. The policy reflects the importance of providing appropriate information on any contamination that may be present. However, it is often the case that a site that presents contamination issues may not have originally been 'suspected or known'. It is therefore important to ensure that developers consider the previous use of any land to avoid unforeseen contamination that may be identified during the development process.
- | ~~376-373.~~ The Council recognises the existence of significant sources of noise or potential noise within the Borough, such as Birmingham Airport, major roads and railways including HS2, mineral workings and some industrial processes, and the need to protect noise sensitive uses, including housing, education and health institutions. The policy seeks to ensure that the impacts of noise and vibration are properly investigated, assessed, quantified and mitigated to ensure adequate protection is afforded. Where this is not possible, the policy aims to prevent such development taking place. However, it is important to ensure that existing businesses and facilities, whose activities and impacts are established, do not have unreasonable restrictions placed on them as a result of new development being permitted nearby.
- | ~~377-374.~~ Some uses may be harmful to amenity as a result of, noise, odour or atmospheric pollution, such a mineral workings, sewage treatment works, certain types of waste management activities or certain intensive agricultural uses. The Council will protect residential, shopping, heritage assets, community and recreation areas from uses that present a significant negative impact on amenity and ensure that, where permitted, such development incorporates measures to avoid or minimise any adverse impacts.
- | ~~378-375.~~ 'Solihull's Countryside' identifies suburbanisation as a threat to the character and quality of the countryside. Whilst built development is controlled through Green Belt policy, light spillage and light pollution from residential, commercial and other sites and sources may need to be assessed and understood, particularly where potential harm to residential and community amenity, as well as ecosystems and biodiversity is identified. In accordance with the NPPF, the policy seeks to ensure that development is appropriate for its location and that the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation is limited.

379-376. Solihull's Countryside notes the loss of remoteness and a reduction in tranquillity associated with development and traffic growth and the need to maintain local distinctiveness. The Planning Practice Guidance suggests that tranquil areas are likely to be relatively undisturbed by noise from human sources that undermine the intrinsic character of the area. It may, for example, provide a sense of peace and quiet or a positive soundscape where natural sounds such as birdsong or flowing water are more prominent than background noise. Whilst much of the Borough is subject to interference from road, rail or air traffic, other noisy activities, or urban influences, there remain some quiet areas. These include canal corridors, footpaths, some conservation areas, villages and hamlets away from major roads and flight paths, and some more remote rural areas. The Council will seek to protect tranquil and locally distinctive areas by guiding development, especially that involving noisy operations or significant traffic, away from these areas..

Challenges and Objectives Addressed by the Policy

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

Policy P14A Digital Infrastructure and Telecommunications

1. The Council will support proposals for the expansion of electronic communications networks, including next generation mobile technology (such as 5G) telecommunications and full fibre broadband connections, whilst also seeking to keep the numbers of radio and telecommunications installations to a minimum consistent with the efficient operation of the network.
2. The Council will have regard to the needs of telecommunications operators, any technical constraints on location of telecommunications apparatus, the potential for sharing sites and other existing tall buildings and other structures, the impact of development on its surroundings, the sensitivity of the environment, and the design and external appearance of telecommunications apparatus.
3. In considering proposals for new sites or equipment, applicants will be expected to ensure that the size of the apparatus is kept to the minimum necessary to achieve their purpose and demonstrate that there are no other technically suitable locations or design solutions that meet operational requirements and cause less environmental harm or visual impact. Applicants are strongly encouraged to consult with relevant local ward members, Parish Councils, and neighbourhood planning forums on the identification of suitable locations.
4. The Council will expect proposals for residential and business development to include provision for on-site Ultrafast broadband infrastructure to enable connectivity to wider networks. Such infrastructure should be designed and installed as an integral part of the development to ensure that properties and premises are constructed and occupied with connections readily available. Infrastructure (such as ducting for cables) should be future-proofed to enable cable upgrades and minimise future disturbance during maintenance.

Justification

- 380-377. The NPPF recognises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing. It indicates that authorities should support the expansion of electronic communications networks, whilst aiming to keep the number of masts and sites to a minimum, consistent with the efficient operation of the network and providing reasonable capacity for future expansion. The Government's Industrial Strategy also seeks to boost digital infrastructure through the provision of funding for 5G technology and for local areas to encourage the roll out of full-fibre networks. As part of this, the West Midlands is to become the UK's first ever multi city test bed for 5G mobile technology.
- 381-378. The guidance for telecommunication development reflects both the strategic requirements of networks and the limitations imposed by the nature of the technology, as well as the need to protect amenity and sensitive environments. Sensitive uses include residential areas, education and health institutions, all heritage assets and their settings, features characteristic of the Arden landscape, sites of ecological and geological importance, open space and the Green Belt. In such areas telecommunications infrastructure development will be discouraged, unless there are no other locations that meet operational requirements and cause less environmental harm. Telecommunications infrastructure improvements should be undertaken sensitively and equipment should be sympathetically designed and camouflaged where appropriate. Both the individual and cumulative impacts should be considered, to avoid any unacceptable visual harm.
- 382-379. In more rural parts of Solihull telecommunications infrastructure often has poor capacity and coverage. Some parts of the Borough experience slow broadband speed and poor telecommunication signals. Improvements to the telecommunications infrastructure can address this problem and thereby help to combat social exclusion of residents, improve access to services (including emergency services), and reduce the need to travel.
- 383-380. An improved communications network also contributes to the local economy by providing people with a choice as to how and where they can operate their business, facilitating home working and potentially attracting new employment opportunities.
- 384-381. Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas. In addition, Local Authorities are increasingly reliant on digital infrastructure to provide services and interact with their customers and the Council acknowledge the need for 5G in the future delivery of public services.
- 385-382. The policy seeks to ensure that communications infrastructure is treated as essential infrastructure in new developments. New properties and premises should be constructed with connections already installed to enable occupiers to secure direct connections from the moment they move in. Local Planning Authorities have a pivotal role to play in encouraging developers to 'future-proof' their developments by installing direct fibre access, wherever possible, not least to avoid any future disruption in terms of highways works.
- 386-383. In addition to the reputational and wider economic benefits of ensuring that residents are able to access high speed broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting if the infrastructure is not fit for purpose.
- 387-384. Enhanced broadband provision also has the potential to reduce the need for road, rail and air travel. Developers are key in determining how projects shape an area; therefore the planning of telecommunications infrastructure in relation to development is vital.
388. This will be complementary to the ~~Coventry, Solihull and Warwickshire Superfast Broadband~~ Connecting Solihull & Warwickshire ~~project which~~ project, which the Council is

part of. This is a project that is helping to deliver the broadband initiative, particularly in the rural areas.

Challenges and Objectives Addressed by the Policy

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- F Reducing inequalities in the Borough
- O Providing infrastructure and securing developer contributions

Promoting Quality of Place

Introduction

390-386. The Borough's high quality natural, built and historic environment is fundamental to its success as an attractive place to live, work, visit and invest. The policies contained in this section are critical to retaining the quality of Solihull's distinctive places. Together with the other policies in the Plan, particularly, in the chapters dealing with Protecting and Enhancing our Environment, and Supporting Local Communities, the application of Policies in this section, will ensure Solihull remains an attractive, ambitious, locally distinctive and prosperous Borough.

391-387. High quality design is fundamental to making places more attractive, sustainable, safe, healthy and accessible. Good design can help reduce and mitigate the impacts of climate change; promote healthier lifestyles; create safer places and make high quality and attractive places that foster civic pride.

392-388. NPPF states that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk. Heritage assets include buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance.

393-389. Most of the undeveloped area of the Borough is designated as Green Belt, where national policy provides a presumption against development that is inappropriate. The Borough's Green Belt includes the strategically important open land between the urban areas of Birmingham and Solihull and the city of Coventry, known as the Meriden Gap, and key gaps between urban areas and rural settlements. Protecting the Green Belt in Solihull will contribute to the purposes set out in national policy. It is also vital for maintaining the attractive rural setting and environment that helps to bring investment and people to the Borough. Management of the countryside is largely dependent on agricultural businesses, which face significant pressures on incomes and changing demands for products.

394-390. The Green Belt in Solihull has been under constant pressure since it was first proposed in 1960. Successive development plans for Solihull have removed land from the Green Belt to meet housing and other needs. Developments of national and regional significance have also been allowed, justified by very special circumstances. This plan recognises that the scale of the growth faced by the Borough and the lack of significant development opportunities outside the Green Belt mean that some substantial adjustments to the Green Belt are required to meet development needs, including those required in the UK Central Hub Area to provide an appropriate planning framework for the Council's ambitions for the HS2 Interchange and adjoining area.

Policy P15 Securing Design Quality

1. All development proposals must be of a high quality design. Proposals will be expected to contribute to, or create, high quality places and ~~spaces which~~spaces, ~~which~~ have regard to local distinctiveness and achieve inclusive and sustainable design.
2. In delivering high quality design, development proposals will be expected to:
 - i. Conserve and contribute positively to local character, distinctiveness and streetscape quality and ensure that the scale, massing, density, layout,

territory (including space between buildings), materials and landscape of the development is sympathetic to the surrounding natural, built and historic environment;

- ii. Ensure new developments include useable private outdoor amenity space and provide public and private open spaces where there is a choice of areas of shade, shelter and access to recreation that will benefit people, wildlife and provide flood storage and carbon management;
 - iii. Secure the sustainable, long-term use of new development through flexible, robust and future-proofed design and layout (including through low carbon technologies);
 - iv. Make appropriate provision for water management within development, without causing unacceptable harm to retained features, utilising innovative design solutions. Sustainable Drainage Systems should respond to and complement landscape character and urban design, in accordance with the principles of Policy P11 –Water and Flood Risk Management;
 - v. Conserve, restore and enhance biodiversity, reflecting the principles of Policy P10 Natural Environment;
 - vi. Respect and enhance landscape character and quality, including trees, hedgerows and other landscape features, integrating them into the development, and contribute to strategic and local green infrastructure. Proposals should relate well to local topography and landscape features and consider the protection and management of the existing tree stock on site. There should not be an unacceptable loss of, or damage to, existing trees. ———Developments should incorporate new tree planting, including streets tree-lined wherever possible;
 - vii. Create attractive, inclusive, safe, active, legible and uncluttered streets and public spaces, which integrate with existing paths, streets, circulation networks and patterns of activity and have regard to the quality of the frontage public realm and the transition between the site boundary and the street;
 - viii. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
 - ix. Contribute positively to the creation of high quality places which are accessible, interconnected and easily maintained. The design and layout of developments should promote health and wellbeing, support wildlife, encourage walking and cycling and reduce crime and the fear of crime through the adoption of Secured by Design principles.
3. All residential development proposals shall demonstrate how they meet Building for Life 12, or its equivalent.
4. All developments should comply with the urban design principles set out in established current design guidance, including at present; The National Design Guide (2019), Urban Design Compendium 1 and 2 (2007), Manual for Streets 1

(2007) and 2 (2010), Building for Life 12 and Secured by Design principles, or their equivalents.

5. Development proposals should also comply with any local design guides and standards, including Conservation Area Appraisals, the Urban Forestry Strategy, adopted Supplementary Planning Guidance and Documents, as well as the relevant design policies of any applicable 'made' Neighbourhood Plans in the Borough.
6. Development proposals should make efficient use of land, optimising densities in appropriate locations and ensuring that site characteristics, context and constraints are considered, whilst responding positively to the surrounding natural, built and historic environment.
7. Developers should be proactive in responding to climate change and adopt sustainable and low carbon construction principles in terms of design, layout and density, consistent with the principles of Policy P9 —Climate Change. Sunlight and energy efficiency should be considered as part of the layout, through solar design and natural ventilation systems. Buildings and their surrounding landscapes should be designed to make efficient use of natural resources during construction, operation and maintenance.
8. Applicants are encouraged to engage in pre-application discussions at an early stage in the design process and will be required to demonstrate that they have followed the robust Assessment-Involvement-Evaluation-Design process outlined in the national guidance on Design and Access Statements. Major development proposals are required to demonstrate how the local community has been consulted and engaged in the design process, in accordance with the Council's adopted Statement of Community Involvement. Significant development proposals will also be encouraged to engage with, and be reviewed through, the Regional Design Review process (MADE).
9. Where a developer is promoting a phase of a wider site allocation or larger windfall development opportunity, they will also need to demonstrate how they have engaged with other relevant land owners or developers with an interest in the site to ensure the proposed phase does not prevent, constrain or otherwise impact negatively upon relevant development opportunities. This should have specific regard to the importance of securing comprehensive delivery of major sites, including infrastructure planning, place making, sustainable development, design and the prevention of ransom strips.

Justification

395-391. The Government's policy on design is clear in the NPPF. 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. The NPPF also sets out how planning policies and decisions should ensure that the key objectives of good design are secured and makes clear that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

396-392. Additionally, the National Design Guide establishes ten characteristics of well-designed places. It emphasises the importance of responding positively to context, creating locally distinctive character, the value of creating strong communities and responding to

issues such as climate change. As part of the government's collection of Planning Practice Guidance, developments will be expected to have regard to the National Design Guide.

- | 397-393. Although there can be many individual design 'issues' to be addressed, a key principle is how they improve the character and quality of an area and integrate to create well designed and well-built places and spaces that benefit people and communities at all stages of life and with different abilities.
- | 398-394. Policy P15 provides a set of design principles for applicants to adhere to. These include the scale and visual appearance of the building (including the territory it sits within), as well its environmental performance, water management, impact on the natural environment, its integration with its surroundings and neighbouring public spaces. The policy acknowledges that high quality sustainable materials and construction standards are also important to ensure the durability and longevity of new development.



- | 399-395. In addition to built development, the National Design Guide recognises that nature and the natural environment contribute to the quality of a place, to people's quality of life and is a critical component of well-designed places. As such, the policy seeks to ensure that natural features (including natural and designed landscapes) are integrated into developments to support quality of place, health and wellbeing, biodiversity, water management and address climate change.
- | 400-396. Trees in particular can deliver economic, social and environmental benefits. As outlined in the Solihull Urban Forestry Strategy (2019 – 2029), trees characterise and make Solihull's streetscapes and urban landscapes more joyful, liveable and resilient to extreme weather. Their importance is reflected in the Policy given that well planned and designed places and spaces with trees can reduce the landscape impact of new development, promote health and wellbeing and are crucial in tackling the long term effects of climate change. In accordance with the 'Living with Beauty' report of the Building Better, Building Beautiful Commission (January 2020), there will be an expectation to incorporate tree planting in development including streets being tree-lined wherever possible. However, it is essential that new developments are appropriately designed and planted to ensure that new trees are suitable for the location, have longevity, and that existing mature trees are not

compromised. The protection and management of existing tree stock on site should be in accordance with industry best practice, with a view to achieving a harmonious and sustainable relationship between new construction/existing structures and their surrounding trees.

401-397. In well-designed places, water features also form part of an integrated system of landscape, biodiversity and drainage. Sustainable Drainage Systems can be used to enhance the surrounding environment and provide many additional benefits including attenuation, improvements to biodiversity and habitat, character, amenity and open space.

402-398. The policy recognises that planning can help increase resilience to the impacts of climate change through the built design, layout and landscape design of development, such as promoting low carbon design approaches to reduce energy consumption in buildings. The Council is committed to ensuring developments and places are designed to deal with the challenge of adapting to and mitigating to Climate Change and would therefore encourage applicants to exceed building regulations where possible.

403-399. Policy P15 also requires development proposals to create safe and attractive streets and public spaces, which reduce crime and the fear of crime. Whilst adherence to Secured by Design principles is important for all new built development, it can also be relevant to smaller scale proposals such as changes of use to licensed premises and the installation of cash points, where applicants should engage with a West Midlands Crime Prevention Design Advisor at an early stage. As well as considering the impact of development proposals on public safety and the incidences of anti-social behaviour, the reference to crime in the Policy also relates to creating safer buildings and places that are better protected from terrorist attack.

404-400. The Borough's high quality natural, built and historic environment is fundamental to its success as an attractive place to live, work and invest. As such, the policy strives to create development with the highest standards of design and sustainability, across the Borough. This should be evidenced by demonstrating compliance with Building for Life 12 or its equivalent. Development associated with the key economic assets within UK Central will be expected to be designed to the highest quality standard to ensure these areas become design exemplars for the Borough and sustainable communities. Policy P1 makes clear that to assist the growth proposals for the UK Central Growth Area, a concept framework will be prepared to ensure that a comprehensive and coordinated approach is followed.

405-401. However, not all parts of the Borough have a high quality environment and a key part of the strategy is to improve the built environment, particularly in some areas of North Solihull and parts of the Mature Suburbs.

406-402. Concept Masterplans have been prepared for all residential sites allocations in the Local Plan. The Masterplan approach is born out of the Council's ambition to accommodate growth, with place-making providing the central theme. The illustrative concept masterplans are intended to demonstrate how sites could be brought forward for development in a form which both seek to respond to the Borough's needs and safeguards the long term desirability of Solihull as a place to live and work. Each concept masterplan sets out at a broad level how the sites ought to be developed and the likely housing capacity. The Council will require the development of residential site allocations in the Plan to be in general accordance with the principles of the Concept Masterplan for the respective site allocation.

407-403. The appropriate density of residential development will be informed by the need to make efficient use of land together with the desirability of maintaining an area's prevailing character and setting. Where it can be demonstrated that a higher density would improve the character and quality of an area, this will be supported.

408-404. In more sustainable locations, which are highly accessible by public transport, as well as walking and cycling, there will be opportunities to increase densities. However, careful consideration must be given to the existing character of the local area.

409-405. It is also particularly important to ensure that new development being assimilated into an existing residential area is designed to avoid 'town cramming', where overly large properties are squeezed onto plots that are only big enough for smaller dwellings. The Council will undertake a review of its current principal supplementary planning guidance relating to design (New Housing in Context) to ensure it remains fit for purpose or whether it requires amending to ensure it provides appropriate guidance to assist in the application of this policy. A Backland Development SPD is also being prepared so that backland and related infill developments are designed to protect and make a positive contribution to existing residential areas.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- 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 Reducing inequalities in the Borough
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

Policy P16 Conservation of Heritage Assets and Local Distinctiveness

1. The Council recognises the importance of the historic environment to the Borough's local character and distinctiveness, ~~and~~ to civic pride, and the cultural, social, environmental and economic benefits that its conservation brings. Heritage assets are an irreplaceable resource that should be conserved as appropriate to their significance, sustained and enhanced, and put to viable use consistent with their conservation.
2. The Council considers that the following characteristics make a significant contribution to the local character and distinctiveness of the Borough:
 - i. The historic core of Solihull Town Centre and its adjacent parks;
 - ii. 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;
 - iii. 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;

- iv. Parks, gardens and landscape including common, woodland, heathland and distinctive fieldscapes as defined in the Warwickshire Historic Landscape Characterisation; and
 - v. The canal and railway network, including disused railway lines and the working stations at Solihull, Olton, Dorridge and Shirley, together with associated structures.
3. Development proposals that impact upon this character and significance will be expected to demonstrate how this impact has been assessed and minimised, using a recognised process of assessment, involvement, evaluation and design.
 4. Development will be expected to conserve heritage assets in a manner appropriate to their significance, conserve local character and distinctiveness, create or sustain a sense of place and seek and take opportunities to enhance the contribution made by the historic environment to the character of a place. In Solihull, heritage assets include: Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas and also non-designated assets. The latter include buildings, monuments, archaeological sites, places, areas or landscapes positively identified in Solihull's Historic Environment Record, or during development management work as having a degree of significance meriting consideration in planning decisions, such as those identified on the Local List of Heritage Assets. The historic landscape includes ancient woodlands, hedgerows and field boundaries, and archaeological features, such as earthworks.
 5. All applications that affect the historic environment will be expected to have considered and used, as a minimum the evidence in the Solihull Historic Environment Record, conservation area appraisals and management plans, to inform the design of the proposal. Development proposals affecting heritage assets should be assessed using further sources, and appropriate expertise where necessary. This should be explained in the accompanying Design and Access Statement or, for significant proposals, in a Heritage Statement.
 6. Proposals seeking to modify heritage assets for the mitigation of and adaptation to the effects of climate change will be expected to be sympathetic and conserve the special interest and significance of the heritage asset or its setting.

Justification

410-406. Paragraph 184 and 185 of the NPPF advise that Local Planning Authorities should set out in their Local Plan 'a positive strategy for the conservation and enjoyment of the historic environment', recognising that 'heritage assets are an irreplaceable resource' which should be conserved in a manner appropriate to their significance. The Planning (Listed Buildings and Conservation Areas) Act 1990 also places several duties on Local Planning Authorities:

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

- 411.407. The 20 Conservation Areas within the Borough are shown on the Policies Map. Links to available appraisals can be found on the Council's website. The Council will produce appraisals and management plan proposals for all of its conservation areas in due course, and will periodically review these.
- 412.408. The Council recognises the importance of the historic environment to the Borough's local character and distinctiveness, its contribution to the five distinct 'places' of Solihull and the cultural, social, environmental and economic benefits of conserving heritage assets in proportion to their significance. In line with the NPPF, Policy P16 encourages the conservation of the historic environment whilst ensuring that assets have viable uses that enable that conservation. It also promotes the recognition of the wider social, cultural, economic and environmental benefits of its conservation, and the desirability of new development contributing positively to local character and distinctiveness. The Policy defines the special ~~characteristics~~ characteristics, which the Council considers make a significant contribution to Solihull's local distinctiveness and advocates strong protection of those qualities and the Borough's wider historic environment. The policy also seeks to ensure that all development preserves or enhances heritage assets in a manner appropriate to their significance, as defined in the evidence base for the Local Plan, or as their significance emerges during the planning process.
- 413.409. To conserve the heritage assets and sense of place within Solihull, all development proposals affecting heritage assets will also be expected to adhere to current established guidance. At present this includes National Planning Practice Guidance and all relevant Historic England publications including Conservation Principles, Policies and Guidance (2008).



- 414.410. A substantial body of evidence on the historic environment has been collected and informed the development of the Local Plan and this Review, its strategy for the Borough's historic environment and the selection of sites allocated for development. Key pieces of evidence such as the Warwickshire Historic Landscape Characterisation (June 2010), Warwickshire Historic Farmstead Characterisation Project (August 2010), Warwickshire Landscape Guidelines: Arden (November 1993), Solihull Characterisation Study (December 2011) and Solihull Historic Environment Record have been used to develop an understanding of Solihull's historic environment, local distinctiveness and its heritage assets;

those parts of the historic environment which have a particular value or significance. Whilst some of these studies are now a number of years old, their content remains valuable and reasonable to this date.

415-411. The Archaeological Assessment (2018 and 2020) provides evidence of the archaeological assets in the Borough, with general and site specific assessments and recommendations relating to the development proposals in this Plan. A Heritage Impact Assessment (2019 and 2020) has been undertaken for those development sites where potentially significant impacts on heritage assets were identified, in consultation with Historic England. These assessments have informed decisions on site selection and shaped the concept masterplans prepared for each site.

416-412. The Historic England Heritage at Risk registers, Solihull's Conservation Area Appraisals and Management Plans have also identified current threats to the Borough's historic environment and one of the purposes of Policy P16 and the delivery strategy is to focus on addressing such threats. The Solihull Landscape Character Assessment provides evidence of the character and local distinctiveness of the landscape, including historic landscapes.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- 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
- K Protecting and enhancing our natural assets

Policy P17 Countryside and Green Belt

1. The Council will safeguard the “best and most versatile” agricultural land in the Borough, unless there is an overriding need for development that outweighs the loss, and will seek to protect the character of the countryside.
2. Land designated as Green Belt in the Borough is identified on the Policies Map and will be kept permanently open, in accordance with national Green Belt policy.
3. Inappropriate development will not be permitted in the Solihull Green Belt, unless very special circumstances have been demonstrated in accordance with the NPPF. Paragraphs 145 and 146 of the NPPF set out forms of development that are not regarded as inappropriate. In interpreting these paragraphs, the following provisions will apply:
 - i. Limited in-filling or redevelopment may take place in the following settlements without constituting an inappropriate development:
 - Chadwick End
 - Cheswick Green
 - Millison's Wood
 - Tidbury Green.

- ii. Limited infilling in villages shall be interpreted as the filling of a small gap within an otherwise built-up frontage with not more than two dwellings.
 - iii. Disproportionate additions shall be interpreted as additions that are more than 40% of the original floor space of the building.
 - iv. Where the re-use of buildings or land is proposed, the new use, and any associated use of land surrounding the building, should not conflict with, nor have a materially greater impact on, the openness of the Green Belt and the purposes of including land in it, and the form, bulk and general design of the buildings shall be in-keeping with their surroundings.
4. In considering proposals for inappropriate development in the Green Belt, the following factors may be taken into account as very special circumstances:
 - i. The reasonable expansion of established businesses into the Green Belt will be allowed where the proposal would make a significant contribution to the local economy or employment, providing that appropriate mitigation can be secured.
 - ii. Waste management operations, provided the development accords with the waste management policy of the **PP**lan.
 - iii. The delivery of rural exception sites for housing are to be brought forward in accordance with **pP**olicy P4B of this **pP**lan.
 - iv. The construction of renewable energy provision is to be brought forward, in accordance with Policy P9 of this **PP**lan and **pP**ara 147 of the NPPF.
 5. Development within, or conspicuous from, the Green Belt must not harm the visual amenity of the Green Belt by reason of siting, materials, or design.
 6. The small settlements of Hampton-in-Arden, Hockley Heath, Meriden and Catherine de Barnes are inset in the Green Belt and are not therefore subject to Green Belt policy. Nevertheless, the Council, in considering applications for development in these settlements, will take into account the importance of their rural setting and of their attributes, such as historic buildings, open space, density of development, landscape and townscape that contribute towards their special character. Immediately beyond the inset boundary, strict Green Belt policies will apply.

Justification

417-413. Most of the countryside within the Borough is in use for agriculture, and farmers are largely responsible for managing the land. Farmland is generally of good to moderate quality capable of supporting a healthy mixed farming economy. About one fifth of the farmland falls within the 'best and most versatile' agricultural land category, which Solihull's Countryside Strategy 2010-2020 indicates should be protected, as an irreplaceable resource and for its contribution to the rural character of the Borough. The Solihull Landscape Character Assessment highlights the character and local distinctiveness of the landscape and its sensitivity to development, and is a key tool in helping to manage change.



418-414. Green Belt policy is set out in the national policy and will apply across the whole of the rural area of the Borough, other than the inset areas around settlements and other major developments. National policy makes clear that established Green Belt boundaries should be altered only in exceptional circumstances and only when a local plan is being prepared or reviewed. It also describes the circumstances when built and other development should be considered as an exception to inappropriate development.

419-415. The pressure on the Green Belt in Solihull has been intensified by the requirement for development emerging from housing needs (both for the Borough and wider housing market area); the lack of vacant and derelict land in the Borough; national guidance on windfall housing; and local requirements for employment land, waste management and mineral extraction. This is reflected both in the significant number of sites in the Green Belt in the SHELAA, and the paucity of sites in the urban area.

420-416. Significant adjustments to Green Belt boundaries are required in the UK Central Hub Area to provide an appropriate planning framework for the Council's ambitions for the HS2 Interchange and adjoining area, and to meet the needs of the key economic assets within the area. Further significant adjustments are required elsewhere to meet local housing and employment land needs and to address Solihull's contribution toward the shortfall in new housing land across the wider housing market area. Where land is to be deleted from the Green Belt as part of this Plan, exceptional circumstances are considered to be met to justify the change in boundaries, as required by the NPPF.

421-417. The Solihull Strategic Green Belt Assessment (GBA) assesses the contribution that the Green Belt in the Borough makes towards the purposes of including land in the Green Belt. The GBA demonstrates that the Green Belt in the Meriden Gap between Solihull and Coventry makes the most significant contribution, although the Green Belt on the edge of the urban area and some settlements also contributes significantly. The findings have been used to help justify the removal of land in the UK Central Hub Area from the Green Belt and to identify suitable sites for new housing and other purposes elsewhere.

422-418. A small number of minor changes will be made to address anomalies in Green Belt boundaries across the Borough, taking into account an assessment of submissions made during the preparation of this Plan.

423-419. In total all of the proposed allocations relating to Green Belt sites amount to approximately 574ha⁴² out of a Borough total of approximately 11,945ha. This represents 4.8% of the total.

⁴² 140ha for the HS2 Interchange site, 94ha for the employment allocation at Damson Parkway and 340 ha for the residential allocations.

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- 424.420. The policy is consistent with national Green Belt policy, but provides some further guidance to help establish whether development would be inappropriate.
- 425.421. Limited infilling in villages, identified as appropriate development in the Green Belt in the NPPF, will be permitted in Chadwick End, Cheswick Green, Millison's Wood and Tidbury Green. This reflects the character of these settlements, the limited impact that small infill developments would have on the wider Green belt, including by way of openness, and the limited, small scale opportunities that exist within their settlement envelope. In the other Green Belt villages and hamlets in the Borough, new building, other than that required for agriculture and forestry, outdoor sport, outdoor recreation and cemeteries, or for extensions and alterations will be considered to be inappropriate development, in order to protect the Green Belt and the character and quality of the settlements.
- 426.422. The NPPF advises that extensions or alterations to buildings in the Green Belt should not result in disproportionate additions to the original building. The House Extensions Guidelines SPD provides further guidance on this issue, limiting extensions to a maximum of 40% of the original habitable floor space. This guidance applies to buildings outside settlements and established ribbons of development within the Green Belt, but includes properties on the end of ribbons of development.
- 427.423. The re-use of permanent and substantial buildings in the Green Belt is not inappropriate development. Locally, there is considerable pressure for the conversion of agricultural barns to new uses. The policy sets out some additional criteria for re-use of buildings to ensure that the new use does not conflict with or have a materially greater impact on the Green Belt, and is in keeping with the surroundings.
- 428.424. A number of established businesses are located within or adjacent to the Green Belt in Solihull, such as Jaguar Land Rover and Whale Tankers. The reasonable expansion of such businesses into the Green Belt, whilst remaining inappropriate development, will be allowed where justified by a significant contribution to the local economy or employment.
- 429.425. Policy P12 identifies the need for some additional waste management capacity in the Borough, and a number of strategic waste management sites, and an area of search for new waste management facilities within the Green Belt. This policy is consistent with guidance in the NPPF but makes clear that the contribution towards new waste management capacity in the Borough may amount to very special circumstances, provided the development accords with the waste management policy in this plan.
- 430.426. Policy P20 sets out that new, additional or relocated sports facilities may be brought forward, and these may well be proposed in the Green Belt. The NPPF sets out (at paragraph 141) the desire to plan positively to enhance their beneficial use, including looking at opportunities for outdoor sport and recreation. Changes of use for outdoor sport would not be expected to be inappropriate development, nor should any new buildings that are providing appropriate facilities.
- 431.427. The NPPF supports positive planning to retain and enhance landscapes, visual amenity and biodiversity, and this policy indicates that development within or conspicuous from the Green Belt must not harm visual amenity through siting, materials or design.
- 432.428. The settlements of Catherine de Barnes, Hampton in Arden, Hockley Heath and Meriden are inset from the Green Belt. Whilst Green Belt policies do not apply within these settlements, the Council will take into account their rural setting and special character in considering development proposals.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- E Protecting key gaps between urban areas and settlements
- I Providing sufficient waste management facilities and providing for sand and gravel aggregates
- L Improving water quality and flood risk
- K Protecting and enhancing our natural assets

Policy P17A Green Belt Compensation

1. In accordance with paragraph 138 of the NPPF, planning permission will not be granted for development of sites removed from the Green Belt, unless and until appropriate compensatory improvements to environmental quality and accessibility of remaining Green Belt is incorporated into a Section 106 agreement. Such compensatory improvements shall be proportionate to the extent of land being removed from the Green Belt and will be in accordance with the following hierarchy:
2. Where compensatory improvements have been identified as part of the concept masterplans included as part of the Local Plan, that such improvements are included in the development proposals.
3. Where compensatory improvements have not been identified as part of the concept masterplans included as part of the Local Plan, that the compensatory improvements are provided in accordance with the following hierarchy:
 - i. Compensatory improvements to remaining Green Belt land adjacent to, or in close proximity to, the development site;
 - ii. Compensatory improvements to remaining Green Belt land adjacent to, or in close proximity to, the settlement or area accommodating the development;
 - iii. Compensatory improvements to remaining Green Belt land in an area identified for environmental improvements as part of the Council's Green Infrastructure Opportunity Mapping.
4. In the event that it is robustly demonstrated that none of the above options can be satisfied (e.g. as land is not available), then the Council will accept a commuted sum that it will use to undertake compensatory improvements.

Justification

433-429. Land designated as Green Belt in the Borough will be kept permanently open, in accordance with national Green Belt policy. This Plan has had to make significant incursions into Green Belt in order to meet housing and other needs for the Borough and the wider area. Where Green Belt has been allocated, exceptional circumstances for housing or other development have been fully demonstrated in accordance with paragraph 136 of the NPPF.

434-430. Paragraph 138 of the NPPF requires that plans should set out ways in which the impact of removing land from the Green belt can be offset through compensatory

improvements to the environmental quality and accessibility of remaining Green Belt land. This policy is only expected to be used in connection with the allocations in this plan that entail the removal of the allocated site from the Green Belt.

435-431. The policy sets out the mechanism for achieving compensation through a sequential approach based on the proximity of improvements to the land being removed. The last option to pay a commuted sum will be acceptable only if it is demonstrated that none of the other sequential options is available. Most compensatory improvements are not expected to require planning permission. Where this is not the case, and the development would amount to inappropriate development in the Green Belt, then compliance with this policy can assist towards the very special circumstances needed to justify such development. It would also be in accordance with paragraph 141 of the NPPF, which encourages LPAs to plan positively to enhance beneficial use of Green Belt.

436-432. There are a range of potential improvements that can be pursued to fulfil this requirement and the following are provided as examples, but it is recognised that there may be others:

- new or enhanced green infrastructure;
- woodland planting;
- landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);
- improvements to biodiversity, habitat connectivity and natural capital;
- new or enhanced walking and cycle routes; and
- improved access to new, enhanced or existing recreational and playing field provision.

437-433. In developing the required compensation, prospective applicants may also wish to review other Council strategies (e.g. Local Cycling & Walking Implementation Plan) to seek to review whether existing opportunities have already been identified. This should include Neighbourhood Development Plans and prospective applicants may also wish to approach relevant Parish Councils or Neighbourhood Planning Forums to ascertain if they have any priorities for action that could be fulfilled in this way.

438-434. It should be noted that improvements being brought forward under this policy will be expected to be beyond those needed to mitigate the immediate impacts of the proposal.

Challenges and Objectives Addressed by the Policy

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

Health & Supporting Local Communities

Introduction

- 439.435. The built and natural environment is a key determinant of health and wellbeing. The NPPF states that one of the three overarching objectives of the planning system is supporting strong, vibrant and healthy communities. It includes specific requirements for planning policies and decisions to promote healthy, inclusive and safe places. The Health and Social Care Act (2012) gave local authorities new duties and responsibilities for health improvement and requires every local authority to use all the levers at its disposal to improve health and wellbeing, and the Local Plan is one such lever.
- 440.436. The health of Solihull residents is generally good and is getting better. However, good health is not consistent across the borough, and the health of some of our residents, particularly in the most deprived neighbourhoods, is significantly below an acceptable level. The numbers of older age residents within Solihull is increasing and the need to address the challenges of climate change has been intensified.
- 441.437. Ever-increasing research indicates that the environment in which we live is inextricably linked to our health across the life course. The role of the built and natural environment in shaping the social, economic and environmental circumstances that determine health is increasingly recognised and understood.
- 442.438. A healthy community is one which supports healthy behaviours and enhances people's physical and mental health. Many health conditions such as obesity, heart disease, stress and poor mental health have been linked to the environments in which people live and work, whilst contact with the natural environment enhances both physical and mental health.
- 443.439. The Local Plan provides opportunities to increase and enhance facilities and enable greater participation in physical activity including play, sport and recreation, as well as improving a network of high quality provision across the Borough. Wider community use of sports and recreation provision on new school sites will be promoted to make an efficient use of land and locate facilities in the most accessible places.
- 444.440. The Council is committed to improving health and wellbeing in Solihull and the Local Plan has a key role to play in implementing strategies to help people lead healthier, active lifestyles. Many of the policies in the Local Plan will have an impact on health and wellbeing and in drafting the local plan policies, this has been given due consideration to ensure that, the overall impact of any new development should result in positive health outcomes.
- 445.441. The Local Plan contributes to supporting communities and promotes health through its spatial strategy and policies. These include policies relating to the location of new development, sustainable development, infrastructure, provision of new homes, jobs, town centres and sustainable travel (promoting public transport, walking and cycling). These policies demonstrate that improved health outcomes are integral to the local plan and meeting its vision and objectives.

Policy P18 Health and Wellbeing

1. The Council will, with its partners, create an environment, which supports positive health outcomes and reduces inequality.
2. All new developments will be expected to promote, support and enhance physical and mental health and wellbeing. Healthy lifestyles will be enabled by:
 - i. Facilitating opportunities for formal and informal physical activity, exercise opportunities, recreation and play through access to well-maintained open spaces, that take account of the different needs of the diverse population;
 - ii. Delivering high quality, inclusive and attractive environments which minimise and mitigate against potential harm from risks, such as pollution and obesogenic environments, and promoting health and wellbeing, and opportunities for social interaction;
 - iii. Increasing opportunities for active travel, including walking, cycling and encouraging more sustainable travel choices;
 - iv. Improving the quality and access to the strategic and local green infrastructure network in the Borough and accessible open spaces, including playing pitches, particularly in areas where accessible green spaces and infrastructure is identified as lacking;
 - v. Supporting safe and inclusive design, that discourages crime and anti-social behaviour, and encourages social cohesion;
 - vi. Delivering new and improved health services and facilities in areas accessed by sustainable transport modes (facilities for primary medical care should be identified and planned for);
 - vii. Supporting initiatives which enable, or improve access to, healthy food. For example, provide opportunities for growing local produce and encouraging people to make healthy food choices;
 - viii. Encouraging initiatives to promote the energy efficiency of new and existing housing;
 - ix. Retaining, increasing and enhancing green infrastructure within developments including green spaces, planting, trees, open spaces and soft surfaces, in order to secure a variety of spaces for residents, visitors or employees to use and observe.

Hot Food Takeaways

3. Proposals for hot food takeaways, or premises which will provide an element of hot food takeaway alongside other supporting uses, should not lead to an over-concentration of such uses within any one individual locality, by overly dominating the street scene or having an adverse impact on the standard of amenity for existing and future occupants of land and buildings. It is also appropriate to control the number of outlets where there are concerns regarding levels of obesity.
4. Applications for hot food takeaways will be based on the following factors:

- i. Within the three main town centres, no more than 15% of the units will be in use as a hot food takeaway;
 - ii. Within local centres and local parades, no more than 10% of the units will be in use as a hot food takeaway;
 - iii. At all locations, no more than 2 hot food takeaways should be located adjacent each other.
5. Applications for hot food takeaways will not be granted within a 400m radius from an entrance to a primary or secondary school, youth centre, or similar location.

Health Impact Assessment (HIA)

6. All development proposals that may have a significant impact on health and wellbeing will be required to submit an assessment of the potential health impacts. The extent of the assessment undertaken will depend on the type, scale and location of the proposed development.
7. HIA Screening should be completed for:
 - i. Developments which include uses for education, health, leisure and/or community facilities;
 - ii. Changes of use to Pubs and Drinking establishments, Hot food takeaways, C1 (Hotels), C2 (Residential Institutions), C2A (Secure Residential Institutions), betting offices/shops and pay day loan shops;
 - iii. Proposals that may affect sensitive or vulnerable populations;
 - iv. Other relevant proposals as requested by the local authority.
8. A Rapid Health Impact assessment (HIA) should be undertaken for:
 - i. Major residential (C2 and C3) developments where the provision of dwelling houses is 50 or more;
 - ii. The provision of a non-residential building, or buildings, where the floor space created by the development is 1,000 square metres or more;
 - iii. Waste development and the winning and working of minerals, or the use of land for mineral working deposits;
 - iv. Proposals for hot food takeaways (as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended));
 - v. Other relevant proposals as requested by the local authority.
9. A Full Health Impact Assessment should be undertaken for:
 - i. Major residential (C2 and C3) developments where the provision of dwelling houses is 150 or more;

- ii. The provision of a non-residential building or buildings where the area of development exceeds 5 hectares;
 - iii. Other relevant proposals as requested by the local authority.
10. All HIAs and HIA Screening shall be undertaken in accordance with the Council's Health Supplementary Planning Document. The HIA and HIA Screening will be a material consideration in the determination of the planning application. Where significant negative impacts on health and wellbeing are identified, the Council will require applicants to mitigate for such impacts, in order to make the proposal acceptable. The Council may use planning conditions and/or developer contributions to achieve this, and also to ensure any significant positive identified impacts are realised.

Justification

- 446-442. The Marmot Review (February 2010) highlighted that socio-economic inequalities, including the built environment, have a clear effect on the health outcomes of the population. One of the key policy objectives aimed at reducing the gap in life expectancy between people of lower and higher socio-economic backgrounds, is to “create and develop healthy and sustainable places and communities”. In February 2020 The Institute of Health Equity published *The Health Foundation: 'Health Equity in England: The Marmot Review 10 Years On'*, the report highlights that poor health is increasing, the health gap has grown between wealthy and deprived areas and that place matters to health.
- 447-443. The NPPF (updated February 2019) promotes the role of planning to create healthy and safe communities by supporting local strategies to improve health, social and cultural wellbeing for all. It also encourages applicants to engage early and proactively with the community and other consultees. It states that planning policies and decisions should aim to achieve healthy, inclusive and safe places, which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
- 448-444. Additional guidance in the NPPG Healthy and Safe Communities (updated November 2019) highlights the importance of planning in improving health and wellbeing. The Guidance states that the Director of Public Health should be consulted on any planning applications that are likely to have a significant impact on the health and wellbeing of the local population or particular groups within it. Also that a health impact assessment is a useful tool to use where there are expected to be significant impacts.
- 449-445. The Solihull Council Plan for 2020-2025 sits in the context of the Solihull Health and Wellbeing Strategy and the Covid-19 Economic Recovery Plan. The plan is based on the belief that economic development, environmental sustainability and health and wellbeing must go hand in hand. This is reflected in the nine priorities of the plan set within the themes of economy, environment and people and communities. These priorities are all linked to improving health and wellbeing within the Borough and a particular focus is the need to focus on health inequalities in Solihull and the actions that can be taken.
- 450-446. The Solihull Health and Wellbeing Strategy (2019-22) is published by the Solihull Health and Wellbeing Board. The main purpose of the Board is to provide a forum in which key leaders from the local health and care system work together to improve the health and wellbeing of their local population from pre-birth to end of life. The Strategy is developed using various sources of information, including the JSNA and focuses on a small number of priorities.
- 451-447. Planning has a key role in shaping the wider determinants of health and wellbeing; at a local and strategic scale. A wide range of social, economic and environmental factors, over

which individuals often have little control, influences a person's health. This is summarised in the diagram below (reproduced with permission from Barton & Grant).



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

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

use. An increased emphasis on walking and cycling, in addition to providing opportunities for physical activity, also contributes to improved air quality.

454-450. In order to assess potential health impacts early in the development process, significant proposals should include a Health Impact Assessment or equivalent. This could include supporting evidence where requirements are being explicitly met through some other means, such as a sustainability statement or environmental impact assessment (EIA). Where significant adverse impacts are identified and unavoidable, measures to mitigate or compensate for these will be provided.



455-451. Poor quality neighbourhoods can impact negatively on the health and wellbeing of those who live in them and the quality and design of the built environment and wider public realm has an impact on whether and how people use a place. High quality and well-designed buildings and spaces which have safe, attractive and convenient access can encourage social interaction, reduce crime and fear of crime and influence travel mode, thereby having a positive effect on health and wellbeing.

456-452. The provision of appropriate, well designed, secure, affordable and energy efficient housing is essential in securing improvements to people's health and wellbeing. Solihull's ageing population is likely to lead to increasing problems with ill-health from poorly insulated and damp ~~properties which~~ properties, which are expensive to heat. In conjunction with Policy P4 'Meeting Housing Needs' and Policy P15 'Securing Design Quality', developments which address these issues and mitigate some of the health impacts of an ageing population will be supported. Provision of and access to health facilities and services has a direct effect on health. It is therefore crucial to ensure that health care is available and accessible to those who need it.

457-453. Poor diet is a significant factor in obesity and associated poor health. Some parts of Solihull, particularly in the northern part of the Borough, have high levels of obesity amongst children and adults and also have a high proportion of certain food and drink uses, which can detract from a diversity of services in those areas. In particular, a high concentration of hot food takeaways in certain areas, or proposals that are not appropriately located, can result in an undue influence on poor choice of diet that in turn contributes to a wide range of health issues (e.g. obesity, diabetes, etc.). In ~~addition~~ addition, such proposals can lead to increased levels of environmental health issues (odour and litter issues; and anti-social behaviour).

458-454. In parades or ~~frontages which~~ frontages, which have fewer than 10 commercial units, one hot food takeaway use may be permitted subject to meeting other policy considerations, e.g. where there is no adverse impacts on the amenity of residents or neighbouring business.

Challenges and Objectives Addressed by the Policy

A Mitigating and adapting to climate change

- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- F Reducing inequalities in the Borough
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets

Policy P19 Range and Quality of Local Services

Designated district **and** local centres-

1. These include: Knowle, Dorridge, Castle Bromwich, Marston Green, Balsall Common, Hobs Moat, Kingshurst Village Centre, Smiths Wood Village Centre, Chelmund's Cross Village Centre, Dickens Heath, Hatchford Brook, Shelly Farm, Meriden and Olton.
2. Proposals within these centres should reflect the scale, character and nature of the centre's role and function in serving local needs. Proposals should provide an opportunity to reduce the need to travel, sustain the economic viability and vitality of the centre, and make effective and efficient use of existing premises or land.
3. All new development will need to be sensitive to local character and enhance the public realm.

Parades and Local Shops

4. Whilst local parades and shops may not form part of district or local centres, they do provide an important community resource for local people. As such, proposals which result in the loss of local shops, without appropriate alternative provision, will not be supported, unless it has been demonstrated that there is no reasonable prospect of the use being retained.

Other Community and Social Infrastructure

5. Proposals which result in the loss of community and social infrastructure, without appropriate alternative provision, will not be supported, unless:
 - i. It has been demonstrated that there is no reasonable prospect of the use being retained;
 - ii. There is evidence that the premises is no longer needed to support community activity;
 - iii. The loss of the facility is demonstrated to be part of a strategic approach to service rationalisation and improvement in the quality of offer.
6. Proposals for the delivery of new social and community infrastructure should be focused towards designated centres, or alongside existing community assets such as schools, health centres or community halls. This will support the creation of community hubs, encouraging linked trip, community cohesion and reducing the need to travel.

7. Standalone proposals will be considered on a case-by-case basis, having regard to the wider policies of this Plan with a specific focus on:
- The availability of parking provision and wider highway impacts;
 - Accessibility by a range of transport modes, including sustainable and active travel routes;
 - Expected noise generation from the facility;
 - Any other impacts on the amenity of surrounding residential properties or commercial operations.

Justification

459.455. District Centres provide services and goods to their local communities and in the hierarchy of town centres are second tier to the main town centres of Solihull, Shirley and Chelmsley Wood. Castle Bromwich has been identified as the only District Centre in the Borough, the centres in Knowle, Dorridge, Balsall Common, Kingshurst Village, Smiths Wood Village and Chelmund's Cross Village function as 'local centres' which service the communities immediately around them and reduce the need to travel for staple purchases.

460.456. Local Centres typically include a convenience shop or a small supermarket; they may also have newsagents, pharmacy, local café/restaurants, hot food takeaways, small office and may also be a popular location for independent retailers.

461.457. In terms of function, local centres add considerably to the quality of life, and the Council considers it is important to retain the vitality of the local centres, even though permitted development rights mean the Council now has limited control over changes of use.



462.458. Solihull has a number of local centres of varying size which act as a focus and provide key services for the communities they serve (which can also include the surrounding rural area of those centres outside the conurbation).

463.459. While shopping habits change and evolve, the Council will enable a broad range of facilities of a suitable scale in local centres and will expect good design that respects local character and enhances the local public realm.

464.460. There are numerous local parades and freestanding small shops throughout the Borough. Local parades and shops provide for the day to day needs, as well as offering a place for informal interaction and thereby contributing to health and wellbeing of the community. The Council will seek to sustain and encourage these valued facilities and services, particularly in rural areas where this would reduce the ability of the community to meet its day to day needs.

465.461. Small scale local shops and services providing for local needs on a daily basis can be particularly important in rural areas where access to larger centres may be more difficult without car access.

466.462. Where proposals are submitted that would lead to the loss of local facilities without there being appropriate alternative provision, it will be expected that applicants will demonstrate that there is no reasonable prospect of the use being retained. This may include demonstrating that the premises have been appropriately marketed to retain the existing use.

467.463. The provision of facilities will be expected to support sustainable development principles and meet the requirements of other relevant parts of the plan, including Policy P15 that seeks to secure design quality.

Challenges and Objectives Addressed by the Policy

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

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

1. Existing public open space, children's play, sports and recreational facilities:
2. The Council recognises the value of public open space for the health and wellbeing of communities, as integral to the character and visual amenity of local areas, and for their contribution to the natural capital of the Borough. The Council will support proposals which will contribute towards a network of high quality provision as new and/or enhanced recreational facilities, children's play and open space.
3. Existing facilities that are of value to the local community for recreation, play, sports, visual amenity, nature conservation or that make an important contribution to the quality of the natural and historic environment or network of green infrastructure will be protected, unless:
 - i. it can be evidenced clearly that the open space or facilities are surplus to requirements and are no longer required to meet local need;
 - ii. the land does not fulfil a useful purpose in terms of its appearance, landscape quality, recreational use, wildlife value or climate change mitigation/adaptation;

- iii. the land does not host an element of semi-natural habitat useful in creating a stepping stone, ~~or~~ wildlife corridor to another habitat, or any other feature of value to wildlife to a greater extent than would be the case if it was planted as a garden. In some cases, the continued protection of the land as open, natural garden land and type of enclosure may be regulated by conditions;
 - iv. the proposed development provides equivalent or better replacement open space, sport, or recreation facilities in size, quality and accessibility within an accessible location for existing and potential new users; or
 - v. the development results in a substantial community, recreational, play or sports benefit that clearly outweighs the harm resulting from the loss of the existing open space/facilities.
4. Where existing provision is not being protected, then the Council will require appropriate compensatory measures. The alternative provision should be at least the equivalent in terms of size, quality, accessibility, use, visual amenity, natural capital value, and supported by a management plan to ensure ongoing viability of provision. The creation of new and/or ~~E~~enhancement of open space or buildings shall be in accordance with Policy P15 ~~—~~Securing Design Quality and Policy P10 ~~—~~Natural Environment.
5. The Council supports the principle of designating land as Local Green Space, including designation within Neighbourhood Plans. Where designation would be appropriate, necessary and where the open space meets the criteria outlined in national guidance.
6. In this ~~p~~Plan, the following sites (as shown on the ~~p~~Policies ~~P~~lan) are designated as Local Green Spaces:
- i. Land between Old Waste ~~H~~ane and Waste Lane, Balsall Common
 - ii. Land south of Shirley.

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

- 7. New housing developments will be required to provide, or contribute towards, new open spaces, or the improvement of existing provision in the area, in line with the minimum standard of 3.57ha per 1,000 population.
- 8. The Council will seek to secure well-designed new and improved open space and their maintenance as an integral part of new residential (including care homes), commercial (over 1ha or 1,000-sqm) or mixed-use development.
- 9. New housing developments will be required to provide, or contribute towards, new open spaces, or the improvement of existing provision in the area, unless financial unviability is clearly demonstrated.
- 10. In areas where an existing local open space provision shortfall is identified, new or improved provision to accommodate the needs of the new and existing population should accord with the local standards and priorities for action outlined in the adopted Green Spaces Strategy (reviewed 2014) and future revisions, the Indoor Sports

Facilities Strategy and Playing Pitch Strategy (including the Playing Pitch Mitigation Strategy) and any future revisions thereof.

11. Where the minimum standard for children's play and youth facilities is already met, developments will be expected to provide additional enhancements as a result of development.
12. To ensure a high quality living environment for all new residential development, including supported housing schemes ~~{for the elderly and those with disabilities}~~, provision should be made for on-site amenity space that is well designed and in accordance with Policy P15 —Securing Design Quality. Proposals for family housing will be expected to provide opportunities for safe children's play, in accordance with the Design for Play and the Free Play Network's 10 Design Principles.

Provision of new indoor sports and leisure facilities

13. The Council will support proposals for new or improved indoor sports and leisure facilities providing that the development:
 - i. Addresses any shortfall in provision outlined in relevant Council strategies and policies (e.g. the Indoor Sports Facilities Strategy or the adopted Green Spaces Strategy (reviewed 2014)) (or any relevant national sporting federation strategy) and accords with Sports England's Active Design guidance;
 - ii. Reflects the 'town centre first' principle outlined in national guidance and is of a scale and size appropriate to the hierarchy of Town Centres as defined in Policies P1 —Support Economic Success, P2 —Maintain Strong Competitive Town Centres, and P19 —Range and Quality of Local Services;
 - iii. Is situated within an accessible location as defined in Policy P7—~~Accessibility~~, where the development is easily accessible to the local community and is well served, or is capable of being well served, by public transport, walking and cycling; and
 - iv. Accords with Policies P14 and P17—~~Amenity~~, P16 —Conservation of Heritage Assets and Local Distinctiveness, and P17 —~~Countryside and Green Belt~~.
14. Subject to the above criteria, the Council will support proposals for shared sports facilities at educational centres, where the facility also serves the local area.

Waterways

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

Justification

468.464. Open space is defined in the glossary of the NPPF as “all open space of public value including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.”

469.465. Open spaces include green spaces such as parks and allotments, natural habitats, playground and amenity space.

470.466. Publically accessible open spaces are a key component of the Borough’s multifunctional green infrastructure network. They have many roles including providing for recreation and physical activity; encouraging social interactions; promoting physical and mental health and wellbeing and quality of life; providing facilities for a child’s development; encouraging walking and cycling; reducing flood risk; and safeguarding biodiversity. They are essential to promoting and facilitating healthy lifestyles, benefitting wellbeing and a key component of the quality and visual amenity of the local character of areas. Furthermore, open spaces, in particular natural green spaces, are a vital part of the Borough’s natural capital and key feature of the biodiversity and ecology of Solihull.



471.467. The loss of open spaces can not only lead to longer journeys for sports and recreation, potentially limiting the health benefits of open spaces and opportunities for the community to meet and participate in local life but may adversely impact on creating strong, vibrant communities, and affect inward investment into

an area.

472.468. The Open Space Assessment recommends a minimum standard of 3.57ha of open space per 1,000 population, that is accessible and of high quality. Further detail on open space provision associated with development sites will be contained within the Council’s forthcoming Open Space SPD.

473.469. National Planning Guidance is clear that existing open spaces, sports and recreational buildings or land should not be built on unless development proposals meet the exceptions set out in the NPPF. Policy P20 advocates strong protection of open space, sports and recreational facilities, and where proposed development would result in the loss of a facility or area of open space, the policy requires appropriate compensation for the loss. Such compensatory measures could include re-provision or the enhancement of existing open space or facilities, and be in accordance with the priorities for action outlined in adopted Council strategies such as the Green Spaces Strategy (reviewed 2014). Playing Pitch Strategy (2019) and Mitigation Strategy (2020). The Mitigation Strategy has identified the potential of new sports hubs in the Borough to mitigate the loss of existing playing pitch capacity as a result of a number of the housing allocations in the Local Plan. This work is ongoing and the Council is working in partnership with Sport England, Governing Bodies, local clubs, landowners and site promoters.

474.470. Local Green Space (LGS) designation in the NPPF allows local communities to identify areas of local green space which should be provided special protection. LGS can only be designated when a Local Plan or Neighbourhood Plan is prepared or reviewed. The existing Local Plan seeks to protect open space, which has specific

importance to a local community and development will be restricted on such land unless exceptional circumstances are provided. Where land is designated as LGS, it will need to be consistent with the wider planning policy for the area and look to complement investment in the provision of new homes, employment and other services.

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- | ~~475-471.~~ The following sites have been designated as Local Green Spaces in accordance with paragraph 100 of the NPPF:
- Land between Old Waste Lane and Waste Lane, Balsall Common
 - Land south of Shirley
- | ~~476-472.~~ The importance of these sites has been highlighted through their proximity to sites being allocated for development, or previously considered for such. This list will be kept open and there is opportunity for future plan reviews to include other sites (including those areas of open space being provided within site allocations), or for Neighbourhood Plans to identify such sites. Any proposals for development of these sites will be judged by the Green Belt policies of the NPPF and Policy P20 of this plan in accordance with paragraph 101 of the NPPF.
- | ~~477-473.~~ The policy also seeks to ensure that new development integrates open space, sports and recreational facilities into the design of the scheme to ensure a high quality environment or contributes to the Green Infrastructure network. In particular, and to address issues with childhood obesity within the Borough, proposals for family housing will be expected to provide opportunities for safe children's play, such as gardens and enhance existing play and youth facilities. Proposals for new indoor sports and leisure facilities should address any existing shortfalls in provision and be directed to centres and the most accessible locations within the Borough. In order to make the best use of community assets, new and enhanced sports provision in schools should be made available for wider community use where feasible.
- | ~~478-474.~~ The major rivers within the Borough, alongside the canal network, have an important role in the Borough's local distinctiveness, biodiversity, adaptation to climate change, leisure and recreation and tourism potential. The rivers and canals can be a particular draw for people, both residents and visitors, who are looking for quite enjoyment of them, with pastimes like narrow boating, fishing, walking or wildlife observation. While development near to these water courses will be restricted, since much of the watercourses are located within the Green Belt, proposals, sensitive to the local character and that encourage greater recreational use and enhancement of the 'blue' network will, where appropriate, be considered favourably.

Challenges and Objectives Addressed by the Policy

- A Mitigating and adapting to Climate Change
- 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 Reducing inequalities in the Borough
- H Increasing accessibility and encouraging sustainable travel
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

Delivery & Monitoring

Introduction

480-476. In setting the Vision and Strategy for sustainable development in the Borough over the next fifteen years, the Local Plan is both aspirational and realistic. It is important to demonstrate that it is deliverable and to show how the challenges have been addressed. Going forward, policies need to be monitored to assess how successful they are over time, and evaluate how they may be improved in the future.

481-477. Delivery may be enabled through a number of ways, including (but not limited to):

- Developer Contribution Policy
- Infrastructure Delivery Plan
- Planning Process
- Partnership working, including the West Midlands Combined Authority
- Urban Growth Company

482-478. In recognising that it cannot deliver the Local Plan strategy alone, the Council will work with public, private and voluntary sector organisations to draw together the necessary resources.

Policy P21 Developer Contributions and Infrastructure Provision

1. Major Development will be expected to provide, or contribute towards, provision of:
 - i. Measures to directly mitigate its impact and make it acceptable in planning terms
 - ii. Physical, social, green and digital infrastructure to support the needs associated with the development.
2. Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan.
3. 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.
4. The Plan has been subject to a Viability Assessment, to ensure the policies are deliverable. In the exceptional circumstances where site-specific issues generate viability concerns, applicants should discuss these with the Council at the earliest possible stage in the development process. Proposals that are unable to comply with the Plan's policies on viability grounds must be accompanied by a detailed Viability Assessment.
5. 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. An element of CIL will, where appropriate, also be

utilised to deliver local infrastructure requirements in accordance with Neighbourhood Plans, in accordance with CIL legislation.

6. Contributions secured through planning obligations may be pooled to address need or cumulative impacts arising from more than one development proposal. The Infrastructure Funding Statement will inform decision making on the use of planning obligations.
7. The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan.
8. Whilst minor developments are less likely to contribute towards developer contributions, requests may still be sought where the proposal has a specific impact upon local infrastructure that requires mitigation in order to make it acceptable – in planning terms.

Justification

Infrastructure Delivery Plan

483-479. Planning for infrastructure is an essential element in delivering the local plan. Infrastructure in this sense is not just the physical infrastructure such as roads and pipes, but also the, social, green and digital infrastructure (e.g. health care, open spaces, community facilities etc.) required to enable sustainable development.

484-480. The 2020 Infrastructure Delivery Plan (IDP) provides a baseline of the existing infrastructure capacity and needs in the Borough, including a gap analysis. The IDP aims to:

- Set out the existing infrastructure capacity and needs in the Borough with the lead delivery organisations and their partners;
- Assess the impact of the proposed scale and location of development in the Borough over the plan period on infrastructure, where this information is available;
- List the projects which will address existing and future infrastructure needs, where possible; and
- Align the implementation of the IDP with the aims and objectives of other national, regional, local or neighbourhood strategies and plans.

485-481. The Infrastructure Schedule identifies the list of 'essential' and 'desirable' infrastructure. It is anticipated that developer contributions will not be sufficient to fund, and hence deliver all essential infrastructure, particularly major schemes such as strategic transport projects. Such infrastructure will be delivered via funding secured from other sources, e.g. from the WMCA.

Delivering Development

486-482. New development will be expected to meet its own physical infrastructure needs, such as on-site provision of utilities or a new road junction to access a site. Where new development puts pressure on social or green infrastructure, or creates a need, e.g. for new community facilities or open space, then provision will also have to be made for these. Where necessary and viable, these will be secured through developer contributions. Early consideration of infrastructure needs and integration into the design will reduce the end-costs of provision. It will also be expected that the cost of affordable housing will be met by development.

~~487-483.~~ The site policies for each of the allocations set out the likely infrastructure requirements for each of the sites the Council has identified.

~~488-484.~~ Developer contributions may be sought as Section 106 obligations, Section 278 agreements or through the adopted Community Infrastructure Levy (CIL) Charging Schedule.

~~489-485.~~ Statutory agencies, such as water companies, are also responsible for meeting their statutory obligations and responding to growth.

~~490-486.~~ There will be a need for both public and private sector investment in capital infrastructure and revenue streams to support development. The Council will carry out its statutory duties and work with lead delivery partners to optimise the use of its assets and bid for public sector funding from national, regional, strategic and local grants.

Viability

~~491-487.~~ Information regarding the expected contributions associated with this Policy is set out in the Planning Obligations and Standards of this Local Plan. This has been subject to scrutiny through the Local Plan Viability Study and meets the requirements of the national Planning Practice Guidance. National guidance is clear that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.

~~492-488.~~ However, there may be exceptional circumstances which mean the planning obligations and policies render a development, which otherwise positively contributes to the delivery of the Local Plan, unviable. In these cases, applicants will be expected to demonstrate how planning obligations and policies result in the development being unviable by preparing a Viability Assessment.

~~493-489.~~ The weight given to any viability assessment submitted alongside a planning application will be a matter for the Local Planning Authority and will only be considered where there are costs associated with a particular site which could not have been envisaged at the Plan-making stage or where circumstances have changed since the plan was brought into force.

~~494-490.~~ The Viability Assessment should be undertaken in accordance with the RICS Guidance Note on “Financial Viability in Planning” or any updates of this guidance. The Viability Assessment will be reviewed by the Council, however where conflicting views remain an independent viability specialist may be appointed by the Council at the applicant’s expense in order to reach an agreed position.

Section 106 obligations

~~495-491.~~ Planning obligations or ‘Section 106 agreements’ may be entered into by developers as part of the development process. They are used to mitigate the impact of development, to compensate for the loss of or damage to specific features, or to prescribe the form of development and will be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

~~496-492.~~ Planning obligations will continue to be used to ensure the site specific mitigation measures required in connection with a proposed development are properly and timely secured. The pooling restriction on planning obligations has been lifted through the 2019 amendment to the CIL Regulations. The Infrastructure Funding Statement (see below) sets out the priorities for Section 106 obligations and CIL.

Community Infrastructure Levy (CIL)

497-493. The Council adopted its CIL Charging Schedule in 2016 and relevant planning permissions that are now granted are liable to the levy. As part of the viability work for the Local Plan Review, the CIL charging schedule is under review to ensure the levy supports the viability of site delivery.

498-494. CIL will contribute to the provision of strategic infrastructure and that which arises from a larger number of incremental developments. CIL will also have an important role to play in assisting local communities to fund the infrastructure projects they wish to prioritise. This will be achieved through the proportion of the levy being collected being passed on to the communities concerned in parished areas and elsewhere via the Council's approach to distributing Neighbourhood CIL (NCIL).

Infrastructure Funding Statement

499-495. The Infrastructure Funding Statement (IFS) is intended to help local communities and developers understand how contributions have been spent and understand what funds will be spent on in the future. Infrastructure Funding Statements should cover both S106 contributions and receipts from the Community Infrastructure Levy. Local Planning Authorities should publish data on the contributions received and spent on at least an annual basis to ensure transparency and accountability. This will give communities a better understanding of the developments that have funded infrastructure provision in their area, as well as the Local Authority's spending priorities for the future.

500-496. Spending priorities for infrastructure and affordable housing should reflect relevant up-to-date or emerging plan policies. The role of the IFS is to demonstrate and shed light on how developer contributions seek to deliver relevant strategic policies, including specific infrastructure projects, as identified in the Infrastructure Delivery Plan. This enables transparency throughout any given plan period, understanding how infrastructure needs change with development over an extended time.

Partnership Working

501-497. The Council has a 'Duty to Co-operate' and often works in partnership with other bodies and the local communities to determine and deliver these and other services. It has been working with, and will continue to work with other statutory delivery agencies to enable delivery of the Local Plan objectives.

502-498. Partnership working has involved working with (but not limited to):

- Developers, landowners, business and community interests to secure deliverable development.
- Neighbouring authorities
- Local parish councils, communities and neighbourhood forums
- West Midland Combined Authority
- GBSLEP
- Clinical Commissioning Group
- Statutory agencies such as the Environment Agency, Highways England, Homes England, Forestry Commission and Sport England.

Service Delivery

503-499. Solihull MBC has a pivotal role as service and infrastructure provider. Some of the Council's duties include that as:

- Local Highways Authority
- Local Education Authority
- Local Housing Authority
- Waste and Minerals Authority
- Adult and Children’s Social Care
- Lead Local Flood Authority

504-500. In preparing the Local Plan, the Council has considered the requirements of other public service providers. Delivering many of these services will be critical to delivering the Local Plan objectives. The Council will work these service providers in delivering the Local Plan.

Planning Applications

505-501. A key role for the Council is as the local planning authority and the determination of planning applications. Planning decisions will be made by the Council in line with the policies in this plan, which reflect the vision and objectives set out in the Local Plan and other supporting documents.

Further policy development (Plan-making)

506-502. Site allocations in the Local Plan have been based on an up-to-date “Strategic Housing & Economic Land Availability Assessment” (SHELAA) for the Borough, as well as Viability Assessment and evidence gathering for concept masterplans to ensure robustness of delivery.

507-503. The Employment Land Review confirms that allocated employment sites are suitable and deliverable over the plan period.

508-504. For some local plan policies further details may need to be set out in other supporting documents such as Supplementary Planning Documents. Where necessary, the Council will prepare these to provide additional guidance to applicants.

Neighbourhood Planning

509-505. Neighbourhood Plans can be produced by Parish Councils or in the absence of a Parish Council by Neighbourhood Forums. They can identify how an area should grow and change. While Neighbourhood Plans provide another opportunity for local people to influence what is built in their area – it should be noted that these need to be in conformity with the strategic policies of the Local Plan and can only provide for equal or additional growth. A Neighbourhood Plan becomes part of the statutory plan for Solihull, and its policies will be afforded full weight once the Neighbourhood Plan is adopted.

510-506. We will proactively work with local communities to bring forward Neighbourhood Plans and Neighbourhood Development Orders.

511-507. As part of the Community Infrastructure Levy, a proportion of CIL collected is apportioned for spending in specific neighbourhood areas. The Neighbourhood proportion of CIL works as a way for local communities to help address the demands of a new development on the local area. In Solihull, the approach for apportioning is either on a ward or parish area. Where a Neighbourhood Plan is in place, parishes or neighbourhood forums will receive 25% of all funds collected from development in an area. Where no Neighbourhood Plan is adopted, areas will receive 15% of all funds collected (capped at £100 per Council Tax dwelling).

512-508. The process of spending the Neighbourhood Proportion lies either with the Parish Council or the Collecting Authority (SMBC) if the area is unparished. In areas without a

Parish Council, the Council will allocate funds to communities through a grant allocation process. The Neighbourhood Proportion can be spent on a wider range of projects and services than the main, strategic proportion. This allows for communities to address the specific needs of the area impacted by development.

Challenges and Objectives Addressed by the Policy

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

Monitoring

513-509. Monitoring is an essential component of an effective planning system. Under the plan-monitor-manage approach, monitoring plays an important role in evaluating policy performance, understanding policy implications and formulating robust policies.

514-510. The purpose of the local plan monitoring framework is to:

- Assess the performance of the plan in delivering the spatial vision and objectives
- Establish whether policies have unintended consequences
- Identify a need for additional, amended or deletion of policies or supplementary planning documents
- Establish whether targets are being achieved; and establish whether assumptions and objectives behind policies are still relevant; and
- Demonstrate the plan is deliverable in the plan period.

515-511. The outcome of the monitoring may result in:

- A review or partial review of the local plan (where policies have been identified as not performing); or

-
- Providing for the preparation of supplementary planning documents or other supporting evidence/documents

516-512. A schedule of monitoring indicators is set out in an appendix.

Settlement Chapters

Balsall Common

The Settlement Now

517-513. Balsall Common is largely a post-war suburban village bisected by the A452 which links east Birmingham, the NEC and Birmingham airport with Kenilworth and beyond to the south east. It is located in the 'Meriden Gap' just 2km from the boundary with Coventry⁴³.

518-514. The settlement straddles the parish boundary between Balsall & Berkswell parishes, with most of the settlement being located within Balsall parish. Beyond the main settlement are the smaller villages of Berkswell and Temple Balsall; both of which have primary schools but otherwise only a very limited range of facilities. The combined population of the parishes is around 9,700 in some 3,900 households⁴⁴ – the majority of which are located within Balsall Common itself.

519-515. The settlement is characterised by popular, low density residential areas with an open plan, cul-de-sac style layout. The village has a small but thriving local centre astride the A452 with a range of shops, facilities and services, although there are some opportunities to improve the Centre. A recently constructed medical centre is located on the north east side of the village.

520-516. The Heart of England secondary school (which accommodates over 1,200 pupils) is located in the settlement, as is Balsall Common Primary School which has three forms of entry. Its restricted location together with its size does result in congestion around school drop off/pick up times.

521-517. Berkswell railway station to the north-east of the village provides access to London, Birmingham and Coventry via the West Coast mainline. It has a small car park which fills up rapidly in the morning with commuter parking resulting in overspill parking in roads nearby.



522-518. The Berkswell Neighbourhood Plan was formally 'made' by the Council in September 2019. The Balsall Neighbourhood Plan was independently examined toward the end of 2019 and will now go to referendum when the current covid-19 related restrictions preventing referendums are lifted.

⁴³ And it is noted that there have been and will be further developments in Coventry on its western outskirts close to the Borough boundary.

⁴⁴ Unless otherwise stated, the population and number of households in the settlement chapters relate to figures from the 2011 census.

The Settlement in the Future

- 523-519. Balsall Common is one of two rural settlements in the Borough that has a full range of facilities including both secondary & primary schools, health services and a range of retail and associated facilities. As such it is well placed to accommodate levels of growth in excess of just its own local needs. This is recognised in the Greater Birmingham and Black Country Housing Market Area Strategic Growth Study, 2018, which provides evidence identifying a shortfall in provision for new housing and considers ways in which the shortfall might be addressed. The study identifies 11 broad growth locations worthy of further analysis, including Balsall Common as one of four new or expanded settlements around the Greater Birmingham housing market area.
- 524-520. Although Balsall Common is of a size that caters for many residents day-to-day needs, it does not have significant areas of employment uses, other than service uses. Many of the village's economically active residents travel beyond the settlement for employment. The Jaguar Land Rover vehicle operations base and test track is located to the south of Balsall Common at Fen End.
- 525-521. The settlement falls into Growth Option G – New Settlements, Large Scale Urban Extensions or Significant Expansion of Rural Villages /Settlements, as considered in the Scope Issues and Options. This option performed reasonably well in the Interim Sustainability Appraisal, although there are a range of outcomes. The rail station provides sustainable travel opportunities to major centres and employment areas, though the Appraisal recognised that expansion of Balsall Common may operate against the objective of reducing the need to travel due to the lack of employment in the settlement.
- 526-522. The A452 will continue to provide an important part of the highway network enabling vehicles to travel from Kenilworth and beyond up towards east Birmingham (including the UKC Solihull Hub area). The road carries much through traffic (e.g. over 80% of traffic passes through the village during the am peak time without stopping) and now is the opportunity to use new development to complete the highway network so that there is a functioning by-pass enabling through vehicles to avoid using the village centre. This in turn will allow for environmental improvements (including cycle lanes) to be undertaken along the Kenilworth Road within the village as it would no longer need to accommodate the same levels of through traffic.
- 527-523. The HS2 rail link enters the Borough in the south east corner of Berkswell parish and for this initial stretch it uses the line of the Greenway (the now disused rail link to Kenilworth) before reaching the west coast main line. Here the HS2 line crosses over the existing rail line (just to the south of Berkswell station) and continues north westwards on a line roughly parallel to the west coast mainline before entering Hampton in Arden. To accommodate the crossing of the existing rail line, the new high speed line will necessitate the construction of a viaduct some 250m long and 10m high. Initial enabling works in the vicinity of Balsall Common commenced in January 2019 [with the line expected to be open between 2029-33 with the main works due for completion by 2025, ready for the line to open in 2026.](#) During this period there will be a focus of construction traffic in and around the Balsall Common area as many vehicles will access the construction zones having travelled south east along the A452 from the A45 and into the settlement.

What is Required for the Settlement in the Future?

- 528-524. Development in and around the settlement is not only an opportunity for it to play a major part in accommodating both Borough and wider area needs, but also to accommodate a scale of development that is capable of supporting significant infrastructure provision that can help play a part in dealing with existing issues and provide the necessary facilities for

future residents. In particular the following areas have been identified and should be taken forward:

- 529-525. Balsall Common Relief Road** – Evidence shows that there is a need for a bypass to serve Balsall Common currently, and that the additional growth proposed in this Plan will make its early delivery necessary to facilitate development and HS2 activity. It also indicates that continuing the line of Hall Meadow Road around the eastern side of the village, crossing Waste Lane to the west of Little Beanit Farm and joining up with the A452 around the Meer End Road junction is the preferred route. The design of the road would be single carriageway with few direct access points thus being attractive to through traffic as an alternative to using Kenilworth Road through the centre. However, the road would be expected to provide the main vehicular access into the Barratt's Farm development, and will need to be phased early in the development and as such it could also provide construction access for HS2 traffic. Delivery of the road will comprise of direct on site delivery, coupled with potential CIL funding and grant funding opportunities that may be available through, for instance, the WMCA.
- 530-526. An Enhanced Centre** – Although the centre provides for a range of retail services, it is rather limited in scope and given the level of growth proposed it provides an opportunity for additional residents to support new facilities. Furthermore, the environmental improvements along Kenilworth Road made possible through the provision of a by-pass will also provide a catalyst for enhancements to the centre. Most of the centre is located within Balsall parish, but areas in Berkswell may also be included. The Council will work with both parishes to agree an appropriate way forward, e.g. through a village centre masterplan.
- 531-527. Station Parking** – The northern part of the Barratt's Farm development can be used to provide parking facilities for station users. This would be a short walk from the station and would seek to address the issue over commuter parking.
- 532-528. Improved Public Transport** – A higher population gives greater potential for improved public transport services to be viable, e.g. better frequency of bus services and as HS2 starts to ~~operate~~operate, the existing main line has the potential to provide for greater local commuter services.
- 533-529. New Primary School** – Based on the sites allocated for development, a new two form entry primary school is to be accommodated on the Barratt's Farm development. Funding for the school will be expected via developers contributions associated with the development of the allocated sites.
- 534-530. Secondary School** – Heart of England School is located in Balsall Common but serves a far wider area, including a significant number of pupils living outside of Solihull. The School will be able to cater for pupils from the proposed developments from within its existing capacity, however this will need to be kept under review as more detail on housing numbers becomes clear. If expansion is required at the School this should be funded through developers contributions
- 535-531. Community Infrastructure Levy** – Presently Balsall Parish Council will directly receive 15% of the levy collected in the area, although this will increase to 25% once its Neighbourhood Plan is made. Berkswell Parish Council already has a made Neighbourhood Plan and will receive the higher amount. This will provide a significant source of funding that can be used to take forward appropriate projects that the community have identified as priorities. This can include simple relatively low cost actions (e.g. further traffic regulation orders) through to more substantial projects. It will be for the parish council to decide how this 'local' element of the CIL receipts is to be spent and there is potential for partnership working to maximise the use of monies from this source.
- 536-532. Concept Master Plans** – Concept masterplans have been prepared for each of the site allocations proposed in the settlement. These identify the key existing features of the

site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure & other requirements. Whilst this may result in a lower gross to net developable area, this is to ensure a quality development is provided and that efficient use can be made of the net developable area so that the density of these areas will generally average at c35dph.

537-533. Green Belt Enhancements – The NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development, and this is required by Policy P17. This provides an opportunity for not only additional accessible open space, but also for wider Green Infrastructure improvements, such as new parkland and woodland planting. This is especially important in the context of the Barratt's Farm development and provides an opportunity to reinstate the historic hedgerow pattern and to link up with the Greenway (which is now to be extended further by HS2 to link to the station) and the wider public right of way network.

Proposed Approach

538-534. Balsall Common is identified for significant housing growth. The settlement has a broad range of facilities including the rail station with links to Birmingham, Coventry and the UK Central Solihull Hub Area, schools, medical practice, library, retail and recreational facilities. The HS2 rail line will form a significant barrier on the east side of the settlement.

539-535. The Green Belt boundary around Balsall Common will need to be amended to accommodate the level of growth proposed for the settlement. To provide a logical, strong and defensible new eastern boundary it is proposed to use the west coast main⁴⁵ line as the new boundary from where Kenilworth Road crosses the line to the north of the settlement to the point the HS2 line crosses the existing railway just to the south of Station Road; then the line of HS2 will be used as the boundary to the point where it crosses Waste Lane. Thereafter the boundary will be drawn close to the eastern edge of site BC4 before following the line of Windmill Lane to the southern point of site BC3 where it then cuts across to Kenilworth Road. . Development opportunities through the 'call for site' process within this line will form the basis for the bulk of the allocated sites.

540-536. In addition to the principal allocated sites that would then fall within the settlement boundary, there are a number of smaller sites that may then also be considered appropriate for development as they would also be within the settlement boundary. These sites are not being allocated as part of this plan but are being highlighted as they have been promoted for development by the landowner/developer and would no longer be subject to Green Belt policy. The principle as to whether development would be allowed on these sites would be established through the planning application process. This would include the following sites (using the call for site references and the SHELAA for potential indicative capacity):

- 1 – Springhill, 443 Station Road (capacity 21)
- 36 Land adjacent to Oakwood House, Lavender Hall Lane (capacity 7)
- 43 – Land adjacent to Old Lodge Farm, Kenilworth Road (capacity 40)
- 333 – 2 Lavender Hall Lane (capacity 1)

⁴⁵ With the exception of that part of the line adjacent to Lavender Hall Farm. At this point the Green Belt boundary would extend north-eastwards beyond the railway line so that DLP site 21 (r/o Lavender Hall Farm) can be included as an allocation.

541-537. A further call for sites submission reference 101, Land at Old Waste Lane/Waste Lane relates to land that has been identified as a Local Green Space (under Policy P20), so is not suitable for allocation.

542-538. Reflecting the comments made during the Draft Local Plan consultation and guidance in the NPPF, brownfield sites previously discounted as they were not immediately adjacent to the settlement boundary or are located within larger parcels that make a greater contribution to the Green Belt, have been included. The bulk of the housing provision will take place on Barratt's Farm, close to the rail station and bounded by HS2. This site provides an opportunity for car parking to serve the station and the new primary school required.

543-539. Some of the sites, in particular Barratt's Farm, **due to its contribution towards maintaining a rural character to the approach to the settlement**, have multiple and potential complex land assembly issues. It is imperative that sites such as this are considered in a comprehensive manner to avoid piecemeal developments occurring. This needn't necessarily preclude a phased approach where one parcel of land or part of a site may be available for development in advance of another, but this should be in accordance with an approach agreed by the Council and all relevant landowners/development promoters. This will include joint responsibility for the provision of infrastructure, and this latter point will also be relevant to other sites around the village which also need to ensure they contribute towards the provision of the required infrastructure.

544-540. A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older people will be provided in the settlement. This will seek to align the types and sizes of homes to be made available and the needs of the community. However, there will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.

545-541. Balsall Common is one of the Borough's communities that will be more acutely affected by HS2, both during the construction phase and with the impact upon the landscape of the line itself. Phasing of the proposed allocations close to the line, particularly Barratt's Farm will be important to mitigate the impact of HS2 work. It is anticipated that the plan will need to reflect this by phasing much of the Barratt's Farm development until later in the plan period. This will also provide an opportunity for the by-pass to be pursued early to address the needs of both through traffic and HS2 construction traffic.

Existing Allocation

SLP Site 19 – Riddings Hill/Hallmeadow Road (capacity 65)

546-542. The adopted Solihull Local Plan (2013) allocated this 1.6ha site off Hallmeadow Road/Riddings Hill for development of approximately 65 dwellings. As an adopted allocation this remains to be brought forward and is not affected by this plan.

Proposed Allocations

Policy BC1 - Barratt's Farm, Balsall Common

- 1 The site is allocated for 875 dwellings which are expected to be developed in the plan period
- 2 Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Retention of important landscape features, including trees and hedgerows;

- ii. Protection of the setting of heritage assets within and adjacent the site;
- iii. No development within any area of higher flood risk zones;
- iv. Provision of above ground **SU+DS** features;
- v. Securing biodiversity net gain;
- vi. Housing shall be phased to avoid coinciding with construction of the HS2 rail line in this vicinity;
- vii. Access from a limited number of access points from the Relief Road;
- viii. Higher density housing along the Relief Road and HS2 corridor, with medium and lower densities elsewhere;
- ix. Provision of public open space around the watercourse and the heritage assets;
- x. Facilitating easy access by walking and cycling to the rail station and other facilities.
- xi. On site accommodation for older people in accordance with Policy P4E
- xii. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D

32. Likely infrastructure requirements will include:

- i. Provision of a new 2 form primary school and nursery;
- ii. Financial contribution to secondary education provision as required by the Local Education Authority;
- iii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG.
- iv. The existing culvert running from the northern boundary to the watercourse shall be naturalised to reduce flood risk and enhance wider benefits;
- v. Provision of linear conveyance **SU+DS** and downstream flood alleviation utilising the open space;
- vi. Provision of the section of the Balsall Common Relief Road between Station Road and Waste Lane as the first phase of the development;
- vii. Provision of enhanced parking facilities to serve the rail station;
- viii. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre;

- ix. Provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.

43. Green Belt enhancements will include:

- i. Provision of a substantial new green infrastructure network, which maximises connectivity opportunities and includes new wetland habitat and woodland copse planting;
- ii. Reinstatement of the historic hedgerow pattern north of the Balsall Common Relief Road;
- iii. Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network and the Kenilworth Green Way to the north.

54. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site BC1 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

547-543. This allocation focuses on Barratt's Farm but also includes other land holdings nearby. It would include land extending from the current edge of the settlement up to the line of HS2 which is considered would provide a strong defensible boundary at this point. The capacity has increased from the Draft Local Plan 2019 to reflect the higher density housing between the Relief Road and HS2.

548-544. The western part of the site is lower performing Green Belt, although the eastern part falls within a higher performing broad area in the Green Belt Assessment, 2016. The line of HS2 will cut off the higher performing land from the main part of the broad area to the north and east and will reduce its contribution to Green Belt purposes.

549-545. Barratt's Farm is located in an area with low capacity to accommodate change in the Landscape Character Assessment, 2016 and is well located, in accessibility terms, to public transport, the village centre and doctors surgery. This site will accommodate the new primary school that is required to serve the settlement.

550-546. The Sustainability Appraisal offers mixed outcomes, with significant positive effects for access to health and leisure facilities, but significant negative effects due to its size, impact on historic assets and distance to the key economic assets. The Heritage Impact Assessment for Site 1 identifies potential harm to the settings of Pool Orchard and Barratt's Farm, and recommends mitigation by leaving the fields between these two listed buildings and between Barratt's Lane and Meeting House Lane largely undeveloped. Much of the latter land provides amongst the best opportunity for biodiversity enhancement for the site as well.

551-547. The Level 2 Strategic Flood Risk Assessment includes this site. Development shall be limited to those parts of the site outside flood zones 2 and 3, with green infrastructure provided in the higher flood zones. Whilst the Relief Road will need to cross the watercourse, the river crossing will need to be designed to be free spanning to ensure conveyance is not impeded. The east-west culvert will be naturalised to reduce potential flood risk and provide

wider environmental benefits. Developers will also be expected to provide linear conveyance SUDS to reduce reliance on sewers, and to utilise the open space requirements to provide downstream flood alleviation to Balsall Common.

552-548. Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Policy BC2 - Frog Lane, Balsall Common

1. The site is allocated for 110 dwellings
2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Retention of rural character of Frog Lane;
 - ii. Minimising biodiversity loss by protecting western field as open space;
 - iii. Biodiversity off-setting to compensate for loss of semi-improved grassland and deliver biodiversity enhancement;
 - iv. Provision of above ground SUDS features;
 - v. Retention of existing playing fields and allotments;
 - vi. Facilitating easy access by walking and cycling to the rail station and other facilities.
 - vii. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Dispersed SUDS shall be provided to avoid a singular feature adjacent the highway. At source infiltration drainage shall be provided where feasible as a preferred solution to reduce burden on the drainage network;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. Green Belt enhancements will include:
 - i. Provision of improvements to Holly Lane recreation ground;

- ii. Enhancement of Frog Lane corridor.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site BC2 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

553-549. This site includes the land at the rear of the dwellings fronting Balsall Street East and up to the boundary with Frog Lane. The site to be allocated for development will exclude the playing fields/allotments at the eastern end of the site. The new Green Belt boundary will use Frog Lane and Holly Lane as strong defensible and well defined boundaries.

554-550. The site lies in a lower performing parcel in the Green Belt Assessment, 2016 with low capacity to accommodate change in the Landscape Character Assessment, 2016. It is well located with regard to the existing primary school, but less so for other facilities, with overall medium accessibility.

555-551. The Sustainability Appraisal offers mixed outcomes, with significant positive effects for access to primary school and leisure facilities, but significant negative effect due to the distance to the key economic assets.

556-552. Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Policy BC3 - Kenilworth Road/Windmill Lane, Balsall Common

1. The site is allocated for 120 dwellings
2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. ~~Conservation or enhancement of heritage assets and their settings; Protection of the setting of heritage assets adjacent the site;~~
 - ii. Provision of low density housing, and where relevant single storey housing to protect the setting and functionality of Berkswell Windmill;
 - iii. Conserving important ecological habitats and the great crested newt corridors;
 - iv. Provision of above ground Su~~U~~DS features;
 - v. Facilitating easy access by walking and cycling to the rail station and other facilities.
 - vi. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;

- ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Surface water shall be discharged to the open space to the south of the development to reduce flood risk and wetland SuUDS provided within the great-crested newt corridors;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. Green Belt enhancements will include:
- i. Creation of a significant area of public open space to the south of site to complement the setting of Berkswell Windmill;
 - ii. Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site BC3 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

557-553. This site is bounded by the settlement edge to the north and Kenilworth Road and Windmill Lane as far south as the existing development allocated in the SLP 2013. In the Draft Local Plan and Supplementary Consultation this site was proposed for 200 dwellings. Evidence has indicated that this level of development would have a significant adverse impact on the ecological quality of the site and the setting of the adjacent heritage asset, Berkswell Windmill. As a result, the capacity has been significantly reduced and the southern part of the site excluded from development.

558-554. Although the site is located a greater distance from the centre of the settlement than others, this did not prevent the SLP Inspector concluding that the area was not so remote that it would justify the omission of the two sites in this parcel brought forward under the SLP 2013. The proposed allocation now extends no further south than the existing housing.

559-555. In Green Belt terms no other parcel of land around the settlement performs less well as identified by the Green Belt Assessment, 2016. At least in part this is due to the development and encroachment that has already taken place in the parcel. The site is located in an area with low capacity to accommodate change in the Landscape Character Assessment, 2016.

560-556. Whilst the site does not perform well in the Sustainability Appraisal, with twice as many negative effects as positive, including one significant negative effect due to the distance to the key economic assets, much of the adverse effects relating to ecology, landscape, green infrastructure, historic assets and amenity can be mitigated with the more modest capacity now proposed. The Heritage Impact Assessment for Site BC3 identifies

potential harm to the setting of [the Grade II*](#) Berkswell Windmill and recommends mitigation by leaving undeveloped the paddocks adjacent Windmill Lane and any areas where development would adversely affect the functionality of the Windmill or the view cone from the south-west. Evidence from the Berkswell Mill Wind Flow Study 2019 indicates that the parts of the site closest to the Windmill would be subject to significant height constraints. Excluding the southern part of the site, protecting areas of ecological value and restricting the height of development where necessary elsewhere will ensure that the development does not result in harm.

~~561-557.~~ Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Policy BC4 - Pheasant Oak Farm, Balsall Common

1. The site is allocated for 200 dwellings
2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Protection of the setting of heritage assets adjacent the site;
 - ii. Safeguarding the rural character of Hob Lane, Waste Lane and Windmill Lane;
 - iii. Provision of above ground **SU+DS** features;
 - iv. Provision of a significant area of public open space forming a buffer to Waste Lane ~~and to the Relief Road~~, including a play area and allotments;
 - v. Facilitating easy access by walking and cycling to the rail station and other facilities.
 - vi. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Provision of a cut off drain and **SU+DS** to the south-east of the site to reduce flood risk to properties in Hob Lane;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. Green Belt enhancements will include:

- i. Creation of a significant corridor of public open space between the development and the Relief Road;
 - ii. Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site BC4 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- ~~562-558.~~ This site is focussed on the farm complex (most of which has been included on the BLR), but also including adjacent land between the existing settlement and the site. A strong and logical new Green Belt boundary will be formed along the eastern boundary of the site. The northern part of the site ~~and land to the east between the site and the Relief Road~~ will be public open space.
- ~~563-559.~~ The western part of this site is in a Green Belt parcel that doesn't perform well in the Green Belt Assessment, 2016 and although the site extends further east into a highly performing broad area, this is so that the previously developed land can be fully utilised. The Relief Road will also cut off the higher performing land from the main part of the broad area to the north and east and will reduce its contribution to Green Belt purposes.
- ~~564-560.~~ The site is located in an area with low capacity to accommodate change in the Landscape Character Assessment, 2016. Whilst the site has low accessibility, there is an opportunity to provide a pedestrian/cycling link to the station and the proposed site for the new primary school via Site BC1.
- ~~565-561.~~ Whilst the site does not perform well in the Sustainability Appraisal, with twice as many negative effects as positive, including two significant negative effects due to the distance to the key economic assets and convenience stores or supermarket, there are opportunities to enhance green infrastructure and amenity. The negative effect relating to minerals no longer applies as the Minerals Safeguarding Area for Coal is not being carried forward in this Plan.
- ~~566-562.~~ Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Policy BC5 - Trevallion Stud, Balsall Common

1. The site is allocated for 230 dwellings
2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Provision of medium density housing close to Kenilworth Road, and low density closer to Wootton Green Lane;
 - ii. Provision of public open space to provide a buffer to south-west and Wootton Green Lane, including a doorstep play space;
 - iii. Provision of above ground **SU+DS** features;

- iv. Facilitating easy access by walking and cycling to the rail station and other facilities.
 - v. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
- i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Provision of linear Su_UDS within the central open space area and adjacent the western boundary to deliver multi-functional benefits;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. Green Belt enhancements will include:
- i. Creation of a significant area of public open space to the south of the site;
 - ii. Enhancement of Wootton Green Lane corridor;
 - iii. Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

567-563. This site is focussed on the land associated with the stud farm, but it also includes some adjacent parcels, much of which is previously developed and included on the BLR. The area to be removed from the Green Belt would be that bounded by Kenilworth Road and Wootton Green Lane. It would use strong, defensible boundaries to establish the extent of the Green Belt.

568-564. Although this is in a wider parcel assessed in the Green Belt Assessment as making a moderate contribution to Green Belt purposes, it is considered that due to the presence of built development and encroachment in this part of the parcel that this smaller area actually performs less well in its own right. A large part of this area is included on the Council's BLR.

569-565. The site is located in an area with very low capacity to accommodate change in the Landscape Character Assessment, 2016, although as it is substantially brownfield, its

contribution to the character of the landscape area is more limited. It has overall medium accessibility, with very high accessibility to a food store.

~~570-566.~~ The Sustainability Appraisal offers mixed outcomes, with a significant positive effect for distance to convenience store or supermarket. There are opportunities to mitigate adverse effects relating to landscape, green infrastructure and amenity.

~~571-567.~~ Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Policy BC6 - Lavender Hall Farm, Balsall Common

1. The site is allocated for 80 dwellings
2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Protection of the setting of heritage assets adjacent the site;
 - ii. Provision of medium density development, with lower density close to heritage assets;
 - iii. Provision of a buffer between new housing and both the existing railway line and HS2;
 - iv. Provision of above ground **SU+DS** features;
 - v. Provision of public open space, including a doorstep play space, with contribution to Lavender Hall Park;
 - vi. Provision of a pedestrian bridge over the railway line and a crossing point on Hall Meadow Road;
 - vii. Facilitating easy access by walking and cycling to the rail station and other facilities, including the link through the Fishery.
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Surface water flows shall be managed in conjunction with the existing fishing lake operators to avoid any detrimental impact on water quality or quantity;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre, [Berkswell Primary School](#) and Balsall Common health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.

4. Green Belt enhancements will include:
 - i. Improvements to the footpath access to Health Centre, station and bus stops for both pedestrians and cyclists;
 - ii. Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site BC5 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

~~572-568.~~ This site is focussed on the previously developed land part of the site that sits behind Lavender Hall Farm itself, to the north-west of the fishing lakes.

~~573-569.~~ Although the site sits in a highly performing broad area parcel within the Green Belt Assessment, 2016 the HS2 line will provide a new feature separating the site from the wider Green Belt that will remain to the north east. It is considered that, due to the presence of built development and encroachment in this part of the parcel, this smaller area actually performs less well in its own right. A large part of this area is included on the Council's BLR.

~~574-570.~~ The site is located in an area with very low capacity to accommodate change in the Landscape Character Assessment, 2016, although as it is brownfield, its contribution to the character of the landscape area is more limited. It has medium high accessibility, with footpath access to the rail station and medical practice.

~~575-571.~~ The Sustainability Appraisal offers mixed outcomes, with a significant negative effect for distance to the key economic assets. There are opportunities to mitigate adverse effects relating to landscape, green infrastructure and historic assets. The negative effect relating to minerals no longer applies as the Minerals Safeguarding Area for Coal is not being carried forward in this Plan.

~~576-572.~~ Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

Blythe

The Area Now

- | 577-573. For the purposes of this chapter, the Blythe area comprises the parishes of Dickens Heath, Cheswick Green and Tidbury Green, which lie to the south of Shirley and the Stratford Road; and west of the M42.
- | 578-574. This area consists of distinct villages set within, and separated by, attractive countryside and Green Belt, which gives each village a sense of remoteness. The landscape is characterised by smaller hedged fields and numerous hedgerow trees of Arden pasture with the River Cole to the west and River Blythe SSSI from the south. Small ponds and pockets of ancient woodland punctuate the landscape. There are no Conservation Areas, but several farmhouses are Grade II listed buildings within a farmland setting.
- | 579-575. Tidbury Green comprises predominantly inter-war linear development along key roads. New residential developments at Tidbury Green Farm and Lowbrook Farm are providing a greater mix of housing types and much needed affordable housing to the area. Tidbury Green primary school has been expanded to provide additional capacity for the pupils arising from these new developments. Wythall train station, which has services to Birmingham and Stratford upon Avon, is within walking distance from the centre of the village, but bus services are poor. The south of the Parish borders the popular Earlswood Lakes and Clowes Wood SSSI. There is a train station with limited services at Earlswood, but few amenities. Tidbury Green parish contains 1,130 residents in 432 households.



- | 580-576. Cheswick Green is predominantly a planned new village from the 1970s and consists almost entirely of post-war development characterised by cul-de-sac, open plan layouts. There are a number of key local facilities, including a one-form entry primary school, GP surgery, village hall, pub and local shops. Public transport is via the bus [service which](#) runs to Shirley and Solihull. It is proposed that the school will be enlarged to two-form entry to accommodate pupils from new housing development at Blythe Valley Park and Mount Dairy Farm, subject to normal statutory processes. The hamlet of Illshaw Heath lies to the south. Cheswick Green has a population of 2,197 residents in 891 households.

581-577. The modern, multi-award winning village of Dickens Heath was ‘created’ in the late 1990s and, guided by an architect-led masterplan. It has since undergone rapid expansion with a variety of architectural styles of development and a village centre. Whilst housing densities are higher around the village centre, the area has an attractive, mature woodland, a Country Park and canalside setting, with a few early cottages adding sporadic visual interest.

582-578. The centre has a range of community facilities including a two-form entry primary school, library, GP surgery, shops and services. Due to limited land availability the school does not currently have scope to expand on-site. There is a railway station close to the village at Whitlock’s End, which benefits from a car park and three services per hour to Birmingham, however pedestrian and cycling access needs to be improved. Dickens Heath has a population of 3,992 residents in 1,757 households.

583-579. Blythe Valley Park comprises a modern campus style commercial development within an attractive parkland setting. There are several award winning signature buildings providing a contemporary and sustainable working environment. Planning permission has been granted for 750- homes and a care home at the southern end of the ~~park which~~ park, which will create a new community and increase the diversity of housing types and tenures in the area. Close to Junction 4 of the M42, there is excellent access to the strategic road network, but limited bus services.

584-580. As a whole, the villages benefit from some key facilities and Whitlock’s End Station has been upgraded with 3 services per hour to Birmingham and Stratford. However, the wider sub-area suffers from poor public transport provision with limited bus services between settlements, which perpetuates travel by private car.

The Area in the Future

585-581. The area will be provided with affordable homes and market housing for a range of people such as families, young professionals and those wishing to down-size.

586-582. Significant new development at Dickens Heath, Cheswick Green, and Blythe Valley Park will add to the vibrancy and vitality of the settlement, whilst retaining the intrinsic character of distinctive villages separated by open countryside.

587-583. New and existing communities will be integrated and benefit from increased infrastructure provision and enhanced access to natural green spaces and the canal network.

588-584. Blythe Valley Park will have become a mixed and sustainable community and aspirational place to live, work and play, amplified by its exemplar standard of design and construction and distinctive sense of place. Improvements to local facilities, services and public transport will have been realised, encouraging more sustainable travel patterns and improved connectivity to surrounding communities.

589-585. It is recognised that this area of the Borough has a complex pattern of settlements that are located both in close proximity to each other, but also close to the urban edge. Each has its own sense of identity and this is reinforced by maintaining a reasonable separation between each settlement and/or the urban edge. It is important that adequate separation continues to be provided between these settlements to avoid them coalescing. Whilst some development is proposed in this area it does mean that the gaps between settlements that will remain are now more sensitive to change and it is important that they are protected so that they still provide an adequate separating function.

What is Required for the Area in the Future?

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- 590-586. **Improved Public Transport** – A higher population gives greater potential for improved public transport services to be viable, e.g. better frequency of bus services.
- 591-587. **Pedestrian and Cycling Connectivity** – Cycling and walking links to Whitlock's End station, village centres, local services and Shirley town centre will be improved to facilitate active travel and reduce car dependency, especially for short journeys.
- 592-588. **Highway improvements** – It is likely that highway improvements will be required at various locations in the settlement, as well as capitalising on highway improvement initiatives along the Stratford Road. These could include speed reduction measures, access and junction improvements around development sites, highway capacity improvements or adjustments to traffic priority arrangements.
- 593-589. **Parking Improvements** – The provision of appropriate additional off-street parking may be considered in Dickens Heath.
- 594-590. **New Primary School** – Pupils arising from Site [4BL1](#) will be accommodated at the recently expanded Tidbury Green Primary school. A new two-form entry primary school, however, will be required to serve [sites BL2, BL3 and the approved development at The Green \(former site 11\)](#) [Sites 11, 12 and 265](#). The draft concept masterplans show the school situated on Site [42BL2](#). Funding for the school will be expected via section 106 agreements associated with the development of the allocated sites.
- 595-591. **Health provision** – The Council is working with the Clinical Commissioning Group to establish the impact of new development on local GPs and other services, and how this can be addressed.
- 596-592. **Sports and Recreation** - Replacement of any lost recreation / sports provision as a result of development will be required to an equivalent or better standard, including access and use by the wider community where appropriate. Several sites have been shortlisted in the vicinity of the existing clubs West of Dickens Heath, and an enabling policy for replacement pitches and facilities is incorporated within Policy P20.
- 597-593. **Play and Open Space** - Provision of play and areas of open space within potential development sites will be required. There is also a need to ensure that best use is made of existing green and blue infrastructure assets within development sites, together with provision for linkages to the surrounding area.
- 598-594. **Concept Master Plans** – Concept masterplans have been prepared for each of the site allocations proposed in this area, in accordance with planning policy and best practice guidance. The plans that accompany this consultation, for the principal sites, include a draft concept masterplan. They seek to identify the key existing features of a site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure and other requirements. Whilst this may result in a lower gross to net developable area, this will demonstrate that a quality development can be provided which makes efficient use of land and respects local character.
- 599-595. **Green Belt Enhancements** – The revised NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development. This provides an opportunity for additional accessible open space and green infrastructure, wider access to the countryside, as well as maximising biodiversity net gain. These enhancements will be situated particularly in the area south of the existing urban edge and between the new urban extensions and the rural settlements (Dickens Heath & Cheswick Green).
- 600-596. **Community Infrastructure Levy** – Presently the parish councils will directly receive 15% of the levy collected in the area. This will increase to 25% once any Neighbourhood

Plans are adopted. This will provide a significant source of funding that can be used to take forward appropriate projects that the community have identified as priorities. This can include simple relatively low cost actions (e.g. further traffic regulation orders) through to more substantial projects. It will be for the parish councils to decide how this 'local' element of the CIL receipts is to be spent and there is potential for partnership working to maximise the use of monies from this source.

~~601-597.~~ **Affordable Housing** – Affordable housing will be required on development sites in accordance with adopted planning policy.

Proposed Approach

~~602-598.~~ Given that the opportunities to develop on previously developed land in Blythe are extremely limited, Green Belt release will be required and a redefined Green Belt boundary will need to be established. In accordance with national planning policy, such boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent. Sites that are close to the existing settlement or are / can be well-served by public transport will be preferable, subject to their performance against the purposes of including land Green Belt as supported in the Green Belt assessment and any other evidence base and constraints.

~~603-599.~~ A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older people will be provided in the area. This will seek to align the types and sizes of homes to be made available and the needs of the community. However, there will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.

~~604-600.~~ It is important that sites are considered in a comprehensive manner to avoid piecemeal developments occurring. This needn't necessarily preclude a phased approach where one parcel of land or part of a site may be available for development in advance of another, but this should be in accordance with an approach agreed by the Council.

Proposed Allocations

Policy BL1 - West of Dickens Heath

1. The site is allocated for 350 dwellings.
2. Development of the site should be broadly consistent with the principles as shown in the concept masterplan below, which include:
 - i. A pedestrian link north of the hedgerow along Tythe Barn Lane is proposed in order to provide a safe route to Whitlocks End Station. Likewise opportunities to connect to the public footpath over the Stratford Canal are promoted.
 - ii. Connection to proposed Dickens Heath to Solihull town centre cycle route.
 - iii. Provision of 2.3ha of public open space, including children's play.
 - iv. Relocation of the existing sports provision south of Tythe Barn Lane to a suitable site in the vicinity;
 - v. Retention of Local Wildlife Sites, with potential for enhancement and appropriate buffer to Tythe Barn Coppice ancient woodland.

- vi. Retention of trees and hedgerows within the site and along Tythe Barn Lane to conserve the character of this approach into Dickens Heath;
 - vii. Provision of suitable SUDS and flood risk management;
 - viii. On site accommodation for older people in accordance with Policy P4E
 - ix. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
- i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG.
 - iii. Relocation of the existing sports provision;
 - iv. Highway improvements as required including speed reduction measures and access improvements along Tilehouse Lane and Tythe Barn Lane.
 - v. Provision of above ground SUDS features and deculverting of existing watercourse through site where feasible.
 - vi. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Dickens Heath, Whitlocks End Station and the Stratford upon Avon Canal towpath in accordance with the Council's LCWIP.
4. Green Belt enhancements will include:
- i. Enhancement of public right of way towards canal towpath.
 - ii. Positive management of Local Wildlife sites
 - iii. Replacement sports provision with enhanced facilities
5. To support sustainable development within the area, the site should be promoted in a comprehensive basis supporting the positively planned relocation of the existing sports facilities south of Tythe Barn Lane to alternative locations within the surrounding area. Until such time as these facilities are appropriately relocated or robust plans have been confirmed to secure a timely relocation that would prevent the closure of any associated clubs (either for a short period of time or permanently), development of the site will not be supported.
6. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site 4 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- 605-601. This allocation comprises two parcels of land to the west of the existing village. The smaller parcel extends along the north of Tythe Barn Lane and bounded by the Stratford-upon-Avon canal to the north, and hedgerow to the west. The larger site is bounded by Tilehouse Lane to the west, Tythe Barn Lane to the north and Birchy Leasowes Lane to the south.
- 606-602. The smaller northern site is an existing arable field with few constraints. Views onto and access to the Stratford-upon-Avon canal will be enhanced, whilst retaining its important function as a wildlife corridor and key piece of green infrastructure.
- 607-603. The larger site is currently occupied by Highgate United FC, [Wychall Wanderers](#) FC and Old Yardleians Rugby Football Club, and re-provision will be required for these sports pitches. Tythe Barn Meadows Local Wildlife Site (LWS) to the west will be retained, as will the integrity of Little Tyburn Coppice, a remnant ancient woodland. Tyburn Farm pastures have been confirmed as a LWS as part of the Local Plan Review process, it is the area north of Tythe [Barn](#) Lane running up to the canal. The LWSs are expected to impact upon the ability to re-provide the playing fields within the site and therefore alternative options for their re-provision is being pursued. Development proposals could include options that sees the retention of the existing garden centre, or it could be redeveloped to provide residential accommodation.
- 608-604. The sites are opportunely located in very close proximity to Whitlock's End Station, which has 3 train services per hour to the centre of Birmingham with a short journey time of 20 minutes. Furthermore, local services and shops in Dickens Heath village centre will be easily accessible by foot or bicycle, and it is important that convenient links are provided.
- 609-605. The Landscape Assessment (2016) states that the Blythe area has medium landscape value but high overall sensitivity to new development. As such, the concept masterplan proposes to retain historic landscape features, such as hedgerows and standard trees, and the meadows and woodland designated as Local Wildlife Sites.
- 610-606. Highway improvements will be required to the surrounding roads, and a pedestrian/cycling link north of the hedgerow along Tythe Barn Lane is proposed to provide a safe route to Whitlocks End Station.

Policy BL2 - South of Dog Kennel Lane

1. The site is allocated for 1,000 dwellings
2. Development of the site should be broadly consistent with the principles as shown in the concept masterplan below, which include:
 - i. Respecting the setting of the Grade II Listed Light Hall Farm. Development should be set back from the immediate locality to avoid harm. Only if harm cannot be avoided should mitigation be considered, and then it should be fully justified and demonstrated to be successful in reducing harm;
 - ii. Provision of 8.2ha of public open space and a range of play areas for children and young people.
 - iii. Multi-modal access routes from Dog Kennel Lane that respond to those already established at the development at the Green.

- iv. Enhancement of bridleway access from Cheswick Green through the site as a pedestrian route and key green infrastructure link.
 - v. Trees and hedgerows along Dog Kennel Lane should be retained to protect the character of the highway.
 - vi. On site accommodation for older people in accordance with Policy P4E
 - vii. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
- i. New 2-form primary school and early years;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment.
 - iii. Flood alleviation measures in the form of above ground SUDS features and potential betterment for the Mount Brook tributary of the River Blythe;
 - iv. Highway improvements as required including and access improvements along Dog Kennel lane.
 - v. Appropriate measures to promote and enhance sustainable modes of transport including bus services improvements and pedestrian and cycle connectivity towards Dickens Heath, the Stratford Road and Shirley Town Centre, in accordance with the Council's LCWIP.
4. Green Belt enhancements will include:
- i. Country Park to south of development extending to edge of Cheswick Green. Will provide greater access to the countryside, green infrastructure provision and opportunities to maximise biodiversity net gain.
5. The Concept Masterplans document should be read alongside this policy. Whilst the concept masterplan may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site 12 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- 641-607. The site extends south of Dog Kennel Lane from Dickens Heath Road to the fields east of Creynolds Lane. Site BL2 is within a parcel of moderately performing Green Belt, and given the existing field structure, does not have a clear contiguous defensible Green Belt boundary to the south. To address this, the detailed design of the resulting development will be expected to utilise internal estate roads to form the new Green Belt boundary. This will be achieved by an estate road being provided on the southern (outer) edge of the development with dwellings only on its northern side. This will have the result that the new development fronts onto the open space/Green Belt rather than back gardens.
- 642-608. As with Site BL1, the concept masterplan proposes to retain historic landscape features, such as hedgerows, standard trees and ponds. Any development around the Grade

II listed building will be sensitive to its historic setting. There will be legible and accessible pedestrian and cycling links going north to redevelopment of The Green, and west towards Shirley town centre, and south towards the Country Park. New development will avoid Flood Zones 2 and 3, and betterment will be sought where possible to alleviate flood risk downstream.

613-609. The concept masterplans propose situating a new primary school in the heart of Site BL2, to reduce journey times for pupils from Site BL2 and potentially The Green.

Policy BL3 - Whitlock's End Farm

1. The site is allocated for 300 dwellings
2. Development of the site should be broadly consistent with the principles as shown in the concept masterplan below, which include:
 - i. Respecting the setting of the Grade II Whitlocks End Farm.
 - ii. Provision of 2.3 ha of public open space and a range of play areas for children and young people.
 - iii. Enhancement of public rights of way through the site as a pedestrian route and key green infrastructure link.
 - iv. Trees and hedgerows along bridleway and public rights of way to be retained.
 - v. On site accommodation for older people in accordance with Policy P4E.
 - vi. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D.
3. Likely infrastructure requirements will include:
 - i. Developer contributions to new 2-form primary school and early years provision at Site BL2;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment.
 - iii. Provision of above ground **SU+DS** features
 - iv. Avoidance of flood risk areas to north –west of site and potential for flood alleviation measures to benefit the wider area;
 - v. Highway improvements as required including access improvements on Bills Lane.
 - vi. Appropriate measures to promote and enhance sustainable modes of transport including improvement of bus services and pedestrian and cycle connectivity towards Shirley railway station, the Stratford Road and Shirley Town Centre in accordance with the Council's LCWIP.
4. Green Belt enhancements will include:

- i. Public open space in the wider site and accessibility and green infrastructure connections to the Local Green Space located to east as designated under Policy P20.
5. The Concept Masterplans document should be read alongside this policy. Whilst the concept masterplan may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site 26 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- 614-610. Site BL3 will extend towards the western edge of the Borough where the boundary is marked by the Stratford railway line, and being on an embankment at this point the rail line itself will help provide visual separation between the new development and the built up area of Major's Green to the west (which is in Bromsgrove District).
- 615-611. The site is located within easy walking distance of Shirley station, and is accessible to Shirley Town centre by walking and cycling.
- 616-612. Site BL3 provides for a narrower front of the amended Green Belt boundary where only the minimum separation between the urban edge and Dickens Heath is provided (by shifting development to the west thus being 'off set' from the built up area of Dickens Heath). ~~Furthermore~~ Furthermore, it avoids further development in the gap between the urban edge and Dickens Heath along Dickens Heath ~~Road which~~ Road, which is the principal route south from the urban edge to the village – as ~~such~~ such, this is where the perception of the gap should be at its greatest.
- 617-613. The land to the east of the site, formerly proposed as allocation 'Site 13', is now being proposed as Local Green Space for the existing communities in South Shirley (and the new community at Site BL3) and will be a location for woodland tree planting.
- 618-614. Although this site now includes land in a Green Belt parcel that scores highly, it is considered that this represents a trade off with the higher accessibility of the site being located on the urban edge close to where need arises.
- 619-615. Most forms of development in this area will reduce the gap between the urban edge and Dickens Heath. This will be reduced to approximately 300m (from 600m) and this should be seen as the minimum necessary to provide a meaningful gap provided it only occurs over a narrow front (i.e. just a pinch point) rather than over a broad front that simply results in a uniform corridor like gap between the urban edge and Dickens Heath.
- 620-616. Pursuing an urban extension in this from is expected to result in the following advantages over site 13 as proposed in the DLP:
- 621-617. Site BL3 provides for a narrower front where only the minimum separation between the urban edge and Dickens Heath is provided (by shifting more of the development to the west thus being 'off set' from the built up area of Dickens Heath). Furthermore it avoids further development in the gap between the urban edge and Dickens Heath along Dickens Heath Road which is the principal route south from the urban edge to the village – as ~~such~~ such, this is where the perception of the gap should be at its greatest.
- 622-618. Development under site BL3 would also allow the retention of more land as open and accessible space south of Woodloes Road, so that it can connect with open countryside further south. This could form part of the Green Belt compensation enhancements in that access improvements and habitat creation in this area would help offset the loss of Green Belt to the west.

623-619. Shifting the focus of vehicular traffic movements away from the congested Dickens Heath Road to Bills Lane/Haslucks Green Road.

Hampton-in-Arden

The Settlements Now

624.620. The parish area includes the rural settlements of Hampton-in-Arden and Catherine-de-Barnes, both of which are small villages east of ~~Solihull which~~ Solihull, which are located in close proximity to major transport links joining Birmingham with Coventry. The settlements are divided by the M42 motorway and are broadly bounded by the A45 and A452 trunk roads to the north, by the River Blythe to the east and south and by the Grand Union Canal, Hampton Coppice and the A41 to the west.

625.621. The settlements are situated within the largely pastoral and historic Arden Landscape. This area of Green ~~Belt which separates the wider Birmingham conurbation from Coventry~~ Belt, which separates the wider Birmingham conurbation from Coventry, is known as the 'Meriden Gap'.

626.622. The central part of Hampton-in-Arden was first designated as a Conservation Area by Warwickshire County Council in order to preserve the historic core of the settlement. In 2015, Solihull MBC completed a review of the Conservation Area and expanded its boundaries to include other notable parts of Hampton-in-Arden.



627.623. A neighbourhood plan for the parish was adopted in August 2017.

628.624. The parish currently covers the village itself and associated hinterland, and by virtue of boundary changes that took effect in April 2019, the parish boundary was extended westwards up to the urban edge and all of Catherine-de-Barnes is now included in the parish.

629.625. The village of Hampton-in-Arden is located to the eastern side of the Parish whilst the smaller settlement of Catherine-de-Barnes is located to the western side. Between them, the settlements have a range of facilities including a primary school, a library, doctor's surgery and a number of shops including a post office and chemist together with recreational facilities.

630.626. Hampton-in-Arden has a train station on the West Coast Mainline which provides access to London, Birmingham and Coventry. The station has a car park accommodating some 72 vehicles. A bus service runs through the village which connects Hampton-in-Arden to Meriden, Catherine-de-Barnes and Solihull

The Settlements in the Future

631.627. Given the limited ranges of services, it is considered that development options are restricted to what would be limited and proportionate extensions to the settlement. A key aspect to this is to ensure that the existing infrastructure supporting the village, especially the school, is not overwhelmed from additional demands that may occur from larger expansions.

632-628. The M42, which separates Hampton-in-Arden and Catherine-de-Barnes, will continue to provide an important part of the strategic highway network. The planned improvements to Junction 6 of the M42 will result in a new road linking the motorway to the A45 via a new junction to be located where Solihull Road currently crosses the motorway.

633-629. The HS2 line will run through the parish. To accommodate the crossing of the River Blythe (and its floodplain), a viaduct of some 480m in length and over 10m above ground level will be constructed.

What is Required for the Settlements in the Future?

634-630. The parish area of Hampton in Arden will require protection from excessive development that may impact upon the character and attractiveness of the village; and the services it provides. Where development is provided, the following issues will need to be addressed.

635-631. **Concept Master Plans** – The plans that accompany this consultation for the principal sites include a draft concept masterplan. These seek to identify the key existing features of a site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure and other requirements. Whilst this may result in a lower gross to net developable area, this will demonstrate that a quality development can be provided which makes efficient use of land and respects local character.

636-632. **Constraints & Opportunities** – The Conservation Area, historical environment and Local Wildlife Site provide constraints to the west, whilst the River Blythe, which is a Site of Special Scientific Interest, and its flood zones are constraints to the east. The former ammunition depot, currently in use for storage is a brownfield site which could be developed alongside the existing allocation (site 24 in the Solihull Local Plan 2013), providing alternative provision is made for open space. Opportunities in Catherine de Barnes are limited, but Oak Farm south of Hampton Lane is previously developed land that could be developed to meet needs for older persons accommodation in the Borough.

637-633. **Community Infrastructure Levy** – The parish council will directly receive 25% of the levy collected in the area that is covered by the adopted neighbourhood plan, and 15% elsewhere. This will provide a source of funding that can be used to take forward appropriate projects that the community have identified as priorities. The CIL levies for the parish will also include those from site SO1 which although not covered in this chapter is a site that falls within the parish.

638-634. **Green Belt Enhancements** – The NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development, and this is required by Policy 17A. This new requirement of the NPPF provides an opportunity for additional accessible open space and views which would be welcomed from both site promoters and residents.

Proposed Approach

639-635. Other than a limited and proportionate expansion of the villages, no other large scale development is considered appropriate. This reflects the sensitive environmental nature of the area, the character of the villages and the need to manage the capacity and viability of local infrastructure.

640-636. A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older

people will be provided in the settlement. There will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.

644-637. Hampton-in-Arden is one of the Borough's communities that will be more acutely affected by HS2, both during the construction phase and with the impact upon the landscape of the line itself.

Existing Allocation

SLP Site 24 – Land off Meriden Road, Hampton-in-Arden

642-638. The adopted Solihull Local Plan (2013) allocated this site off Meriden Road for development of approximately 110 dwellings. As an adopted allocation this remains to be brought forward and is not affected by this plan.

Proposed Allocations

Policy HA1 - Meriden Road, Hampton in Arden

1. The site is allocated for 100 dwellings
2. Development of this site should be broadly consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Retention of TPO trees and established hedgerows;
 - ii. Provision of public open space and play facilities at the heart of the development;
 - iii. Protection of the local landscape, ecology and drainage assets;
 - iv. Perimeter block development to maximise natural surveillance and encourage active streets and views over the countryside;
 - v. Higher density housing reducing towards the edge of the green belt;
 - vi. Facilitating easy access by walking through the site and into the countryside.
 - vii. No development within any area of higher flood risk zones
 - viii. Provision of above ground SUDs features
 - ix. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Give consideration to realigning the surface water flood risk within the site to continue in a west to east direction through the POS to the receiving floodplain;

- iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Hampton in Arden rail station, shops and health centre;
 - v. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. The Concept Masterplan document should be read alongside this policy. Whilst the Concept Masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site HA1 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

643-639. This site sits adjacent to that allocated in the SLP 2013 and they should ideally be developed together in a comprehensive manner. This will help improve connectivity between the new developments and maximise the effectiveness and efficiency of new infrastructure. It provides an opportunity to re-use the former ammunition depot which is a brownfield site (and is included on the Council's BLR). Open space provision serving the development as a whole will be an important consideration.

644-640. The parcel of land immediately east of the village is a lower performing parcel in Green Belt terms, partly as a result of the existing use, with low capacity to accommodate change in the Landscape Character Assessment, 2016. The site has medium accessibility, but is close to the rail station. A large part of this area is included on the Council's BLR.

645-641. Whilst the site performs relatively poorly in the sustainability appraisal, with a significant adverse effect due to the distance to a convenience store/supermarket, there are a number of shops in the village meeting basic needs, including a general store. The Level 2 Strategic Flood Risk Assessment identifies surface water flood risk within the site and highlights the opportunity for realigning the flood risk east to west through the area of green infrastructure.

Policy HA2 - Oak Farm, Catherine-de-Barnes

1. The site is allocated for 95 dwellings. The site may also be suitable for specialist provision in accordance with policy P4E 'Housing for Older and Disabled People'.
2. Development of this site should be broadly consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Retention of historic and mature hedgerows and trees to help provide a semi-rural setting for future development and which enhances the ecological potential of the site providing an amenity for future residents;
 - ii. An integrated landscape, ecological and drainage strategy for the site to promote a place-making approach;
 - iii. No development within any area of higher flood risk zones;
 - iv. Provision of above ground Su_UDS features;

- v. Vehicular access to the development will be taken off Friday Lane as a single site access. Development proposals should extinguish the access at Hampton Lane;
 - vi. Encouragement of safe active travel to local amenities. A new pedestrian and cycle access should be formed to Hampton Lane and link to the canal towpath;
 - vii. Public open space should be provided in the centre of the site to create opportunities for ‘place making’. Where specialist provision is provided a different approach may be appropriate.
 - viii. Creation of a new defensible green belt boundary through the use of the Grand Union Canal, Friday Lane and a strongly reinforced hedge line to the south of the site.
3. Likely infrastructure requirements will include:
- i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG;
 - iii. Highway improvements to encourage pedestrian use across Hampton Lane to the surrounding roads, including the provision of a new pedestrian crossing;
 - iv. Highway modifications to Friday Lane.
 - v. Drainage will need to mitigate surface water flood risk on the southern part of the site;
 - vi. Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities, to accord with the requirements identified in the Playing Pitch Mitigation Strategy.
4. The Concept Masterplan document should be read alongside this policy. Whilst the Concept Masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site HA2 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- | 646-642. This allocation measures approximately 3.4 hectares. The site lies within the Arden landscape character area and is on the urban fringe. The site is well screened to the boundaries so views in are screened by existing vegetation although glimpses can be seen through the tree cover especially in the winter months
- | 647-643. The site slopes gently uphill to the north and is situated between the Grand Union Canal to the west and Friday Lane to the east and lies on the south side of Hampton Lane (the B4102). The northern site boundary wraps around the garden area of a residential property on Hampton Lane. A horticultural nursery is at the south of the site and at the north

east corner is the 4-arm roundabout which connects with Friday Lane, Catherine-de-Barnes Lane and Solihull Road.

~~648-644.~~ The Oak Farm site currently contains a number of businesses comprising B1, B2 and B8 uses which occupy a variety of small buildings on the site. There are a total of 22 buildings including two dwellings on the site. The existing buildings are proposed for demolition.

~~649-645.~~ This site is higher performing in the Green Belt Assessment, although being a brownfield site adjacent to a settlement, with low capacity to accommodate change in the Landscape Character Assessment. It is of low to medium accessibility with only a limited range of facilities available nearby, and is mainly neutral in the sustainability appraisal, although there are 2 significant positive benefits, and green infrastructure can be enhanced within the site.

~~650-646.~~ The site is located in the village of Catherine de Barnes which is 2.5 miles to the east of Solihull town centre where a full range of shops and services are available. The village has a public house, a restaurant, a cricket club and a village hall and shop in addition to the number of small businesses based around Oak Farm. Birmingham Airport and the NEC lie 2 miles to the north of Catherine de Barnes. The A45 and M42 motorway provide convenient road links close by.

~~651-647.~~ Any development must take account of proximity to gas governor sites and gas main pipes, the position of overhead electric lines, the proximity to the Grand Union canal, the ecology of the site and environmental impact of development.

~~652-648.~~ The site has no history of flooding from ground or surface water, sewers, the Grand Union Canal or rivers. It is within Flood Zone 1 (low risk of flooding) on the Environment Agency's indicative flood plain map. The site is therefore suitable for all land uses including residential and residential institutions development.

Site SO1 – East of Solihull

~~653-649.~~ Whilst this site is located within the Parish boundary of Hampton-in-Arden and Catherine-de-Barnes, it functions as part of the urban area rather than as an expansion of one of the parish's villages. It is therefore not included within this chapter and is dealt with under the Solihull chapter.

~~654-650.~~ The capacity from this site, together with other allocations in this plan, and the site that remains to come forward from the SLP, will see over 1,000 dwellings being accommodated within the parish on allocated sites.

Hockley Heath

The Settlement Now

- | 655-651. Hockley Heath village is a largely inter and post-war small settlement formed by ribbon development. It is bisected by the A3400 Stratford Road, which is a key connection to Junction 4 of the M42 to the north and Stratford-upon-Avon to the South.
- | 656-652. Located within Hockley Heath Parish, near the boundary with Stratford and Warwick Districts, this semi-rural settlement lies to the far south of the Borough. The population of the parish is 2,038 in some 794 households with the majority of residents in the parish residing within the village of Hockley Heath.
- | 657-653. The settlement is characterised by low-density residential areas, many dwellings of detached or semi-detached form. The settlement has a small village centre, which provides a range of shops and restaurants. However, it lacks key services such as a Doctor's surgery.
- | 658-654. The village of Hockley Heath is inset in the Green Belt, which separates it from neighbouring Knowle, Dorridge and Bentley Heath and gives it a sense of remoteness. The Green Belt is also valuable in the settlement's overall environmental quality and contributes to its semi-rural setting. Hockley Heath Recreation Ground provides valuable green space for residents to use within the village. The settlement also benefits from significant blue infrastructure in the form of the Stratford-Upon-Avon Canal, which provides a linear heritage asset with a village wharf.
- | 659-655. The area has a high quality residential environment and a good, popular school (Hockley Heath Academy). This small, one-form entry primary school accommodates some 250 pupils. However, secondary education needs are met outside of the Parish.
- | 660-656. Hockley Heath has an infrequent bus services running through the village connecting [Birmingham-Solihull](#) and Stratford and a more frequent service linking to Dorridge/Solihull & Cheswick Green/Shirley. Rail access is limited, with Dorridge home to the closest railway station, connecting the settlement to Birmingham and London.



The Settlement in the Future

- | 661-657. The A3400 will continue to provide an important part of the highway network enabling vehicles to travel from Stratford-upon-Avon, and to travel to the north, connecting Hockley Heath to Blythe Valley Park and the M42.
- | 662-658. Due to the proximity to the Borough boundary, future expansion of the settlement within Solihull Borough is limited and largely restricted to the north and west of the village.

663-659. Given the limited ranges of services and the less accessible nature of the settlement, it is considered that development options are restricted to what would be limited and proportionate extensions to the settlement. A key aspect to this is to ensure that the existing infrastructure supporting the village, especially the school, is not overwhelmed from additional demands that may occur from larger expansions.

What is Required for the Settlement in the Future?

664-660. Hockley Heath will require protection from excessive development that may impact upon the character and attractiveness of the village; and the services it provides. Where development is provided, the following issues will need to be addressed:

665-661. **Concept Master Plans** – The plans that accompany this consultation for the principal sites include a draft concept masterplan. These seek to identify the key existing features of a site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure and other requirements. Whilst this may result in a lower gross to net developable area, this will demonstrate that a quality development can be provided which makes efficient use of land and respects local character.

666-662. **School Parking** – Congestion around school pick up and drop off times currently occurs in School Road. Through development of the School Road site there is opportunity to seek access/parking arrangements and routes for pedestrians that takes this into account, and the increase in traffic associated with Blythe Valley Park.

667-663. **Community Infrastructure Levy** – Presently the parish council will directly receive 15% of the levy collected in the area. This will increase to 25% once any Neighbourhood Plans are adopted. This will provide a significant source of funding that can be used to take forward appropriate projects that the community have identified as priorities. This can include simple relatively low cost actions (e.g. further traffic regulation orders) through to more substantial projects. It will be for the parish council to decide how this 'local' element of the CIL receipts is to be spent and there is potential for partnership working to maximise the use of monies from this source.

668-664. **Pedestrian and Cycling Connectivity** – Enhancements to encourage and promote walking and cycling in the settlement, particularly towards the local centres, schools and public transport will be required. Developments will be expected to ensure that walking and cycling connectivity is provided both within and beyond the site boundary, linking in with the existing and proposed cycle and walking networks identified in the Council's Cycling and Walking Strategy, as well as routes for recreation.

669-665. **Green Belt Enhancements** – The NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development, and this is required by Policy P17. This provides an opportunity for not only additional accessible open space, but also for wider Green Infrastructure improvements, such as new parkland and woodland planting.

Proposed Approach

670-666. Hockley Heath is identified for limited and proportionate expansion of the village, no other large scale development is considered appropriate. This reflects the sensitive environmental nature of the area, the character of the villages and the need to manage the capacity and viability of local infrastructure.

- 671-667. The Green Belt boundary around Hockley Heath will need to be amended to accommodate the level of growth proposed for the settlement. To provide a logical, strong and defensible new southern boundary it is proposed to use the Stratford-upon-Avon Canal.
- 672-668. A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older people will be provided in the settlement. This will seek to align the types and sizes of homes to be made available and the needs of the community. However, there will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.
- 673-669. In addition to the site south of School Road that would then fall within the settlement boundary, if the Green Belt boundary were amended as described above, there are also two smaller sites that may then be considered appropriate for development as they would then also be within the settlement boundary. These sites are not being allocated as part of this plan but are being highlighted as they have been promoted for development by the landowner/developer and if the Green Belt boundary is changed they would no longer be subject to Green Belt policy. The principle as to whether development would be allowed on these sites would be established through the planning application process. These are as follows (using the call for site references and the SHELAA for potential indicative capacity):
- 49 Land adjacent to 84 School Road (capacity 21)
 - 328 land at and to the rear of 84, 86 & 90 School Road (capacity 30)

Proposed Allocation

Policy HH1 - Land South of School Road, Hockley Heath

1. The site is allocated for around 90 dwellings
2. Development of this site should be broadly consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Conserve and enhance the setting of the canal towpath;
 - ii. Retention of trees and hedgerows to conserve the semi-rural character of School Road and Sadlerswell Lane;
 - iii. Provision of 0.76ha of public open space;
 - iv. Provision of suitable SUDS and flood risk management which should be incorporated into ecological enhancements;
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Highway improvements as required including speed reduction measures and access improvements along School Road
 - iii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment

- iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Hockley Heath.
 - v. Pedestrian safety improvements including a crossing point on School Road
4. Green Belt enhancements will include:
- i. Enhancement of public access to the canal towpath
 - ii. Access improvements to the wider Green Belt beyond the site boundary
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site HH1 will need to be justified and demonstrate that the overall vision and objectives for the site and its wider context are not compromised.

Justification


~~674-670.~~ The site proposed for development off School Road is considered to perform well in that it is a limited and proportionate expansion adding some 90 or so dwellings (about a 12% increase in the size of the settlement). The development should provide highway mitigation proposals that will also help alleviate and address the congestion issues in the vicinity of the school, through careful design of the site frontage and access, alternative drop off/pick up arrangements for the school can be provided.

~~675-671.~~ The allocation lies beyond the Green Belt boundary and it is immediately adjacent to the built up area of the settlement and would represent a continuation of the existing developed area. The site sits in a Green Belt parcel that extends around the western side of the village and is judged, through the Green Belt Assessment as a lower performing area. The site is relatively well-contained and a defensible Green Belt boundary could be provided using the Stratford-upon-Avon Canal.

~~676-672.~~ The Landscape Assessment (2016) states that Hockley Heath has medium landscape value and high overall sensitivity to new development. Therefore, the concept masterplan proposes to retain the historic landscape including the rural character of School Road and the adjoining canal. Development will need to consider these assets in the design of any future scheme. Given the change that will be required to the Green Belt boundary to accommodate the above site, it is considered that the existing ribbon development on the north side of the road that has Green Belt 'washed over' it should be reviewed. The existing built development that is largely continuous without significant gaps and does not contribute towards the existing values of Green Belt policy. It therefore appears logical and justified for this run of development to be removed from the Green Belt.

Knowle, Dorridge & Bentley Heath

The Settlement Now

- | 677-673. Lying around 3 miles south east of Solihull Town Centre, Knowle, Dorridge and Bentley Heath (KDBH) is the Borough's largest rural settlement with a combined population of around 19,800 in some 8,000 households. It is inset in the Green Belt which separates it from the main urban area of Solihull and the surrounding rural villages.
- | 678-674. Whilst Knowle, Dorridge and Bentley Heath are essentially three villages, the significant post-war development in the area means that they are now physically and functionally linked such that they form one built up area. It is not obvious where one village ends and another one begins and there are strong links between each community as they share many local services and facilities. However, each village has its own shopping provision, park, primary school, community/village hall and churches which help to underpin the sense of individual village identity.
- | 679-675. The historic medieval core of Knowle is centred on the High Street and the church of St. John the Baptist, St. Lawrence and St. Anne, at the junction of two historic routes. This area is protected by Conservation Area designation and includes 53 statutory listed buildings and a number of locally listed assets. Knowle has a thriving and well used local centre with an extensive range of shops, facilities and services.
- | 680-676. Similarly, development from the later Victorian and Edwardian periods around and near to Dorridge railway station (Station Approach and Granville Road) also benefit from Conservation Area status. The dated shopping parade in Dorridge has been redeveloped to provide up-dated modern facilities and a new public realm that enhances the centre as a whole. It includes food and drink outlets, small business, shops and services.
- | 681-677. Bentley Heath has a smaller range of shops and services providing more for the day to day convenience needs of residents.
- | 682-678. Overall, the settlement benefits from an attractive residential environment with leafy green streets, access to a number of parks, open spaces and green spaces within the area, and links to the countryside beyond. Green and blue infrastructure is a valuable attribute, with local wildlife sites and local nature reserves, as well as the canal which provides an important environmental and recreational feature.
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- | 683-679. KDBH is served by four primary schools (including a Catholic primary school) and the Arden Academy and Sixth Form Centre secondary school which has a current capacity of around 1,850 pupils. However, the recent housing developments in the area along with a fluctuating birth rate, is creating pressure on primary school places.

~~684-680.~~ The area is valued by residents for the wide range of community services and facilities that are enjoyed and used extensively. These include Knowle Library, Knowle and Dorridge scout huts, sports and recreation facilities, local allotments and commercial premises such as post offices, chemists and public houses that are a vital part of village life. The settlement is also well served in terms of health facilities with 3 GP surgeries and 5 dental surgeries.

~~685-681.~~ The settlement as a whole has a high proportion of detached dwellings and low density residential development is a characteristic of some parts of the settlement. House prices are amongst the most expensive in the Borough and affordability continues to be an issue for those seeking access to housing, as does the need to provide a more appropriate range of housing types and sizes to meet future needs.

~~686-682.~~ The area has good links to key employment sites at Blythe Valley Park and Solihull Town Centre. The north west of the settlement is crossed by the M42 with junction 5 providing access to motorway network. The main A road through the area is the A4141 running from Solihull through Knowle, on to Chadwick End and out of the Borough towards Warwick.

~~687-683.~~ The settlement is well served by public transport with bus services running throughout the area with routes to Solihull, Balsall Common and Coventry. Regular train services from Dorridge Station in the centre of the village provide links to Kidderminster, Solihull, Birmingham, Leamington Spa and London. However, whilst Dorridge Station car park can accommodate over 100 vehicles, this well used station quickly reaches capacity in the mornings with commuter parking resulting in overspill parking in residential roads nearby. This also affects the availability of parking for local shoppers.

~~688-684.~~ The 2013 Solihull Local Plan identified land for housing at 3 sites in the settlement. These were Four Ashes Road, Bentley Heath; Hampton Road, Knowle; and Middlefield, Knowle. The sites at Four Ashes Road and Hampton Road are complete and have delivered a total of 211 dwellings including 51 extra care units, with the site at Middlefield Road providing 110 dwellings. Like other areas in the Borough, there have also been a number of windfall developments in the settlement.

~~689-685.~~ In April 2019 the Knowle, Dorridge and Bentley Heath Neighbourhood Plan was 'made' by the Council. It is therefore part of the statutory Development Plan for Solihull and sets out the objectives and vision for the area as it develops in the future. Further development within the Neighbourhood Area will therefore be expected to support this vision and objectives, and planning applications should be in accordance with the relevant policies of the Neighbourhood Plan, where there is no conflict with the Local Plan.

The Settlement in the Future

~~690-686.~~ Knowle, Dorridge and Bentley Heath is one of two rural settlements in the Borough that has a full range of facilities including both secondary & primary schools, health services and a range of shops, services and facilities. As such it is well placed to accommodate growth in excess of just its own local needs. Given that the area is mainly residential, the opportunities to develop on previously developed land in KDBH are extremely limited and Green Belt release around the settlement has been required to accommodate new development. However, maintaining separation of KDBH from Solihull and other settlements will continue to be important to preserve the character and context of the villages.

~~691-687.~~ Although the settlement does not have significant areas of employment uses (other than service uses) and many of the area's economically active residents travel out to work, there is good access to the motorway and wider road network. Whilst the main road through the centre of Knowle will continue to provide an important link in this regard, it can be congested at peak times and is likely to experience increased vehicle movements in the

future, in any event. Given that the historic medieval core of Knowle is centred on the High Street and is protected by conservation area status, it will be important to mitigate congestion in this area in order to maintain the village character of this part of the settlement. Similarly, other roads in the area such as Station Road, principally around school drop off and pick up times, see the free flow of traffic interrupted and notable parking difficulties. However, by relocating the school further away from Station Road and changing the access to Warwick Road, there is an opportunity for the school related traffic congestion and parking issues currently experienced to be alleviated, resulting in associated benefits to highway safety.

692-688. The area is however well served by public transport and it will be important to retain and where possible improve the public transport offer. Dorridge railway station will continue to provide an important facility for local commuters. Opportunities for enhancing existing walking and cycling routes and creating new routes will continue to be explored, particularly where these would provide access to schools, local centres and the railway station.

693-689. It will also be important to ensure that the local centres remain economically strong, vibrant and continue to provide, support and enhance the variety of services and facilities for the local population.

694-690. The historic core of Knowle will continue to be protected and enhanced and the local character and distinctiveness of the settlements conserved, particularly, the Victorian and Edwardian development around Dorridge railway station.

695-691. A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older people will be provided in the settlement. This will seek to align the types and sizes of homes to be made available and the needs of the community. However, there will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.

696-692. Education facilities in the area will remain successful. Pressure on primary schools will be alleviated through the provision of an additional school and secondary school facilities will be significantly improved to ensure that the available capacity and full potential of the Arden Academy can be maximised.

What is Required for the Settlement in the Future?

697-693. Development in and around KDBH is not only an opportunity for the settlement to play a major part in accommodating the wider needs of the Borough, but also to accommodate a scale of development that is capable of supporting infrastructure provision that can help play a part in dealing with existing issues and provide the necessary facilities for future residents. In particular the following areas are identified:

698-694. **Improved Public Transport** – A higher population gives greater potential for improved public transport services to be viable, e.g. better frequency of bus services.

699-695. **Parking Improvements** – The provision of appropriate additional off-street parking may be considered in centres. In addition, decked parking at Dorridge railway station could be considered in order to increase capacity and alleviate the impact of commuter parking on surrounding roads.

700-696. **Highway Improvements** – The Council's highway evidence highlights that traffic in the settlement is set to increase over the Plan period, even without any new development. Additional traffic growth as a result of site allocations is likely to exacerbate this situation and highway improvements will be required at various locations. Whilst evidence indicates that traffic lights would provide a technically acceptable solution to traffic flows through the settlement, additional work will be undertaken to seek to identify alternative highways

solutions that do not include traffic lights. The Neighbourhood Forum will be engaged in this process and views will be invited on what options are considered to be available and appropriate, using an evidenced based approach. Such options can then be tested through pre-application engagement with local communities and the highways authority to test alternatives to reach the most reasonable approach.

~~701-697.~~ **Pedestrian and Cycling Connectivity** – Enhancements to encourage and promote walking and cycling in the settlement, particularly towards the local centres, schools and public transport will be required. Developments will be expected to ensure that walking and cycling connectivity is provided both within and beyond the site boundary, linking in with the existing and proposed cycle and walking networks identified in the Council's Cycling and Walking Strategy, as well as routes for recreation.

~~702-698.~~ **New Education Provision** – Given the existing pressure on primary school places and the additional pressure that will be generated as a result of further development in the settlement, a new primary school will be required in Knowle. Whilst the provision of secondary school places is theoretically sufficient, the current infrastructure constraints of Arden Academy affect how efficiently it can be used in the future. It is recognised that the academy has some up-to-date and modern teaching space; however, its supporting infrastructure including kitchens/dining space and other supporting facilities does not match this and the secondary school places that may be available cannot be accessed without these supporting facilities. It is therefore proposed that a new purpose built and modern facility must be provided for the academy within the allocation site. Additional primary school provision is also required to support the level of growth in the settlement and this can be provided as a stand-alone school with shared facilities, or as part of an 'all-through' school with the academy..

~~703-699.~~ To achieve appropriate efficiencies the primary school will be constructed as a two form entry, but that facilities for the second form entry of which need not be fitted out on opening. Rather than monitoring of housing numbers is used to trigger the fitting out and occupation of the second form of entry when it is demonstrated that demand for places is such that it would not prejudice the continued viability of other primary schools in the settlement.

~~704-700.~~ **Play and Open Space** – Provision of play and areas of open space within potential development sites will be required. There is also a need to ensure that best use is made of existing green and blue infrastructure assets within development sites, together with provision for linkages to the surrounding area.

~~705-701.~~ **Sport and Recreation** – Replacement of any lost recreation / sports provision as a result of development will be required to an equivalent or better standard, including access and use by the wider community where appropriate. New sports pitch provision is proposed on land off Hampton Road should redevelopment of the existing Knowle Football Club take place.

~~706-702.~~ **Concept Master Plans** – Concept masterplans have been prepared for each of the site allocations proposed in this settlement, in accordance with planning policy and best practice guidance. They seek to identify the key existing features of a site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure and other requirements. Whilst this may result in a lower gross to net developable area, this will demonstrate that a quality development can be provided which makes efficient use of land and respects local character.

~~707-703.~~ **Green Belt Enhancements** – The NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to

compensate for land that is taken up for development. This provides an opportunity for additional accessible open space and also for wider Green Infrastructure improvements (e.g. parkland/woodland).

~~708-704.~~ **Community Infrastructure Levy** – As the area is covered by ‘made’ Neighbourhood Plan, 25% of the levy collected will be spent in the area. The Local Authority will engage with the local community and agree with them how best to spend the funding, which could be used to take forward appropriate projects that the community have identified as priorities through the Neighbourhood Plan for example. This can include simple, relatively low cost actions (e.g. further traffic regulation orders) through to more substantial projects.

~~709-705.~~ **Affordable Housing and Smaller Market Homes** – Affordable housing will be required on development sites (in accordance with the Local Plan) and smaller market homes for younger people wishing to stay in the area will be sought.

Proposed Approach

~~710-706.~~ Knowle, Dorridge and Bentley Heath is a rural settlement identified for significant expansion. Given that the opportunities to develop on previously developed land in KDBH are extremely limited, Green Belt release will be required and a redefined Green Belt boundary will need to be established. In accordance with national planning policy, such boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent. Sites that are close to the existing settlement or are / can be well-served by public transport will be preferable, subject to their performance against the purposes of including land in Green Belt as supported in the Green Belt assessment and any other evidence base and constraints.

~~711-707.~~ Some of the sites, in particular the land south of Knowle, have multiple and potential complex land assembly issues. It is important that sites such as this are considered in a comprehensive manner to avoid piecemeal developments occurring. This needn't necessarily preclude a phased approach where one parcel of land or part of a site may be available for development in advance of another, but this should be in accordance with an approach agreed by the Council and all relevant landowners/development promoters. Work will be undertaken on a collaborative and comprehensive basis to ensure a quality development is delivered. This will include joint responsibility for the provision of infrastructure, and this latter point will also be relevant to other sites around the village which also need to ensure they contribute towards the provision of the required infrastructure.

Proposed Allocations

Policy KN1 - Hampton Road, Knowle

1. The site is allocated for 180 dwellings.
2. Development of the site should be consistent with the principles as shown in the concept masterplan, which include:
 - i. Preserving the setting of the Grade ~~4~~ Listed Grimshaw Hall. Development should be set back from the immediate locality to avoid harm. Only if harm cannot be avoided should mitigation be considered, and then it should be fully justified and demonstrated to be successful in reducing harm;
 - ii. Provision of 1.4ha public open space. Any formal play features will need to be sympathetic to the historic setting of Grimshaw Hall;

- iii. Retention of trees and hedgerows along Hampton Road to conserve the character of this approach into Knowle;
 - iv. Retention of Local Wildlife Sites and provision of an appropriate buffer to Purnells Brook Woodland Local Wildlife Site. No development will be permitted on the Local Wildlife Site.
 - v. Provision of suitable SUDS and flood risk management. Development should be located outside of the areas identified as being higher risk flood zones.
 - vi. Pedestrian and cycle connectivity within and beyond the site boundary
 - vii. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
 - viii. Relocation of the existing sports pitches currently occupied by Knowle Football Club;
3. The land currently accommodating Knowle Football Club has been identified as a potential site for the development of a care village or retirement complex. Subject to other policies in the Plan, the principle of older persons' accommodation in this location would be supported.
4. Replacement sports provision:
- i. The current site of Knowle Football Club will not be available for redevelopment until the existing pitches have been reprovided and are ready for use, within the vicinity of the existing site.
 - ii. Appropriate facilities associated with the provision of outdoor sport will be permitted in the Green Belt, provided they preserve the openness of the Green Belt and do not conflict with purposes of including land within it .
 - iii. The preferred site for the relocation of the existing playing pitches is between the new development and the canal, as shown on the concept masterplan.
5. Infrastructure requirements should include:
- i. Financial contribution to new and improved education provision in Knowle, as proposed on Site Allocation KN2 South of Knowle (Arden Triangle);
 - ii. Reprovision of the existing sports -pitches;
 - iii. Highway improvements as required including speed reduction measures and access improvements along Hampton Road, and highway capacity improvements at the A4141 junction;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Knowle village centre and the Grand Union Canal towpath.
6. Green Belt enhancements should include:

- i. Woodland planting;
 - ii. Improved landscaping;
 - iii. On site green and blue infrastructure that is multifunctional and accessible
 - iv. Public open space
 - v. Access improvements to the wider Green Belt beyond the site boundary
 - vi. Delivery of, and access to replacement sports provision
 - vii. Biodiversity enhancements
 - viii. Any other compensatory improvements that are considered acceptable
7. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site KN1 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- | ~~712~~-708. This allocation comprises two areas of land either side of Hampton Road. The smaller site to the south of Hampton Road includes the current ground of Knowle Football Club. The larger site to the north is agricultural land.
- | ~~713~~-709. The southern part of the allocation is immediately adjacent to the built up area of the settlement and would represent a continuation of the existing development along Hampton Road. The site is relatively well-contained and a defensible Green Belt boundary is provided.
- | ~~714~~-710. The site currently accommodates Knowle Football Club, which is seeking to relocate in order to secure better facilities. This land is identified as a potential site for a care village or retirement complex which would be acceptable in principle in this location. The site performs very well in overall accessibility terms and there is good access to all key facilities in Knowle.
- | ~~715~~-711. The current playing pitches will need to be reprovided and available for use prior to the redevelopment of the existing football club site. The preferred area of relocation is on land between the new development and the canal, as shown on the Concept Masterplan. Whilst the relocation proposals may contain elements that would amount to inappropriate development in the Green Belt as defined by the NPPF, the existing sports pitches will be used to bring forward sustainable residential development in this accessible location. It will allow for new and improved sporting facilities to be provided in the immediate vicinity that could serve the wider community. Sports pitch provision in this location will also facilitate accessibility to land retained in the Green Belt and enhance its beneficial use by providing opportunities for outdoor sport and recreation in accordance with paragraph 141 the NPPF.
- | ~~716~~-712. The Council therefore believe that 'very special circumstances' will need to be demonstrated exist to support the relocation of the sports pitches and associated facilities. Notwithstanding this, development proposals should be sympathetic to its Green Belt location, local context and character, in accordance with other policies in the plan
- | ~~717~~-713. The larger part of the allocation to the north of Hampton Road also lies immediately adjacent to the built up area of the settlement, with residential development already present

on two sides. The allocation constitutes a 'rounding-off' of the settlement in a logical manner by continuing the Green Belt boundary on from the rear of the properties along Wychwood Avenue, down to Hampton Road.

~~718-714.~~ The northern part of the site is located immediately opposite the front elevation of the Grade I listed Grimshaw Hall. Evidence from the Council's Heritage Impact Assessment recognises the significance of this important heritage asset and identifies potential harm to its setting as a result of development in the immediate vicinity. It is therefore recommended that development should be confined to the western part of the site (as shown on the Concept Masterplan) between the former hedge lines (now removed) and Purnell's Brook. The areas between Hampton Road and limits of any new development should be landscaped as amenity areas to enhance the setting of the Hall. In making the recommendations, the guiding principle is to ensure that development cannot be seen from within the grounds of Grimshaw Hall and the concept masterplan for the site 8 seeks to reflect this.

~~719-715.~~ The site is subject to some further constraints including Purnells Brook Woodland ~~and Purnells Brook Meadows~~ Local Wildlife Sites, ~~(although the former which, which runs along the extreme north western edge of the site,)~~ as well as a number of significant trees. These will need to be carefully considered in the design of any future scheme. No development will be permitted ~~on the Purnells Brook Meadow LWS~~ and an appropriate buffer should be provided to the Purnells Brook Woodland LWS. ~~The Level 2 Strategic Flood Risk Assessment has identified significant fluvial and surface water flood risk along Purnell's Brook. Development should therefore be limited to those parts of the site that are located outside the higher flood zones.~~

~~720-716.~~ ~~The site performs very well in overall accessibility terms and there is good access to all key facilities in Knowle. Development on both the northern and southern parts of the site will be expected to build on this and ensure that walking and cycling connectivity is provided both within and beyond the site boundary, linking in with the existing and proposed cycle and walking networks identified in the Council's Cycling and Walking Strategy. Measures to promote and enhance sustainable modes of transport such as the provision of pedestrian and cycle connectivity towards Knowle village centre and the Grand Union Canal towpath will be expected.~~

~~721-717.~~ The allocation as a whole is in an area with medium landscape character sensitivity and low visual sensitivity. The landscape value of the area is medium with an overall low landscape capacity to accommodate new development. Development of Site ~~8~~ KN1 at Hampton Road is consistent with Option G of the Spatial Strategy for the significant expansion of rural villages.

Policy KN2 : South of Knowle (Arden Triangle)

1. The site is allocated for 600 dwellings together with the redevelopment of the Arden Academy secondary school and new primary school to provide an 'all through' school.
2. Development of the site should be consistent with the principles as shown in the concept masterplan, which include:
 - i. Retention of important landscape features and the setting of heritage assets;
 - ii. A site layout designed to give priority to pedestrians and cyclists, providing safe and direct routes throughout the development linking to existing and proposed footway/footpath/cycleway networks;

- iii. Provision of suitable SUDS and flood risk management. Careful design consideration should be given to the opportunities to reduce flood risk within the site boundary. Deculverting the watercourse passing through the site will be required to provide flood alleviation and environmental benefits;
 - iv. Provision of 4.9ha of open space. Doorstep, Local and Neighbourhood Play areas will be required. Public open space should provide a green link to the neighbouring Middlefield Development;
 - v. Retention of the Local Wildlife Site. No development will be permitted on the Local Wildlife Site;
 - vi. Biodiversity off -setting for the loss of semi-improved grassland;
 - vii. Retention of the MIND Garden;
 - viii. On site accommodation for older people in accordance with Policy P4E
 - ix. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Infrastructure requirements should include:
- i. Financial contribution to the provision of an 'all through' school to provide a facility for both primary and secondary education on the site;
 - ii. Highway improvements as required
 - iii. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity to the surrounding area including Knowle village centre, Dorridge Railway Station and the wider Green Belt.
4. Green Belt enhancements should include:
- i. Woodland planting;
 - ii. Improved landscaping;
 - iii. On site green and blue infrastructure that is multifunctional and accessible;
 - iv. Public open space;
 - v. Access improvements to the wider Green Belt beyond the site boundary;
 - vi. Biodiversity enhancements
 - vii. Any other compensatory improvements that are considered acceptable.
5. The Concept Masterplans document should be read alongside this policy. Whilst the concept masterplan may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site KN2 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- ~~722-718.~~ The site lies immediately adjacent to the settlement. It is well contained by Warwick Road and Grove Road, which provides a new robust and defensible Green Belt boundary.
- ~~723-719.~~ The site is allocated for 600 dwellings, the redevelopment of Arden Academy and a new primary school to create an 'all through' school.
- ~~724-720.~~ The new school will meet the educational needs of both primary and secondary pupils in the settlement in a single location, utilising shared and modern facilities, many of which are not often available to primary school children.
- ~~725-721.~~ The KDBH Neighbourhood Plan also includes aspirations for facilities such as schools to be available for use by the wider community. The all-through school will deliver improved and modern infrastructure that will not only support education and increase opportunities for pupils at all stages of their learning, but also provide facilities that can be used and enjoyed by the wider community.
- ~~726-722.~~ The new school will be located away from Station Road and will not be accessed from it. Whilst there will be pedestrian and cycling connectivity from both within and through the site to the schools, the main access will be taken off Warwick Road. This will result in existing school traffic being displaced from Station Road, allowing for more free-flowing traffic in this area of the settlement, and thereby reducing congestion. It will also provide an opportunity for higher density residential development to take place on one of the most accessible parts of the Site, which will facilitate more sustainable access to the village centres and public transport links, as well as reducing car use in and around this part of the village. Funding for the school will be expected via section 106 agreements associated with the development of the allocated sites.
- ~~727-723.~~ In accordance with the Council's standards, 4.9ha of open space will be required on site. Doorstep, local and neighbourhood play areas should be provided and the public open space should include a green link to the neighbouring Middlefield development to support and encourage connectivity and permeability.
- ~~728-724.~~ The site as a whole includes a number of constraints including a Local Wildlife Site, protected trees and other valued landscape features. The Grade II listed Rotten Row Farm also lies adjacent to the site, with the site providing some of its setting. These issues will need careful consideration in the design of any future scheme. Development will also incur the loss of semi-improved grassland on the site and biodiversity off-setting will therefore be required.
- ~~729-725.~~ The Level 2 Strategic Flood Risk Assessment includes this site. It highlights that fluvial and surface water flood risks are present along the route of the Cuttle Brook and tributaries within the site boundary. Public Open Space within the site could be utilised to provide flood alleviation benefits and the deculverting of the watercourse passing through the site could provide significant environmental benefits. Areas identified as being at risk from fluvial and surface water flooding should be integrated into green infrastructure, which presents wider opportunities to improve biodiversity and amenity as well as climate change adaptation. An integrated drainage, landscape and ecological strategy should be developed for the site and a Flood Risk Assessment will be required at the detailed design stage.
- ~~730-726.~~ The areas of the site closest to the settlement perform very well in terms of accessibility to all key services and facilities, as well as public transport. Additional measures to promote and enhance sustainable modes of transport both within and beyond the site boundary will be required. Development should include permeable and attractive walking and cycling links to encourage sustainable access and connectivity to Knowle village centre, Dorridge Railway Station, and the wider settlement and Green Belt beyond. It will be expected that safe and convenient routes will be provided throughout the site and link in with

existing and proposed cycle and walking networks, including those that are identified in the Council's Cycling and Walking Strategy.

- | 734-727. The site is in an area with medium landscape character sensitivity and low visual sensitivity. The landscape value of the area is medium with an overall low landscape capacity to accommodate new development. Development of the site would be consistent with Option G of the Spatial Strategy for the significant expansion of rural villages.

Meriden

The Settlement Now

- | 732-728. Meriden is located approximately 9km to the east of Solihull Town Centre and the wider parish forms the north-eastern corner of Solihull Metropolitan Borough Council, bordering Coventry to the east and North Warwickshire to the north. It lies in the rural 'gap' between the Coventry and Birmingham conurbations (known as the 'Meriden Gap').

- | 733-729. The main settlements within the Parish are Meriden Village itself (where approximately two thirds of the population of the Parish live), Millison's Wood (approximately 1.5km to the east of Meriden Village) and Eaves Green. The population of the parish at the last Census (2011) was around 2,800 with some 1220 households. This has increased by approximately 130 households with post 2011 developments (notably at land to the east of Maxstoke Lane and development at Ley Lane).

- | 734-730. The A45 (Birmingham to Coventry Road) crosses through the Parish just to the north of Meriden Village. It is located approximately 2.5km to the east of junction 6 of the M42 and the entrance to the National Exhibition Centre (NEC), Birmingham International Airport and Birmingham International Rail Station. There is a ~~frequent~~ bus service to Coventry and Birmingham, which becomes less frequent in the evenings, and an hourly daytime only service to Solihull.

- | 735-731. The settlement derives its special character from its rural setting and its historical roots. There are two conservation areas: Meriden Green Conservation Area (including the village green at the centre of the settlement and the 'old' village located on Meriden Hill with its cluster of listed buildings including the church of St Laurence.

- | 736-732. The area surrounding the village of Meriden is predominantly Green Belt. It is a mix of agricultural land and woodland (parts of the former Forest of Arden) with some large sand and gravel extraction quarries to the west.

- | 737-733. The village has a small local centre around the village green with a range of shops and services including a recently developed sports and play facility on the south west side of the Green and a the Meriden Practice GP surgery. The village also accommodates a



primary school which accommodates approximately 220 pupils. The nearest secondary school is Heart of England Secondary School located in Balsall Common.

738-734. The Meriden Neighbourhood Plan has recently been examined and is expected to proceed to referendum when covid-19 related restrictions preventing referendums are lifted.

The Settlement in the Future

739-735. The moderate impact on the Green Belt to the west and the accessibility of the village indicate that this settlement is suitable for consideration for limited growth, which could be focussed in an area to the west close to services and public transport. However, the distinctive historic character of the settlement will need to be conserved and where possible enhanced, particularly the Meriden Green and Meriden Hill Conservation Areas.

740-736. Meriden is generally accessible with sites being of medium to high accessibility in the Accessibility Mapping Study and also supports a range of facilities. Any additional facilities should be focused ~~in~~ towards the ~~V~~illage centre so as to be sustainable and cater for the needs of the population.

741-737. The main constraints to development are the surrounding Green Belt, the Borough boundary (located immediately to the north of Meriden Village) and the mineral safeguarding area (sand and gravel) to the west. The Solihull Strategic Green Belt Assessment Report (July 2016) rates areas to the west of the settlement as the area performing most poorly, with land to the north and east performing moderately.

742-738. Meriden Parish Council submitted the Meriden Parish Neighbourhood Development Plan Submission Draft to Solihull MBC in March 2020. Following consultation, an independent examination will take place later in 2020 and then a referendum before the Plan can be 'made'. It will then form part of the Development Plan for Solihull. The Neighbourhood Plan includes a Local Housing Needs ~~Assessment which~~ Assessment, which should inform any housing proposals for the settlement.

743-739. The High Speed 2 (HS2) route will be approximately 3km to the west of Meriden leading into the new Interchange Station located adjacent to the NEC/Birmingham International Airport. The new Interchange station will be approximately 4km to the north west of Meriden. Enabling and construction works have now commenced ready for the line to open in 2029-33. During this period there may be an increase in construction traffic around the settlement and once operational, due to the close proximity of the new Interchange station, there may be extra demand on services and housing.

What is Required for the Settlement in the Future?

744-740. Any development within the village is not only an opportunity for the settlement to play its part in accommodating the Borough and wider area needs but also to assist in supporting local area needs with regards to housing mix, any infrastructure requirements and local environmental improvements.

745-741. **Concept Master Plan** – The concept masterplans that accompany this Plan include the 3ha site located to the west of Meriden at the junction of Maxstoke lane and Birmingham Road. The masterplan indicates the overall site could accommodate around 100 dwellings with an area of public open space provided around the existing pond in the centre of the site. The Masterplan sets out the opportunities for the site to create a gateway development into Meriden.

746-742. **Local Infrastructure Requirements** – The settlement has a good provision of local services to meet local needs. However, any development would need to include assessment of this infrastructure. In particular of school capacity and local medical facilities.

- 747-743. **Pedestrian and Cycling Connectivity** – Enhancements to encourage and promote walking and cycling in the settlement, particularly towards the local centres, schools and public transport will be required. Developments will be expected to ensure that walking and cycling connectivity is provided both within and beyond the site boundary, linking in with the existing and proposed cycle and walking networks identified in the Council's Cycling and Walking Strategy, as well as routes for recreation.
- 748-744. **Local Aspirations** – The emerging Meriden Neighbourhood Plan will set out the current aspirations of local people for the future of the settlement. Comments on the Draft Local plan highlight the Parish Council's desire to maintain Green Belt and rural communities, have improvements to public transport and infrastructure (particularly with the developments associated with the HS2 Interchange Station), reduce air pollution and increased provision of smaller homes for the elderly and affordable homes. Local aspirations can also be evidenced in the Meriden Parish Plan (2009), Meriden Parish Design Statement (2011), Meriden Parish Council's straw poll results to the Call for Sites, Meriden Neighbourhood Plan Survey 2016.
- 749-745. **Local Housing Need** – Guidance is available in the emerging Meriden Neighbourhood Plan and Solihull Council is working with the Parish Council and the community to bring forward the Plan for adoption.
- 750-746. **Community Infrastructure Levy (CIL)** – Presently the parish council's will directly receive 15% of the levy collected in the area. This will increase to 25% once their Neighbourhood Plans are adopted. This will provide a **significant** source of funding that can be used to take forward appropriate projects the community identify as priorities.
- 751-747. **Green Belt Enhancements** – The revised NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development. This provides an opportunity for enhancements to existing or additional open space and other enhancements as needed.

Proposed Approach

- 752-748. The settlement is suitable for consideration for limited growth. This reflects the sensitive environmental nature of the area, the character of the villages and the need to manage the capacity and viability of local infrastructure.
- 753-749. Given that the opportunities to develop on previously developed land in Meriden are extremely limited, Green Belt release will be required and a redefined Green Belt boundary will need to be established. In accordance with national planning policy, such boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent. Sites that are close to the existing settlement or are / can be well-served by public transport will be preferable, subject to their performance against the purposes of including land in Green Belt as supported in the Green Belt assessment and any other evidence base and constraints.
- 754-750. A mix of market and affordable housing and specialist housing to meet the needs of older people should be provided in the settlement. There will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area

Policy ME1 - West of Meriden (Between Birmingham Road and Maxstoke Road Lane)

1. The site is allocated for around 100 dwellings.

2. Development of this site should be consistent with the principles of the Concept Masterplan for this site, which include:
 - i. Development to contribute to the creation of gateway into Meriden;
 - ii. Highest density of homes to be on the corner of Maxstoke Lane and Birmingham Road;
 - iii. Proposed layout to maximise natural surveillance and encourage active streets;
 - iv. No development within any area of higher flood risk zones;
 - v. Provision of above ground SUDS features;
 - vi. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
 - vii. Retention of trees and hedgerows across the site to ensure the mature character of the site is safeguarded;
 - viii. Provision of a minimum of 0.766 ha of Public Open Space to be provided around the pond and the group of significant trees within the centre of the site.
3. Infrastructure requirements should include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. A high quality, fully integrated SUDS scheme within the open space which offer maximised multi-functional benefits;
 - iii. Highway improvements as required;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport.
4. Green Belt Compensation measures should include:
 - i. Woodland planting
 - ii. On site green and blue infrastructure that is multifunctional and accessible
 - iii. Public open space
 - iv. Access improvements to the wider Green Belt beyond the site boundary
 - v. Biodiversity enhancements
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the

principles outlined for ME1 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

Justification

- | ~~755-751.~~ 751. The site is located to the west of the Maxstoke Lane development and would represent a continuation of development to Maxstoke Lane, as the north western boundary of the site;
- | ~~756-752.~~ 752. Whilst the site is currently within the Green Belt, it is considered to be 'lower performing' in the Solihull Strategic Green Belt Assessment Report (July 2016).
- | ~~757-753.~~ 753. The site is within easy walking distance of Meriden village centre and is well located, in accessibility terms, to public transport and other services.
- | ~~758-754.~~ 754. The Sustainability Appraisal offers mixed outcomes, with significant positive effects for access to services and transport links. Some minor negative effects are identified such as distance to secondary school and landscape sensitivity and that mitigation will be necessary.
- | ~~759-755.~~ 755. The Level 2 Strategic Flood Risk Assessment includes this site. It does identify significant flood risk from fluvial and surface water sources on the northern boundary of the site. However, it recommends that all built development is situated outside of the flood risk areas and that the layout reflects the local topography and ensures extreme flood flow paths are not impeded. The quantum of open space available within the proposed allocation gives the opportunity for a high quality integrated **SuUDSs** scheme which can offer maximised multi-functional benefits.
- | ~~760-756.~~ 756. Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

North of the Borough

The Settlements Now

Castle Bromwich and Marston Green

761-757. Castle Bromwich and Marston Green are popular mature residential suburbs which are generally affluent in character with good schools, strong local centres and lower than average unemployment levels in the Borough. Both areas are largely characterised by relatively high house prices and a shortage of affordable housing. Modern estates within both of these suburbs tend to be open plan with a cul-de-sac layout and with a mix of predominantly semi-detached and detached properties.

762-758. Castle Bromwich has had a more historic pattern of development including traditional Victorian and Edwardian development.

763-759. Marston Green is more mixed in character benefitting from natural areas including a small watercourse and the Green Belt buffer. It is bounded by significant commercial development at Birmingham Airport and Birmingham Business Park and has areas occupied by more traditional business premises. The railway runs through the edge of the area with Marston Green Station providing access to Birmingham International and Birmingham stations.

Chelmsley Wood, Fordbridge, Kingshurst & Smith's Wood

764-760. In contrast to the rest of the Borough there is part of North Solihull (covering the wards of Chelmsley Wood, Kingshurst & Fordbridge and Smith's Wood) that has a high proportion of local neighbourhoods within the 10% most deprived in the country and some in the bottom 5%. The area is largely characterised by 1960's housing estates arranged around parking courtyards, small green spaces and precinct shopping areas. The separation of pedestrian and car access via a mix of subways and dual carriageways has resulted in poorly overlooked amenity spaces and pedestrian routes. This has contributed to antisocial behaviour, an increased fear of crime and an overall reduction in the quality of environment.



765-761. Since 2005 the area has been the subject of a large regeneration programme. This has delivered significant improvements to the area providing more than 1,710 new homes (social and private) on 40 different sites as well as a range of other improvements including two new village centres, six new primary schools, six parks and improved green space and play facilities. Development has included the demolition of a large amount of unsuitable housing stock including 5 high-rise blocks. Alongside the

physical regeneration, socio-economic programmes have been developed to support local community and voluntary organisations. Important improvements have been secured in Key Stage 2 and 4 educational attainment and locally based job creation.

766-762. The area does benefit from a network of natural spaces including woodlands, nature reserves and parks which make up the setting of the River Cole. These are important

features which influence the availability and focus of further opportunities for development in the future.

- | ~~767-763.~~ The North Solihull area has also been identified as part of the wider UK Central proposals (as one of the four interconnected economic opportunity zones) as an area with potential to benefit from the significant development proposed at the adjacent UK Central Hub. This will be dependent on addressing accessibility barriers both in terms of transport links in and out of the area and a relatively poor skills / training base within the area.

The Settlements in the Future

- | ~~768-764.~~ The residential areas of Castle Bromwich and Marston Green are already largely built up and as such there are limited opportunities for further development without compromising the quality of the environment and existing open spaces.
- | ~~769-765.~~ In the Marston Green area industrial restructuring may mean brownfield sites currently occupied by traditional employment uses could become available later in the plan period however there is considerable uncertainty over this. The NEC and Birmingham Airport are significant assets on the edge of the area which together with the UK Central proposals including the HS2 interchange station will provide extensive economic growth during and beyond the plan period. The wider benefits of the proposals may result in opportunities for redevelopment within Marston Green. However it will be necessary to ensure any development both within and adjacent to the area is sensitive to the existing residential character. The need to ensure an appropriate buffer between neighbouring large scale proposals and the existing built form should be incorporated into proposals.
- | ~~770-766.~~ In North Solihull the success of the extensive regeneration programme continues to be built upon with schemes being developed to improve existing facilities including Kingshurst Village Centre and Chelmsley Wood Town Centre. The SLP (2013) had a particular focus on the North Solihull Regeneration Area and it released a number of Green Belt sites to support the regeneration programme, and these have mostly been developed out. As a consequence of this strategy the opportunities that now remain will largely be focussed on development of the Simon Digby site, redevelopment opportunities and village/town centre redevelopment.
- | ~~774-767.~~ Access to employment opportunities, improving the skills base and environmental enhancements will be key issues when assessing potential opportunities.

What is required for the Settlements in the Future?

- | ~~772-768.~~ The suburbs would benefit from opportunities to expand the mix and affordability of housing however the lack of sites opportunities for development will impact on the extent to which this can be achieved.
- | ~~773-769.~~ Future development in North Solihull, described above, will provide the opportunity to further address existing issues relating to:
- | ~~774-770.~~ **Improving the skills base and access to employment**– The North Solihull area itself has very limited employment and commercial floor space and with car ownership lower than in other parts of the Borough access to jobs is limited. North Solihull forms one of the four zones identified through the UK Central programme which seeks to redistribute the benefits of the wider scheme.
- | ~~775-771.~~ **Improving the mix and quality of housing** – Although the regeneration programme brought about significant achievements, there is still opportunity to seek improvements in the quality of the housing stock and to ensure a wider mix in the type and tenure of housing. The ability to deliver improvements may be affected by economic viability and require different delivery mechanisms.

776-772. **Improvements to Chelmsley Wood Town Centre and Kingshurst Village Centre** – A master plan is emerging to redevelop and enhance the existing Chelmsley Wood Centre which Centre, which is characterised by older, poorer quality 1960s retail and residential units. This may present opportunities for providing additional housing in the area. A master plan is also being prepared for Kingshurst Village Centre to support its redevelopment.

777-773. **Improving access to public transport** - The provision of a well-integrated public transport system is key to provide access to jobs and facilities outside the area. It is proposed that as part of the development of the UK Central Hub there will be improvements which improvements, which will provide access to the facilities and opportunities presented by the new development.

778-774. **Public space enhancements** – There are still pockets of the built up area which would benefit from environmental enhancement to improve amenity and sense of place. It is important that public realm improvements continue to be pursued as part of the redevelopment of the remaining sites and that any further regeneration opportunities do not compromise existing public open spaces such as playing pitches, unless the impacts can be mitigated. The supply of open space is already constrained therefore finding replacement facilities in the local area will be challenging.

Proposed Approach

779-775. There have been no suitable sites identified in Castle Bromwich and any future development is likely to be confined to smaller previously developed infill sites with potential limited opportunities to increase the mix and affordability of the housing stock. These would be more likely to come forward as windfall sites.

780-776. In Marston Green the availability of sites is further constrained by the presence of significant recreation assets, which make up the setting of the settlement. In addition the Green Belt in this area provides an important open space buffer between built up areas and commercial premises to the south and east of the area thus preserving the identities of the settlements.

781-777. The proposed developments in North Solihull are focused on the remaining regeneration opportunities largely identified by the North Solihull Regeneration programme. These options are mainly on brownfield sites, which support the Council's strategic vision for promoting economic growth, local centres and making best use of previously developed land.

Existing Allocation

SLP Site 3 – Simon Digby, Chelmsley Wood (capacity 200)

782-778. This site was an allocation in the adopted 2013 Solihull Local Plan. As an adopted allocation this remains to be brought forward and is not affected by this consultation.

Proposed Allocations

Policy NS1 - Kingshurst Village Centre

1. The site is allocated for 50 dwellings.
2. Outline permission for the development of Kingshurst Parade was submitted in July 2020. This application is supported by a narrative which provides the rationale behind this master-plan approach which seeks to reinforce the relationship of the Village Centre with its neighbouring community and existing amenities.

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3. It is considered that the outline permission is likely to be granted prior to the adoption of the Local Plan therefore the illustrative masterplan proposed will form the design principle to be carried forward at reserve matters application stage.
 4. The Concept Masterplan document should be read alongside this policy and any significant departure from the principles outlined for Site 17 will need to be justified and demonstrate that the overall vision and objectives for the site and its wider context are not compromised.

Justification

| ~~783.779.~~ This site is subject to a current planning application for the redevelopment of the former Kingshurst Village centre. This will include the demolition⁴⁶ of the existing retail and residential units and redevelopment for mixed use. Planning permission for the redevelopment of the centre was granted in September 2020 and when land supply schedules are updated this site will be included in the relevant schedule as a site with planning permission.

⁴⁶ The indicated capacity is the number of net additional units as it takes into account the number of units being demolished.

Solihull Town Centre & Mature Suburbs

The Area Now

~~784~~-780. Solihull Town Centre is a strong, vibrant and regionally important Centre containing a wide variety of shops, businesses and civic services. The 'mature suburbs' area that forms part of the urban area includes the largely residential suburbs of Elmdon, Hillfield, Lyndon, Monkspath, Olton, Shirley and Solihull. These areas benefit from good schools and strong local centres.

~~785~~-781. The Mature Suburbs adjoin Birmingham to the west and north, with countryside that is part of the Meriden Gap and the M42 to the east, and Green Belt to the south. The combined population of the Mature Suburbs is just under 100,000 in some 41,000 households.

~~786~~-782. The Mature Suburbs are characterised by Victorian and Edwardian development, the Grand Union canal and railway network, a tighter urban grain, extensive gardens and parks. There are also substantial recreational facilities, such as Olton, Robin Hood and Widney Manor golf clubs and Olton Mere. More modern housing estates are characterised by an open plan, cul-de-sac layout with on-plot parking and a predominance of detached and semi-detached properties. Shirley Town Centre provides for much of the needs of the west of the area, and has benefitted from significant investment at its heart, whilst there are district centres at Hobs Moat, Hatchford Brook, Shelly Farm and Olton. This area is home to a variety of employment opportunities located in the Solihull and Fore Business Parks and JLR, as well as in the established Cranmore and Monkspath area.

~~787~~-783. Solihull Town Centre is enriched by its attractive historic core of St. Alphege church, the Square and the High Street, and contains retail, commercial and cultural facilities. To the north and south of the Town Centre, the more modern retail developments of the 1960s precinct style Mell Square and the early 21st Century Touchwood development broaden its offer. To the south and east lie Malvern and Brueton Parks, which provide extensive areas of land for informal recreation within walking distance of the Town Centre. Tudor Grange Park to the south-west provides opportunities for more formal sport and recreation.

~~788~~-784. Both the 2006 UDP and 2013 SLP identified large scale development opportunities for Shirley town centre that made provision for significant new residential development to be provided. The Parkgate scheme opened in 2014 and redevelopment of the Powergen site is now complete.

~~789~~-785. There is an extensive educational campus to the south-west of Solihull Town Centre containing Alderbrook, St Peter's and Tudor Grange secondary schools, together with Solihull College. Immediately to the north of the Town Centre is Solihull School. On the edge of the Mature Suburbs to the south of the Town Centre is the Sixth Form College. These establishments are located within walking distance of Solihull Town Centre. The north of the area is catered for by Lode Heath and Lyndon schools, whilst Langley and Light Hall schools provide secondary education in the west and south. Many of the schools suffer from traffic congestion at opening and closing times.

~~790~~-786. Solihull has a transport interchange at the Western edge of the town centre which has a bus interchange and rail services to Birmingham, Leamington Spa and London, together with the Borough's main bus interchange. This rail line also serves Olton and Hillfield/Monkspath at Widney Manor. There is also a rail station west of Shirley with services to Birmingham and Stratford.

The Area in the Future

- | 791-787. The Mature Suburbs are substantially developed with few opportunities for significant growth. Being mainly residential, there are relatively few brownfield land opportunities. The Town Centre, which has grown significantly for a generation, is likely to experience some restructuring with opportunities for a wider range of uses including residential in the future.
- | 792-788. Both Solihull rail station and the Town Centre road system are already congested at peak times and are likely to experience increased passenger numbers/vehicle movements in the future. The improvements to Junction 6 of the M42, involving a new 2.5km long dual carriageway to the west of the motorway that will relieve the pressure on junction 6. However this may increase pressures for growth on the green belt land to the east of the Mature Suburbs. It is too early to robustly review the impact of this infrastructure or any potential safeguarding opportunities it may create however and this will need to be examined further as part of later Local Plan reviews.

What is Required for the Area in the Future?

- | 793-789. There are limited opportunities for growth in the Mature Suburbs reflecting the built up nature of the area and the importance of maintaining the attractive open spaces that are so important to the Borough's character and wellbeing.
- | 794-790. **Restructuring of Solihull Town Centre** – A refreshed master plan for Solihull Town Centre will highlight opportunities for alternative uses whilst ensuring that sufficient land is retained for retail and commercial uses. The masterplan highlights the potential for the identified opportunity sites to accommodate significant levels of residential development, and there are likely to be other windfall sites that come forward as the town centre evolves.
- | 795-791. **Redevelopment of Solihull Rail Station** - Solihull rail station will be redeveloped to provide more modern facilities capable of handling the predicted increase in passengers in future years, following the decision not to pursue its relocation to the south-east. Improvements to the pedestrian route to and from the Town Centre, some of which have already been implemented, will make the redeveloped station more accessible to commuters, students and visitors. This will be managed further through the new Town Centre Masterplan.
- | 796-792. **Improving accessibility to and around Solihull Town Centre** - A key challenge will be to manage the anticipated increase in traffic in the area, especially around Solihull Town Centre and the major road corridors. The Council is undertaking studies looking at key junctions within and close to the Town Centre. However, encouraging more people to use public transport, cycling and walking, rather than the private car for journeys to the Town Centre will be essential. Improving routes to/from the Town Centre and links to the adjacent parks for cyclists and pedestrians would help to make these alternative modes of travel more attractive.

- | 797-793. **Development Opportunities in Shirley Town Centre** – Following completion of the Parkgate development and redevelopment of the Powergen site there are limited opportunities for further large scale developments, and therefore any further residential



dwellings are likely to arise from windfall developments.

~~798-794.~~ **Re-use of Land allocated for Business/Retail Purposes** – There are areas of older industrial estates that may be recycled for new uses, such as at Cranmore to the west and Lode Lane to the north. Most of the available land for business use has been developed, and some business areas may be available for alternative uses.

~~799-795.~~ **Community Infrastructure Levy** – Presently in areas like the Mature Suburbs and Solihull Town Centre which are not covered by a town or parish council, 15% of the collected funds will be spent in the area. The Local Authority will engage with the local community and agree with them how best to spend the funding. This can include simple relatively low cost actions through to more substantial projects. Site SO1 is dealt with in this chapter as it functions as an extension of the urban area, but as noted elsewhere, the area is located within Hampton in Arden parish and therefore the Parish Council will receive directly a proportion of CIL from the site.

~~800-796.~~ **Provision of affordable housing** – This will be challenging given the lack of significant opportunities for new housing in the Mature Suburbs. However, opportunities for housing will be identified through the refreshed Town Centre Master plan and the urban extension to the east, which will provide a proportion of affordable housing.

~~801-797.~~ **Concept Master Plans** – The plans that accompany this consultation for the principal sites include a draft concept masterplan. These seek to identify the key existing features of a site that may need to be retained, and show at a high level where development is envisaged within the wider site. This is to ensure that when development proposals move to the planning application stage, there is certainty about the important elements of the development, e.g. appropriate green infrastructure and other requirements. Whilst this may result in a lower gross to net developable area, this will demonstrate that a quality development can be provided which makes efficient use of land and respects local character.

~~802-798.~~ **Green Belt Enhancements** - The revised NPPF makes provision for environmental and/or access improvements to be undertaken to land that is to remain in the Green Belt to compensate for land that is taken up for development. This provides an opportunity for enhancements to the green belt in the vicinity of Site 16 East of Solihull.

Proposed Approach

~~803-799.~~ Whilst significant retail or commercial growth in the Town Centre is unlikely, retaining the existing Town Centre boundary will provide opportunities for a broader range of uses. Given that the Town Centre is the most accessible location in the Borough, it will be important that uses that attract significant numbers of visitors will be able to find sites there. However, there are likely to be opportunities for significant residential or mixed residential and commercial uses. Higher densities can be accommodated as owning a car in this highly accessible location will not be essential. The refreshed masterplan will provide the necessary evidence for the quantum of growth for different uses.

~~804-800.~~ A mix of market and affordable housing, as well as smaller market homes for young people wishing to remain in the area and specialist housing to meet the needs of older people will be provided in the settlement. This will seek to align the types and sizes of homes to be made available and the needs of the community. However, there will need to be a careful balance struck between making the most efficient use of land and respecting the character of the local area.

~~805-801.~~ Some of the sites, in particular site SO1 (east of Solihull), have multiple and potential complex land assembly issues. It is important that sites such as this are considered in a comprehensive manner to avoid piecemeal developments occurring. This needn't

necessarily preclude a phased approach where one parcel of land or part of a site may be available for development in advance of another, but this should be in accordance with an approach agreed by the Council and all relevant landowners/development promoters.— This will include joint responsibility for the provision of infrastructure, and this latter point will also be relevant to other sites around the village which also need to ensure they contribute towards the provision of the required infrastructure.

Proposed Allocations

Policy SO1 - East of Solihull

1. The site is allocated for 700 dwellings.
2. Development of this site should be broadly consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Preserving the setting of the Grade II listed Field Farm and 239 Lugtrout Lane. Development should be set back from the immediate locality to avoid harm. Only if harm cannot be avoided should mitigation be considered, and then it should be fully justified and demonstrated to be successful in reducing harm;
 - ii. Provision of ~~5.74.6~~ha of public open space including children's play. Any play features will need to be sympathetic to the historic setting of Field Farm and 239 Lugtrout Lane;
 - iii. Retention of existing sports pitch.
 - iv. On site accommodation for older people in accordance with Policy P4E
 - v. 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D
3. Likely infrastructure requirements will include:
 - i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment.
 - iii. Highway improvements as required including speed reduction measures and access improvements along Damson Parkway and Lugtrout Lane
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Solihull Town Centre and Elmdon.
4. Green Belt enhancements will include:
 - i. Biodiversity enhancements
 - ii. Access improvements to the wider Green Belt beyond the site boundary, including pedestrian access to Hampton Lane.

5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site SO1 will need to be justified and demonstrate that the overall vision and objectives for the site and its wider context are not compromised.

Justification

- ~~806-802.~~ This allocation takes the form of an urban extension close to Solihull Town Centre. It will be located on land to the rear of the ribbon development that fronts the northern side of Hampton Lane. As a revision to the site put forward in the DLP, the northern boundary of the site is now intended to be formed by the Grand Union canal. This will enable the land between Lugtrout lane and the canal to come forward for development. The eastern boundary of the site will be formed by Field Lane.
- ~~807-803.~~ The allocation lies within the Green Belt and it is immediately adjacent to the built up area of the settlement and would represent a continuation of the existing developed area. The site lies within a parcel of lower performing Green Belt and is influenced by built development either within the site or in the immediate vicinity to the site. The site is relatively well-contained and a defensible Green Belt boundary could be provided using the Grand Union Canal and Field Lane.
- ~~808-804.~~ The site performs well in terms of accessibility to all key services and facilities, as well as public transport and the scale of any proposed development could see public transport improvements secured.
- ~~809-805.~~ The Landscape Assessment (2016) states that the area on the fringe of Solihull has medium landscape value and medium overall sensitivity to new development. Therefore, the concept masterplan proposes to retain the historic landscape including the rural character of Field Lane. Careful mitigation of Heritage assets is required for the site, including the Grade II Listed Field Farm and 239 Lugtrout Lane. Development will need to consider these assets in the design of any future scheme.
- ~~810-806.~~ Playing pitches on the site are currently occupied by Coldlands Colts Boys FC and will need to be retained.
- ~~811-807.~~ This site appears in the Solihull chapter as it functions as an extension to the urban area, but it should be noted that it falls within the parish of Hampton in Arden.

Policy S02 - Moat Lane Depot

1. The site is allocated for 90 dwellings.
2. Development of this site should be broadly consistent with the principles of the Concept Masterplan for this site, which includes the following:
 - i. Provision of 0.7ha public open space including doorstep and local play facilities.
 - ii. An integrated drainage, landscape and ecological strategy should be developed for the site, which seeks to remedy the drainage issues on the site as an opportunity to enhance place-making
3. Likely infrastructure requirements will include:

- i. Financial contribution to education provision as required by the Local Education Authority;
 - ii. Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment;
 - iii. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Solihull Town Centre
 - iv. On site doorstep play facilities
 - v. Surface water flood mitigation including an integrated drainage, landscape and ecological strategy, seeking to support place-making on the site.
4. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage any significant departure from the principles outlined for Site SO2 will need to be justified and demonstrate that the overall vision and objectives for the site and its wider context are not compromised.

Justification

- | ~~812-808.~~ This brownfield site is located in the urban area and is formed from the existing Council depot and industrial estate, which are expected to become available during the Plan period. The site performs well in terms of accessibility to all key services and facilities, as well as public transport.
- | ~~813-809.~~ The Level 2 Strategic Flood Risk Assessment includes this site as surface water flood risks are present, passing through the centre of the site. Any development at this location will need careful design consideration to the opportunities to reduce flood risk within the site boundary and provide flood alleviation downstream.

Developments in Solihull Town Centre

- | ~~814-810.~~ The Draft Town Centre master plan, 2016 identifies potential for housing development in a number of the Opportunity Sites. The refreshed master plan will update the opportunity sites to reflect changes since the original document was prepared. The Masterplan will also be maintained as a live document helping to facilitate the delivery of regeneration sites and continue shaping the future of Solihull town centre alongside key stakeholders.

UK Central Hub

The Area Now

815-811. The area known as the UK Central Hub is a significant contributor to the wider West Midlands economy and a transport hub for the Midlands Engine. The Hub is focussed on the main economic assets located around junction 6 of the M42. The principal elements are as follows:

- Arden Cross Land including the site of the future HS2 interchange
- Birmingham Airport
- The NEC
- Jaguar Land Rover
- Birmingham Business Park

816-812. The Hub forms part of the wider UK Central concept which comprise of four interconnected economic opportunity zones. Together with the UK Central Hub which makes up Zone 1 the UK Central also includes: Zone 2 – North Solihull, Zone 3 – Solihull Town Centre and Zone 4 – Blythe Valley Business Park.

HS2 Interchange – Arden Cross

817-813. The triangular shaped site that is to accommodate the HS2 Interchange station is currently a largely open parcel of land bounded by the M42, A45 and A452.



HS2 in the Borough has commenced and the HS2 interchange station will be in the heart of the UK Central Hub on land adjacent to the NEC. It is forecast that the first trains to run on the route will be between 2029-33, at which point the journey time from

London to UK Central Hub will be just 38 minutes.

818-814. The WMCA Investment Prospectus 2020 [and HS2 Connectivity Package](#) recognises the opportunity that the HS2 rail link offers to drive economic growth and prosperity, and the significance of UK Central, particularly the Hub Area around the Interchange station.

819-815. Alongside the economic benefits the development of the hub is an opportunity as part of the wider UK Central proposals to improve links with the surrounding area in particular North Solihull with the prospect for improved access to employment.

Birmingham Airport

820-816. Birmingham Airport is the principal international gateway into the Region and has a major role in the national airports infrastructure. It is a key economic growth driver,

particularly regarding the knowledge economy, high value-added sectors and overseas inward investment and international trade. The development of new routes to the Far East, America, India and China enabled by the main runway extension, completed in 2014, enhance the Airport's capacity to contribute to local and regional economic growth as a key component of UKC. The HS2 Station will improve the accessibility and attractiveness of the Airport from further afield, particularly London and the South-East, and eventually the North.

National Exhibition Centre (NEC)

- | ~~821-817.~~ _____ The continued success of the NEC is important to the local and regional economy and is the UK's largest exhibition centre. The role of the NEC has evolved from its early exhibition centre beginnings in the 1970's to become a major events, tourism and leisure venue, serving both business and leisure markets and contributing significantly to Solihull's and the Region's visitor economy. The opening of Resorts World (a £150 million mixed use leisure development) in 2015 demonstrated the evolving role that the NEC plays; and the Local Plan Review should provide a framework to allow the complex to take advantage of future opportunities. It will continue to evolve.

Jaguar Land Rover (JLR)

- | ~~822-818.~~ _____ Jaguar Land Rover is one of the West Midlands', and UK's, most important businesses and a key driver of economic recovery, as an advanced manufacturing firm developing leading technologies including in low emissions vehicles. The Lode Lane plant in Solihull currently provides about 7,300 jobs and is set to increase to more than 9,000 following substantial new investment in the plant, demonstrating the company's commitment to Solihull.
- | ~~823-819.~~ _____ Part of the area beyond the north east of the existing plant has recently been developed to provide a 14ha vehicle despatch area which opened in 2015. The Council considered that there were very special circumstances for allowing this development in the Green Belt. This was to support the operational needs of this internationally significant company that needs to remain competitive in the global vehicles market in order to continue to support significant numbers of jobs in the Region that rely on the success of JLR.

Birmingham and Blythe Valley Business Parks

- | ~~824-820.~~ _____ Birmingham and Blythe Valley Business Parks have successfully attracted new investment to Solihull and the Region in accordance with their original role of helping to modernise and diversify the Region's economy by attracting knowledge based employment and combatting decline in the Region's manufacturing base. Birmingham Business Park is well placed near Birmingham Airport and the NEC to encourage new growth and investment. Blythe Valley Business Park is competitive with the south-east and M40 corridor and is capable of developing new facilities to promote and support innovation and entrepreneurship.
- | ~~825-821.~~ _____ These two high quality, managed business parks have a key role in Solihull's success in attracting business investment in high value added sectors including ICT, business and professional services, creative industries, construction and engineering. It is important that these high quality sites continue to attract knowledge economy investment to Solihull and the Region, thereby underpinning economic recovery and growth. This includes further realising the potential of Blythe Valley Business Park as a location for innovation uses and new enterprise. There is also potential for Birmingham Business Park to play a greater role in linking investment and employment opportunities to the North Solihull area.
- | ~~826-822.~~ _____ To reinvigorate these sites, the range of acceptable uses on them was broadened under the 2013 Solihull Local Plan in response to changed market conditions. There is growing competition from town and city centre locations as occupiers realise the benefits to employees of access to a range of facilities and to public transport. Better facilities will be needed if they are to continue to secure appropriate investment.

The Area in the Future

~~827-823.~~ It is anticipated that the UK Central Hub Area will make a significant contribution towards the delivery of homes and economic development in the Borough during the plan period and beyond. The extension of High Speed rail to the West Midlands will be significant, reducing journey times to London to 38 minutes and enhancing existing connectivity provided via Birmingham Airport and via the region's extensive road and motorway network. As the site of the first railway interchange station outside London, the Hub Area is uniquely placed to capture these benefits.

~~828-824.~~ The Hub Area is therefore a unique site with the potential to deliver major growth on a nationally significant scale both to meet the economic growth aims of the Borough as well as the wider growth aspirations of the Greater Birmingham and Solihull LEP and the West Midlands Combined Authority.

~~829-825.~~ It is clear that co-ordinating the development ambitions of all stakeholders and delivering a range of growth opportunities will provide multiple benefits for the Borough and wider area including:

- The delivery of a significant amount of jobs
- A greater range and choice of new homes for The Hub, Solihull and the wider Housing Market Area
- New and unique forms of high quality development
- The creation of healthy neighbourhoods
- Joined up green infrastructure
- The delivery of strategic infrastructure

~~830.~~ ~~The HS2 Interchange site was included in Policy P1 of the Draft Local Plan for high quality, high density mixed use development with the potential to provide 1,000 homes (in the plan period). Since then, further work carried out with the UGC has indicated that there is capacity for the site to accommodate a higher level of growth.~~

~~831-826.~~ Work undertaken to date is indicating that the residential component will be focussed on two components of the Hub Area, land at Arden Cross and land at the NEC.

~~832-827.~~ ~~The NEC Masterplan includes provision for up to 2,500 dwellings on the site and it is anticipated that of these 2,240 will be provided within the plan period. The Arden Cross Masterplan anticipates that up to 3,000 homes can be delivered on Site UK1, of these 500 will be delivered in the plan period, as the site won't be fully available until after HS2 has been completed. These two areas are now expected to provide up to 5,000 homes, with 2,500 being delivered in the plan period. The NEC Masterplan includes provision for 2,500 dwellings and these can start to be delivered earlier (potentially from 2022) than the Arden Cross site, which won't be fully available until after HS2 has been completed.~~

~~833-828.~~ Land is also allocated in this Plan for further employment at Damson Parkway to allow for the future expansion of Jaguar Land Rover, Birmingham Airport, more general employment needs and a relocated Household Waste and Recycling Centre and Depot. The Local Plan also provides a framework to support the extensive supply chain associated with JLR.

~~834-829.~~ The Council has developed a vision and set of place making principles with key stakeholders to transform The Hub into a distinct place with a strong sense of identity; combining growth aspirations, integrated landscapes, and strategic infrastructure to create a connected destination for business, leisure and living. This vision is set in the context of

maximising the benefits of the sites connectivity, provision of green and blue infrastructure, optimising land use and excellence of design.

835-830. Alongside the economic benefits the development of the Hub Area is an opportunity as part of the wider UK Central Solihull proposals to improve links with the surrounding area in particular North Solihull with the prospect for improved access to employment.

836-831. Due to the scale and nature of what is proposed a bespoke approach to planning and delivery at the Hub is required reflecting its complex land ownership and mix of uses. As such the UK Central Solihull Urban Growth Company (UGC) was established by the Council in 2016 to lead the delivery of the project. Through the UGC the Council has been working closely with the range of landowners responsible for the site which reflect both public and private interests. There is collective support for the overall vision and a commitment to actively working towards delivering it.

What is required for the settlement in the future

837-832. **Coordinated approach** - The delivery of the site is complex and a coordinated approach by all stakeholders is necessary led by the UGC. The UGC and the Council have therefore been working closely with all key stakeholders including: Birmingham City Council, the West Midlands Combined Authority (WMCA), Arden Cross Company Limited Consortium, the National Exhibition Centre (NEC), Birmingham Airport, Jaguar Land Rover Birmingham Business Park, Highways England, relevant utilities companies and HS2 Ltd.

838-833. The UGC published an updated UK Central Hub Growth and Infrastructure Plan (January 2018) and an updated Framework Plan (February 2018) to align the growth aspirations of all these key stakeholders and provide an overall view of how development and infrastructure can be delivered across the Local Plan period. A primary focus of this is to ensure that constraints to development such as crucial infrastructure requirements are addressed in the early stages to ensure the high economic growth aspirations of the site can be delivered.

839-834. In terms of delivering the vision and objectives for the site and address the key challenges the Hub framework is based on five key place making principles. These have been designed to guide a common approach to development across the site:

- Improve accessibility
- Establish a high quality green and blue network
- Create sustainable, high quality communities
- Leverage land with temporary uses
- Generate a clear sense of place

840-835. **Garden community** – ~~A funding proposal has been put forward to support the development of The Hub as a garden community. Incorporating garden community principles will be key in delivering the overall place making vision for The Hub supporting the development of the site as a sustainable high quality environment and ensuring that the necessary infrastructure is in place to deliver and support the growth aspirations for the site. It will assist in supporting key components of the proposal such as the establishment of a network of high quality green and blue infrastructure.~~ **Development Principles** - It is important that there is an overall place making vision for the Hub based on a clear set of development principles to support the creation of a sustainable high quality environment and to ensure the necessary infrastructure is in place to deliver and support growth aspirations for the site. The Arden Cross Masterplan (2020) has set out a comprehensive set of principles for delivering the vision and development of the Arden Cross site. These will be key in supporting the development of the Hub Area.

- 841-836. **Transport Infrastructure** - A significant amount of transport infrastructure will be required to assist in the delivery of the site. Primary road infrastructure upgrades are already being pursued including changes to Junction 4 of the M6, Junction 6 and a new Junction 5A of the M42 providing links to the site in preparation for the implementation of HS2.
- 842-837. HS2 will be providing an Automated People Mover (APM) connecting the interchange station with the NEC, Birmingham International Station and Birmingham Airport. A Metro tram route is planned from Birmingham City Centre through East Birmingham and Solihull to Birmingham Business Park, Birmingham Airport, Birmingham International Station, the NEC and HS2 Interchange site.
- 843-838. **Social and community infrastructure** – It is important that the full range of facilities necessary to support the creation of a high quality sustainable community at The Hub are provided. These include healthcare and education facilities to serve residents of The Hub but also the potential to capture the wider benefits of the scheme by enhancements to infrastructure serving the wider community. This also includes improving access to jobs and working towards improving the skills base. During the plan period it is expected that a new primary school will be required to serve the new community. It is recognised that growth will continue beyond the plan period and additional social and community infrastructure will be needed, and this is likely to include provision of a second primary school and a secondary school.
- 844-839. **Green and blue infrastructure** – It is proposed that a network of green and blue infrastructure will be integrated throughout the development with the intention to provide a high quality sense of place ~~designed around the idea of the Garden community~~. The provision of Green Infrastructure is a particularly important element as it will allow existing features to not only be retained, but enhanced as part of an integrated approach.

Proposed approach

- 845-840. The Green Belt boundary will need to be amended to accommodate the land at Arden Cross (140 hectares) in order to deliver the HS2 interchange station and wider development at The Hub. This will facilitate the delivery of the site alongside development at the NEC which is already outside the Green Belt. These proposals are site specific as they are dependent on the delivery of HS2 and the interchange station and will assist in delivering the needs of key economic assets supporting the local and regional economy. The land is bounded by main roads that provide strong defensible Green Belt boundaries. The exceptional circumstances set out in Policy P1 for releasing the Arden Cross Land from the Green Belt are therefore justified.
- 846-841. The delivery of The Hub site is complex and the Local Plan may also need to take forward other relevant elements of the wider proposals being developed by the UGC and key stakeholders to realise development. Land at Damson Parkway will also need to be released from the Green Belt in order to accommodate expansion at Jaguar Land Rover.
- 847-842. It is anticipated that HS2 will be operational from 2029-33. Subject to the delivery of HS2 the proposals are likely to come forward towards the end of the plan period. It will therefore be necessary for the Local Plan to retain a degree of flexibility in dealing with the site to take account of the emerging plans.
- 848-843. Further work since the Draft Local Plan was published has identified the capacity to bring forward a higher level of housing on the site to better support the level of economic development proposed. It is important that this mix is delivered in a co-ordinated way with the aim of achieving a high quality sustainable environment.
- 849-844. The site will have wide implications in terms of economic growth serving a large geographical area across the Borough's administrative boundaries. The Council will continue to engage with neighbouring authorities as well as other local authorities across the region

as the proposals go forward to understand the impact. Given the nature of the proposal it is important that this is maintained as a fluid process and reflects the importance of ongoing engagement and collaborative working as part of the Duty to Cooperate.

~~850-845.~~ In bringing forward development at The Hub regard will also be given to proposals affecting the wider site:

~~851-846.~~ **The National Exhibition Centre (NEC) Master plan (December 2018)** – The creation of “NEC City” is proposed through an £8.5 million redevelopment of 75 hectares of the wider 175 hectare NEC campus site over the next 20 years. It aims to respond to the ‘need for the region to have internationally competitive opportunities for investment’. It seeks to provide a destination combining entertainment, leisure, exhibition space, and commercial and residential floorspace to create an ‘ultimate visitor experience’. It is envisaged that this will be achieved via the creation of five components: the Global exhibition centre (NEC), an Entertainment Zone, Lakeside, the Commercial gateway, and through creation of a Rapid transit loop all underpinned by the development principles of connectivity, activity and design. The delivery of the masterplan, as with the wider UK Central Solihull Hub Area, is reliant on a coordinated approach to the delivery of infrastructure and the development of the site through a phased approach. A key element of the strategy is to release surface car parking land for development and re-provide this capacity in on site multi storey car parks. A phased replacement plan is being developed to enable the release of land. NEC City has been conceived to fit in with the wider aspirations for the UK Central Solihull Hub Area and reflect the overall vision for the area.

~~852-847.~~ **Jaguar Land Rover expansion** – Land at Damson Parkway is being allocated to accommodate employment development, including future expansion at JLR. Whilst it is unclear at this stage the exact nature of future proposals, the site will be a key element of the UK Central Solihull Hub Area proposals.

~~853-848.~~ **Birmingham Business Park** – The Park already occupies an important role as a prime employment location. It is important that the wider proposals for The Hub builds upon this.

~~854-849.~~ **Birmingham Airport Masterplan (2018)**– The masterplan (published pre Covid-19) for the airport predicts growth in passenger numbers per year from 13 million in 2018 to 18 million in 2033, and considers the potential for and implications of higher growth levels to 24 million. It is framed in the context of the national policy to make best use of the existing extended runway. It sets out plans for £500 million of new investment to expand the terminal building, increase the number of aircraft stands, extend ancillary facilities and interconnect with HS2. It highlights a need for more land for ancillary facilities beyond the existing Airport area and identifies land near Elmdon and JLR, which includes land allocated for employment development at Damson Parkway. This is in the context of maximising the benefits of HS2 and the wider proposals for UK Central Solihull.

Proposed Allocations

Policy UK1 – Arden Cross and HS2 Interchange

1. This site is allocated for mixed use development including the HS2 Interchange station and ancillary infrastructure, commercial, residential and associated retail, leisure and cultural uses.
2. Development of this site should be consistent with the place making principles set out in the Hub Framework Plan, and the Arden Cross Masterplan, which encompass the following:

- i. Improve accessibility;
 - ii. Establish a high quality green and blue network;
 - iii. Create sustainable, high quality communities;
 - iv. Generate a clear sense of place.
3. Development should accord with the following Development Principles, as set out in the Arden Cross Masterplan:
 - i. A high density activity intensive strategy providing a mix of cultural, commercial, leisure and retail activity around the main transport hub;
 - ii. Movement corridors linking the transport hub to innovation and employment districts, higher educational campus outposts with industrial partners, mixed typology homes and natural greenspace with pedestrian permeability;
 - iii. Layout based on facilitating walking, cycling and sustainable movement patterns to enable site wide and beyond connectivity;
 - iv. Integrated public transport systems across all parts of the site and beyond;
 - v. No development within any area of higher flood risk zones;
 - vi. Provision of above ground **SU+DS** features;
 - vii. Enhanced landscape, green and blue infrastructure and biodiversity provision based on Hollywell Brook and other features, including historic landscape features and protection and enhancement of the setting of surrounding heritage assets;
 - viii. Future proofed to ensure development contributes towards the mitigation of greenhouse gas emissions and provides resilience to the impacts of climate change.
4. Development should also accord with the following requirements to minimise and mitigate harm to adjacent heritage assets:
 - i. A formal views analysis between Packington Park and the site shall be undertaken as part of a Landscape and Visual Impact Assessment to inform development, and proposals should then aim to avoid causing harm to the significances of heritage assets;
 - ii. Enhance key views to and from Park Farmhouse;
 - iii. Ensure the telecommunications mast does not impinge on key views of Park Farmhouse from Packington Park Pleasure Grounds;
 - iv. Consider appropriate use of Park Farmhouse and the potential for interpretation.
5. Likely infrastructure requirements will include:

- i. Provision of a new primary school and nursery as required by the Local Education Authority;
 - ii. Provision for primary care health services in the vicinity and financial contributions for appropriate UHB secondary care services in the wider CCG;
 - iii. Provision of leisure and community infrastructure;
 - iv. The existing culverts within the site shall be naturalised to reduce flood risk and enhance wider benefits;
 - v. Any development adjacent to the culvert carrying Hollywell Brook beneath the Chester Road should provide flood alleviation;
 - vi. Water quality discharges from the site shall be improved through the provision of linear conveyance SUDS to ensure that the status of the River Blythe is protected and that extreme flood flow paths are not impeded;
 - vii. New highway and connectivity infrastructure.
6. The Hub Framework Plan and Arden Cross Masterplan documents should be read alongside this policy. Whilst the masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site UK1 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

855-850. This land release is driven by the location of the HS2 station and the potential this gives to making more efficient use of the land than that proposed by the HS2 Company. The release of this c140ha site from the Green Belt to accommodate the HS2 Interchange and mixed use development is not to simply serve local needs but is part of the contribution the Borough is making to the wider West Midlands area that will benefit economically from this important infrastructure provision. The ability to provide residential development as part of a mixed use development remains an important component.

856-851. The site lies in a lower performing parcel in the Green Belt Assessment. Significant development is proposed for the HS2 rail interchange station and supporting infrastructure, which will substantially reduce the contribution of this land to Green Belt purposes. The site is in an area that has low capacity to accommodate change in the Landscape Character Assessment.

857-852. The Sustainability Appraisal of the Strategic Housing Options (Scope Issues & Options 2015) forecast major beneficial outcomes for the UK Central Hub and HS2 Interchange Area for prosperity, access to jobs, reducing the need to travel, resource efficiency, adaptation to climate change and commercial attractiveness. Although the site performs poorly in the Sustainability Appraisal for Site 19, with significant negative effects relating to the size of the site, impact of heritage assets, and access to leisure facilities and convenience stores or supermarkets, this mixed use development will be highly accessible by public transport and provide significant convenience food and leisure opportunities associated with the NEC, station and other developments. As such the negative impacts identified are all capable of being mitigated through the context of the proposed development.

858-853. The Heritage Impact Assessment for Site 19 identifies the potential to cause significant harm to the setting of Park Farmhouse, and harm to the setting of Packington Hall

and Park. To mitigate this planting should be used to enhance key views to and from Park Farmhouse, and the telecommunications mast should be located so that it does not impinge on the key view from the Pleasure Grounds in Packington Park towards Park Farmhouse. In addition, a comprehensive Landscape and Visual Impact Assessment should be undertaken to establish a formal views analysis between Packington Park and Site UK1, to inform final development proposals. A suitable use for Park Farmhouse should be identified, which could include interpretation of its interest and significance.

~~859-854.~~ A Level 2 Strategic Flood Risk Assessment has been undertaken for this site, as a small part in the corridor of Hollywell Brook lies within higher flood zones. This area is included within the green infrastructure proposals for the site, and development will be restricted to areas within flood zone 1. There are a number of culverts within the site, and developers will be expected to naturalise the culverts wherever possible to reduce flood risk and secure wider environmental benefits. The culverted Hollywell Brook beneath Chester Road is a known flooding hotspot, which significantly impacts on the highway, so any development in the proximity of the culvert will need to provide flood alleviation to this infrastructure.

~~860-855.~~ The exceptional circumstances justifying its release are set out in Policy P1. Compensatory improvements will be required for the loss of Green Belt as set out in the policy. The Council will work with key stakeholders to produce a SPD to help guide development across the UKC Hub area.

Policy UK2 - Land at Damson Parkway

1. This site is allocated for employment development to meet local employment needs, needs associated with the key economic assets in the UK Central Solihull Hub Area, and for a potential relocated Household Waste and Recycling Centre and Depot.
2. Development of this site should be consistent with the principles of a Concept Masterplan for this site, which is expected to include the following:
 - i. No development within any area of higher flood risk zones;
 - ii. Relocation of the existing sports provision off Damson Parkway to a suitable site in the vicinity (see below);
 - iii. The existing sports provision off Damson Parkway will not be available for development until a suitable alternative site is provided and ready for use, within the vicinity of the existing sites;
 - iv. The alternative site must be agreed with the governing bodies and Sport England;
 - v. The alternative site must be in accordance with the relevant policies of the plan, in particular Policy P20;
3. Likely infrastructure requirements will include:
 - i. Development of the site should provide flood alleviation to Damson Lane;
 - ii. The Low Brook corridor shall be significantly improved and turned into a high quality linear attenuation and water quality improvement area for **SUuDS**;

- iii. Highway improvements as required and access improvements along Damson Parkway and Damson Lane;
 - iv. Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity to surrounding residential areas;
4. Green Belt enhancements will include:
- i. Improvements to environmental quality of remaining Green Belt between the main urban area and Damson Parkway;
 - ii. Improvements to the environmental quality of Green Belt to the east to enhance/extend the important grassland habitats to the east of the site.
5. The Concept Masterplan document should be read alongside this policy. Whilst the concept masterplans may be subject to change in light of further work that may need to be carried out at the planning application stage, any significant departure from the principles outlined for Site UK2 will need to be justified and demonstrate that the overall objectives for the site and its wider context are not compromised.

~~861-856.~~ This is an employment led land release of c94ha which will provide additional employment land to meet local needs, including future expansion for JLR and JLR related activities and ancillary development for Birmingham Airport. It will also provide an option for a relocated Household Waste and Recycling Centre and Depot, which will address needs set out in Policy P12 and enable the delivery of Site SO2 housing allocation. The release of the site from the Green Belt will meet local employment and waste management needs, and needs associated with the key economic assets within the UK Central Solihull Hub Area.

~~862-857.~~ The area east of Damson Parkway lies in a moderately performing parcel whilst the land to the west is lower performing in the Green Belt Assessment. Both parcels have been affected by development by JLR permitted under very special circumstances, so their contribution to Green Belt purposes is reduced. The site is in an area that has low capacity to accommodate change in the Landscape Character Assessment.

~~863-858.~~ The site performs reasonably well in the Sustainability Appraisal with three times as many positive or neutral effects than negative, and the only significant negative effect due to the size of the site.

~~864-859.~~ A Level 2 Strategic Flood Risk Assessment has been undertaken for this site, as a small part adjacent the eastern boundary in the corridor of Low Brook lies within higher flood zones. This area is included within the green infrastructure proposals for the site, and development will be restricted to areas within flood zone 1 and should ensure that flood risk is not increased to surrounding land uses. The low point on Damson Lane is known to flood significantly during rainfall events, so development at this point will be required to provide flood alleviation benefits to protect existing and proposed infrastructure. The Low Brook corridor on the south eastern boundary of the site has the potential to be significantly improved and turned into a high quality linear attenuation and water quality improvement area for SU+DS.

~~865-860.~~ The exceptional circumstances justifying its release are set out in Policy P1. Compensatory improvements will be required for the loss of Green Belt as set out in the policy.

~~866-861.~~ A concept masterplan will be developed to help guide development of this site.

Appendices

Abbreviations

867-862. The abbreviations used in this document are as follows:

AMP	Automated People Mover
AMR	Authority Monitoring Report
ATM	Active Traffic Management
BBP	Birmingham Business Park
BLR	Brownfield Land Register
BREEAM	Building Research Establishment Environmental Assessment Method
BVP	Blythe Valley Park
CA	Combined Authority (as in West Midlands Combined Authority)
CCC	Committee on Climate Change
CCG	Clinical Commissioning Groups
CIL	Community Infrastructure Levy
CIRIA	Construction Industry Research Information Association
DfT	Department for Transport
DLP	Draft Local Plan
DPA	Dwellings per annum
DPD	Development Plan Document
DtC	Duty to Cooperate
EA	Environment Agency
EIA	Environmental Impact Assessment
EIP	Examination in Public
ERDF	European Regional Development Fund
EV	Electric Vehicle
FE	Form of Entry (e.g. 1FE is one form of entry (for schools))
FRA	Flood Risk Assessment
GBA	Green Belt Assessment
GBSLEP	Greater Birmingham and Solihull Local Enterprise Partnership
GHG	Greenhouse Gas
GHG	Green House Gas
GI	Green Infrastructure
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
GVA	Gross Value Added
HBA	Habitat Biodiversity Audit
HEDNA	Housing and Economic Development Needs Assessment
HIA	Health Impact Assessment
HMA	Housing Market Area
HMO	Homes in Multiple Occupation
HS2	High Speed 2 Rail link
HWRC	Household Waste and Recycling Centre
ICT	Information and Communications Technology
IDP	Infrastructure Delivery Plan
JLR	Jaguar Land Rover
JSNA	Joint Strategic Needs Assessment
KDBH	Knowle, Dorridge and Bentley Heath
KRN	Key Route Network
LAA	Local Aggregate Assessment
LCA	Landscape Character Assessment
LCWIP	Local Cycling and Walking Infrastructure Plan
LEP	Local Enterprise Partnership

LET&C	Low Emissions Towns and Cities (programme)
LGS	Local Green Space
LHN	Local Housing Needs
LNR	Local Nature Reserve
LNRS	Local Nature Recovery Strategy
LNRS	Local Nature Reserve Strategies
LPA	Local Planning Authority
LPR	Local Plan Review
LWS	Local Wildlife Site
MBC	Metropolitan District Council
MHCLG	Ministry of Housing, Communities & Local Government
MRN	Major Road Network
MSA	Motorway Service Area / Mineral Safeguarding Area
NCIL	Neighbourhood Community Infrastructure Levy
NEC	National Exhibition Centre
NIA	Nature Improvement Area
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
SEP	Strategic Economic Plan
SHELAA	Strategic Housing and Economic Land Availability Assessment
SLP	Solihull Local Plan (Dec 2013)
SMBC	Solihull Metropolitan Borough Council
SME	Small and Medium Enterprises
SoS	Secretary of State
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
UDP	[Solihull] Unitary Development Plan (Feb 2006)
UGC	Urban Growth Company
UHB	University Hospitals Birmingham
UKC	UK Central
WMAWP	West Midlands Aggregates Working Party
WMCA	West Midlands Combined Authority

Monitoring Indicators

Sustainable Economic Growth

Policy P1 – UK Central Solihull Hub Area

MI01 - Quantum and type of floorspace developed across the UK Central Solihull Hub Area

MI02 - Quantum and type of floorspace developed on Birmingham and Blythe Valley Business Parks.

MI03 - Extent to which development is linked to local employment needs (measures adopted to target local needs and the quantum of employment).

P2 – Maintain Strong, Competitive Town Centres

MI04 - The quantum of development of retail, office and leisure floorspace in the main Solihull town centre.

MI05 - The number of dwelling units built in Solihull town centre in accordance with Town Centre Masterplan.

MI06 - Extent of encroachment of non-retail development into primary retail frontages.

P3 – Provision of Land for General Business and Premises

MI07 - Floorspace developed for employment use by type, size and number of employees.

Providing Homes for All

P4A Meeting Housing Needs - Affordable Housing

MI08 - Number of affordable dwellings delivered through the planning system.

MI09 - Percentage of affordable housing on qualifying sites, with a target of 40%.

P4B Meeting Housing Needs - Rural Exceptions

None

P4C Meeting Housing Needs - Market Housing

MI10 - Mix of market housing reflecting the policy expectations

P4D Meeting Housing Needs - Self and Custom Housebuilding

MI11 - Number of people on the Solihull Self and Custom Housebuilding and number of permissions granted in each base period.

MI12 - Self-build plots: number of relevant permissions granted to Part 1 registrations

MI13 - Number of individuals on Part 1 of the register

MI14 - Number of associations of individuals on Part 1 of the register

P4E Meeting Housing Needs - Older and Disabled People

MI15 - Percentage of M4(2) delivered on qualifying sites

MI16 - Percentage of M4(3) delivered on qualifying sites

MI17 - Specialist housing delivered:

- Number of developments
 - Number of apartments
- MI19 - Number of specialist care bedspaces delivered

P5 – Provision of Land for Housing

MI20 - The number of dwellings delivered per annum in accordance with the stepped trajectory.

MI21 - Maintain a continuous five years (+5%) housing land supply based on the stepped delivery target and taking delivery to date into account.

P6 - Provision of Accommodation for Gypsies and Travellers

MI22 - Whether the identified need for permanent residential pitches has been met for the period 2020–2025, 2026–2031 and 2031–2036 for

- Gypsies and Travellers who meet the PPTS definition
- Gypsies and Travellers who do not meet the PPTS definition

MI23 - The numbers of authorised pitches provided per annum.

MI24 - The number of unauthorised developments and encampments per annum.

Improving Accessibility and Encouraging Sustainable Travel

P7 – Accessibility and Ease of Access

MI25 - Percentage of qualifying residential development within accessibility parameters.

MI26 - Percentage of qualifying B1 office, retail, leisure developments within accessibility parameters.

P8 – Managing Demand for Travel and Reducing Congestion

MI27 - Increase the proportion of trips by public transport, walking and cycling into Solihull Town Centre during the AM peak period.

MI28 - Number of travel plans brought forward with new development

MI29 - Percentage change in transport modal share across the Borough for bus, rail and cycle use.

Protecting and Enhancing Our Environment

P9 – Climate Change

MI30 Annual reductions in CO2 emissions

MI31 No. of new EV charging points on new developments.

MI32 No. of new homes that are built to Future Homes Standard (from 2021) and zero carbon (from 2025).

MI33 - No. of renewable/low carbon energy generation installations per year.

P10 – Natural Environment

MI34 - Proportion of local sites where positive conservation management is being achieved (MHCLG Single data list 160-00).

MI35 - No. of new trees planted per year under WMCA scheme.

MI36 - Amount of accessible natural green space created/enhanced each year

P11 – Water Management

MI37 - Planning permissions granted contrary to Environment Agency objections on water quality and flood risk grounds.

P12 – Resource Management

MI38 - Amount of waste arising and capacity of waste management facilities in the Borough.

P13 – Minerals

MI39 - Progress on this policy will be monitored through the Regional Aggregates Working Party Annual Reports which provide data on sub-regional production and landbanks.

P14 – Amenity

None

Promoting Quality Of Place

P15 – Securing Design Quality

MI40 - Number/proportion of developments achieving at least 10 out of 12 'green lights' measured against BfL 12 Standard.

MI41 - Number/proportion of non-residential developments achieving BREEAM).

P16 – Conservation Of Heritage Assets And Local Distinctiveness

MI42 - Number/proportion of heritage assets at risk (Grade I, II* and II Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens and Conservation Areas).

MI43 - Number/proportion of Conservation Areas with up-to-date Conservation Area Appraisals and Management Plans.

P17 – Countryside and Green Belt

MI44 - Loss of Green Belt to development.

Supporting Local Communities

P18 – Health and Well Being

MI45 - The number of community facilities lost to alternative development where no replacement has been provided.

MI46 - The number of new planning permissions for hot food takeaways.

P19 – Range And Quality Of Local Services

MI47 - The number and location of vacant units in town and local centres.

P20 – Provision for Open Space, Children’s Play, Sport, Recreation and Leisure

MI48 - Amount of open space awarded Green Flag Award status.

MI49 - Progress towards the priorities for action in the Playing Pitch Strategy

MI50 - Amount of open space created and/or enhanced through development.

Delivery and Monitoring

P21 – Developer Contributions and Infrastructure provision

MI51 - Total developer contributions per annum.

Other

MI52 - Number of Neighbourhood Plans adopted.

Schedule of Solihull Local Plan (2013) Policies to be Retained

~~868-863.~~ These paragraphs set the policies in the 2013 plan that are to be retained. They relate to site allocations made in the earlier plan which are still to be brought forward.

Policy P3 – Provision of Land for General Business and Premises

~~869-864.~~ Those parts of policy P3 (including figure 13) that relate to the following sites:

- SLP 27 – Fore, A34 Stratford Road adj M42
- SLP 28 – Chep/Higginson, Bickenhill Lane, Bickenhill
- SLP29 – Land north of Clock Interchange, Coventry Road
- SLP31 – Birmingham Business Park

Policy P5 – Provision of Land for Housing

~~870-865.~~ Those parts of policy P5 (including figure 15) that relate to the following sites:

- SLP3 - Simon Digby (200 dwellings⁴⁷)
- SLP19 – Riddings Hill⁴⁸, Balsall Common (65 dwellings)
- SLP24 – Meriden Road, Hampton in Arden (110 dwellings)

⁴⁷ The SLP indicates a capacity of 200 dwellings, but subsequent work is indicating a likely capacity of 175, and it is this latter number that has been included in the land supply as part of this plan.

⁴⁸ Also known as Hallmeadow Road

Schedule of Solihull Gypsy & Traveller DPD (2014) Policies to be Retained

~~871-866.~~ This paragraph set out the policies in the 2014 plan that are to be retained. They relate to site allocations made in the earlier plan which are still to be brought forward (either in whole or in part):

- Policy GTS 2 – Old Damson Lane
- Policy GTS 3 – The Warren
- Policy GTS 4 – The Uplands
- Policy GTS 5 – The Haven
- Policy GTS 6 – Canal View
- Policy GTS 7 – Detailed Planning Considerations
- Policy GTS 8 – Safeguarding

Schedule of Allocations

872-867. This table sets out the allocations in the plan and cross references them with the reference numbers used in both the Draft Local Plan (2016) and Draft Local Plan Supplementary Consultation (2019) (the former site reference numbers).

Area	Policy Ref.	Site Name	Former Site Reference Number
Balsall Common	BC1	Barratt's Farm	1
	BC2	Frog Lane	2
	BC3	Windmill Lane/Kenilworth Road	3
	BC4	Pheasant Oak Farm	21
	BC5	Trevaillion Stud	22
	BC6	Lavender Hall Farm	23
Blythe	BL1	West of Dickens Heath	4
	BL2	South of Dog Kennel Lane	12
	BL3	Whitlocks End Farm	26
Hampton in Arden	HA1	Meriden Road, Hampton in Arden	6
	HA2	Oak Farm, Catherine-de-Barnes	24
Hockley Heath	HH1	School Road	25
Knowle	KN1	Hampton Road	8
	KN2	South of Knowle	9
Meriden	ME1	West of Meriden	10
North of the Borough	NS1	Kingshurst Village Centre	7
Solihull	SO1	East of Solihull	16
	S02	Moat Lane/Vulcan Road	17
UK Central Solihull	UK1	HS2 Interchange/Arden Cross	19
	UK2	Damson Parkway	20

Schedule of Policies

873-868. This table sets out the policies contained in the plan and which are considered to be strategic policies.

Chapter	Policy Ref.	Policy	Strategic Policy
Sustainable Economic Growth	P1	UK Central Solihull Hub Area	Yes
	P1A	Blythe Valley Business Park	Yes
	P2	Maintaining Strong, Competitive Town Centres	Yes
	P3	Provision of Land for General Business and Premises	Yes
Providing Homes for All	P4A	Meeting Housing Needs – Affordable Housing	Yes
	P4B	Meeting Housing Needs – Rural Exceptions	No
	P4C	Meeting Housing Needs – Market Housing	No
	P4D	Meeting Housing Needs – Self & Custom Housebuilding	Yes
	P4E	Meeting Housing Needs – Housing for Older and Disabled People	Yes
	P5	Provision of Land for Housing	Yes
	P6	Provision of Accommodation for Gypsies and Travellers	Yes
Improving Accessibility and Encouraging Sustainable Travel	P7	Accessibility and Ease of Access	Yes
	P8	Managing Travel Demand and Reducing Congestion	Yes
	P8A	Rapid Transit	Yes
Protecting and Enhancing our Environment	P9	Mitigating and Adapting to Climate Change	Yes
	P10	Natural Environment	Yes
	P11	Water and Flood Risk Management	Yes
	P12	Resource Management	Yes

Chapter	Policy Ref.	Policy	Strategic Policy
	P13	Minerals	Yes
	P14	Amenity	No
	P14A	Digital Infrastructure and Telecommunications	Yes
Promoting Quality of Place	P15	Securing Design Quality	Yes
	P16	Conservation of Heritage Assets and Local Distinctiveness	Yes
	P17	Countryside and Green Belt	Yes
	P17A	Green Belt Compensation	Yes
Health Supporting Communities and Local	P18	Health & Wellbeing	Yes
	P19	Range & Quality of Local Services	No
	P20	Provision for Open Space, Childrens Play, Sport, Recreation and Leisure	Yes
Delivery Monitoring &	P21	Developer Contributions and Infrastructure Provision	Yes

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