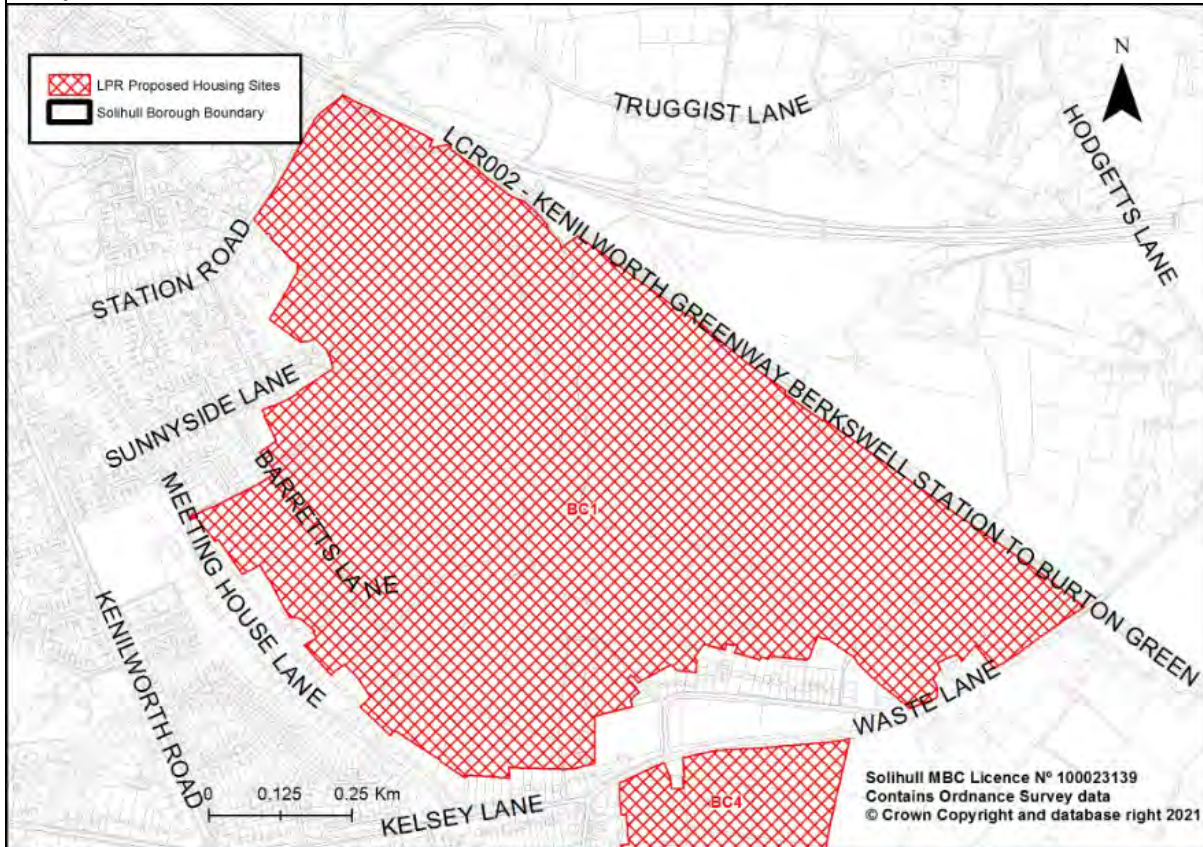


Question D – Site allocation Profiles

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Proposed Site: BC1 - Barratt's Farm, Balsall Common



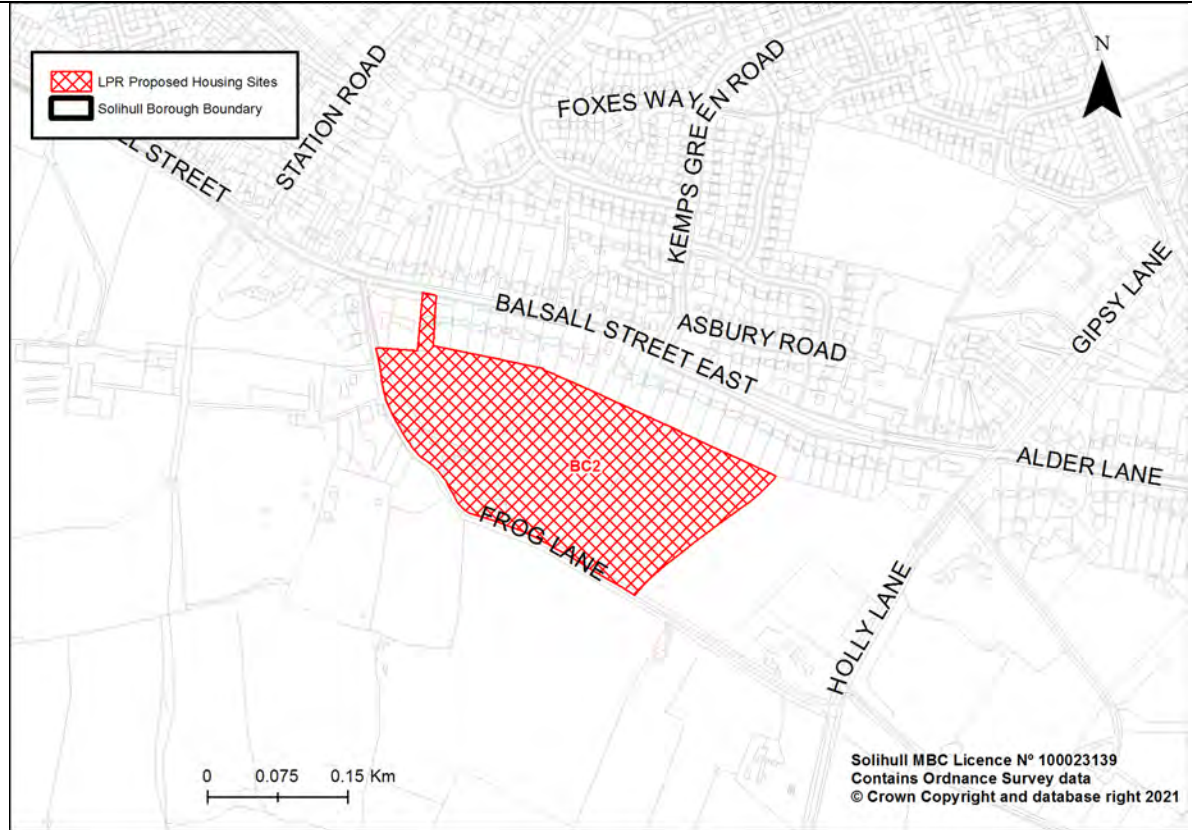
OS base map showing site and surrounding area

<p>Area Scale Type of development proposed</p>	<p>90.98 ha 875 dwellings Residential, including on site accommodation for older people in accordance with Policy P4E, 5% open market dwellings as self and custom build in accordance with Policy P4D, and provision of new 2 form primary school and nursery.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 30, 33, 102, 169, 236, 500, 557</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 230</u> (in Sustainability Appraisal, Oct 2020, App. E) 19 effects: (8 positive, 3 neutral, 8 negative (2 significant)). NB. The Site Assessment document states 5 neutral effects in error. It also references Aecom 97 undertaken in an earlier iteration. However, the negative effects relating to flood risk, green space, historic assets and amenity can be mitigated with the public open space provision proposed, and the effect relating to minerals no longer applies).</p> <p><u>Landscape Character Area – LCA 5</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – Medium, Visual sensitivity – Medium, Landscape value – Medium, Landscape capacity to accommodate change – Low.</p> <p>Proposed site will be severed from the wider landscape by the High Speed 2 rail line. <u>Site Selection Document (2020)</u></p>

	<p>Site covers CFS 30, 33, 102, 169, 236, 500 and 557 submissions assessed in the SHELAA, which overall scored Category 2, with some achievability/suitability constraints.</p> <p>Site is located within Growth Option G – Significant Expansion of Rural Settlements: Balsall Common. Area is considered suitable for growth due to the low to moderate impact on the Green Belt and medium to high accessibility.</p> <p>Site is within accessible location to a high frequency public transport corridor, health centre, convenience store and secondary school and there is justification for Green Belt release as the western part is in lower performing Green Belt, whilst the eastern part in highly performing Green Belt is severed from the wider countryside by the High Speed 2 rail line.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u></p> <p>South-western part of site. NB. The Refined Parcel reference in the Site Assessment document for CFS Ref 557 refers incorrectly to RP64. Refined Parcel RP54 'Land to south of Station Road: Lower performing score for purpose 1, moderate scoring for purposes 2 and 3, nil score for purpose 4. No other parcel around Balsall Common performs less well in Green Belt terms.</p> <p>Refined parcel RP55 'Land to the east of Balsall Common, north of B4101 Waste Lane': Moderately performing for purposes 1, 2 and 3, nil score for purpose 4.</p> <p>North-eastern part of site. Broad Area BA04 'Eastern portion of Solihull ...': Higher performing for all 4 purposes. This area will be severed from the wider countryside by the High Speed 2 rail line.</p>
<p>Summary of key constraints</p>	<p>Site includes and is adjacent to listed buildings Part of site is within Flood Zones 2 and 3 Trees and hedgerows Public rights of ways cross site. Proximity to HS2 line to north</p> <p>Site Policy BC1 includes principles for development, such as retention of important landscape features, protecting the setting of heritage assets within and adjacent the site, no development within higher flood zones and provision of public open space around the watercourse and heritage assets.</p> <p><u>Heritage Impact Assessment of Site BC1 (2019) and Supplementary Heritage Impact Assessment of Site BC1 (2020):</u> Identifies potential harm to the settings of listed buildings at Pool Orchard and Barratt's Farm requiring mitigation by leaving the fields</p>

	<p>between the two properties and to Barratt's Lane and Meeting House Lane largely undeveloped.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Significant fluvial and surface water flood risk through the centre of the site. Site included in Level 2 Strategic Flood Risk Assessment, and development to avoid areas assessed as of risk of flooding. The existing culvert from the northern boundary to the watercourse to be naturalised to reduce flood risk, and provision of linear conveyance SuDS and downstream flood alleviation utilising open space.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Provision of new 2-form primary school and nursery, and developer contributions to secondary education • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area • Provision of section of Balsall Common Relief Road between Station Road and Waste Lane • Provision of enhanced parking facilities to serve Berkswell rail station • Provision of public open space and play areas • Appropriate measures to promote and enhance sustainable transport modes, including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and health centre in accordance with the Council's Local Cycling and Walking Implementation Plan • Provision of new playing pitches and developer contributions to enhancement of existing recreational facilities in accordance with needs identified in the Playing Pitch Mitigation Strategy. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Creation of substantial new green infrastructure network maximising connectivity • Reinstatement of historic hedgerow pattern north of Balsall Common Relief Road • Enhancement of public rights of way including connectivity to the wider network and Kenilworth Greenway.

Proposed Site: BC2 - Frog Lane, Balsall Common



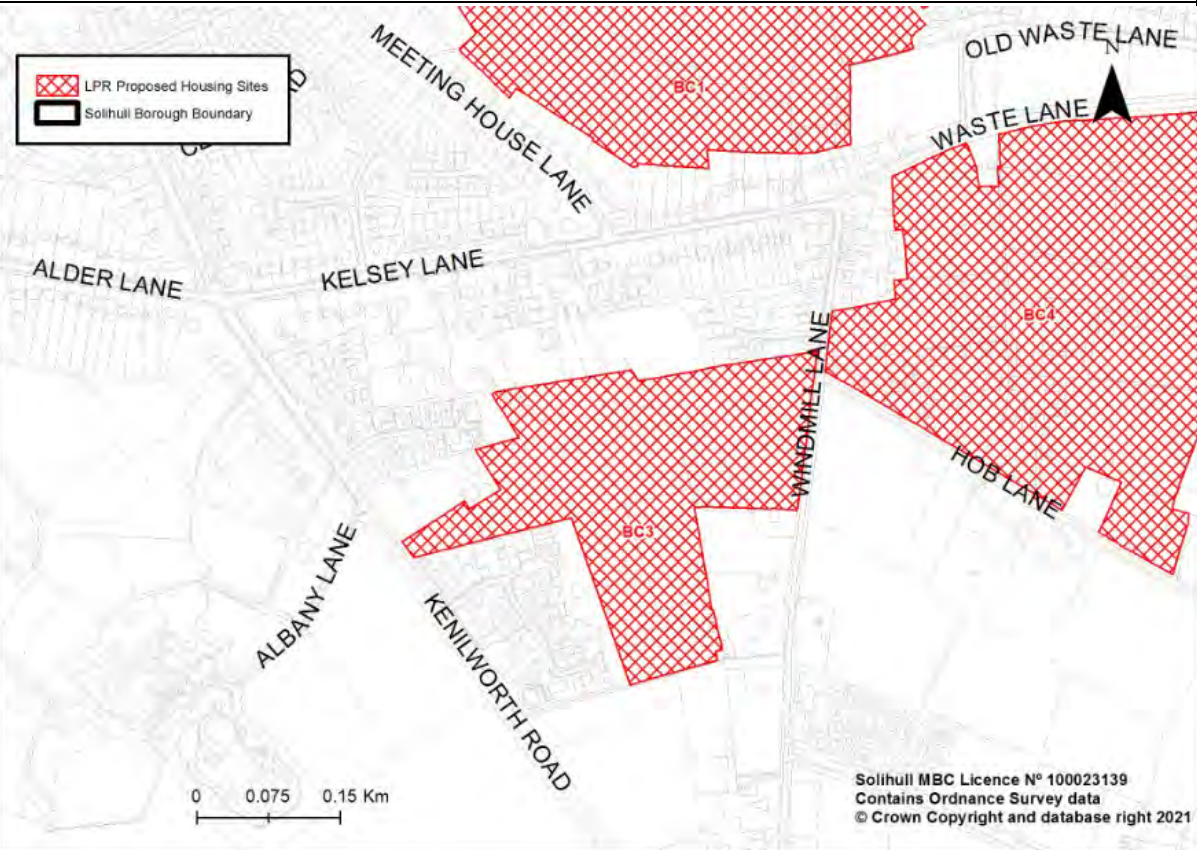
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>13.67 ha 110 dwellings</p>
<p>Type of development proposed</p>	<p>Residential, including 5% open market dwellings as self and custom build in accordance with Policy P4D.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 75</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 98</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: 5 positive (2 significant); 8 neutral; 4 negative (1 significant);</p> <p><u>Landscape Character Area – LCA 5</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - Medium Visual sensitivity - Medium Landscape value - Medium Landscape capacity to accommodate change - Low</p> <p>The site to be allocated for development will exclude the playing fields and allotments at the eastern end of the site.</p> <p><u>Site Selection Document (2020)</u> Site is part of wider CFS 75 submission assessed in the SHELAA, which scored Category 1.</p>

	<p>Site is located within Growth Option F/G – Limited/Significant expansion of rural villages/settlements.</p> <p>Site is within moderately performing parcel in the Green Belt Assessment, and is well-contained by Frog Lane. Site has a medium level of accessibility, is in an area of medium visual sensitivity with low capacity for change and is deliverable. The SA identifies 5 positive and 4 negative effects, of which only the distance to key economic assets is significant. The settlement is identified for significant growth and the site has few constraints.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcel RP59 ‘Land south of Balsall Street East between Holly Lane and Frog Lane’: Low performing score for purposes 1 and 2, high performing scoring for purpose 3, nil score for purpose 4.</p>
<p>Summary of key constraints</p>	<p>Two Grade II Listed Buildings adjacent to site (west and south-east). Development restricted in those areas to prevent harm to their setting, and retain areas of semi-improved grassland and playing pitches.</p> <p><u>Supplementary Heritage Impact Assessment of Site BC1 (2020):</u> Development of the western or south eastern ends of the site would fail to preserve the settings of the listed buildings. The assessment concludes that the development of those parts of the site would be likely to cause harm to the significance of the heritage assets. Such harm should be exceptional. To avoid the harm, those parts of the site should remain undeveloped as proposed in the current concept Master Plan.</p> <p>Site Policy BC2 includes principles for development, such as respect the setting of the Grade II listed building; retention of trees and hedgerows and public rights of way.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards education provision • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area • Provision of public open space (see below) • Appropriate measures to promote and enhance sustainable transport modes, inc. improvement of bus services and pedestrian and cycle connectivity towards Berkswell railway station, Balsall Common Centre and Balsall Common health centre in accordance with the Council’s Local Cycling and Walking Implementation Plan. <p>Green Belt enhancements:</p>

	<ul style="list-style-type: none">• Public open space in the wider site and accessibility and green infrastructure connections to the Local Green Spaces including Holly Lane Recreation Ground and the Frog Lane corridor
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Proposed Site: BC3 - Kenilworth Road/Windmill Lane, Balsall Common



OS base map showing site and surrounding area

<p>Area Scale Type of development proposed</p>	<p>7.09 ha 120 dwellings Residential, including 5% open market dwellings as self and custom build in accordance with Policy P4D.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 138</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 99</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: (5 positive, 4 neutral, 8 negative (1 significant)). NB. There is an error in the SA report which shows assessment criteria SA9 Ecological Sites and SA10 Landscape Sensitivity as neutral, when they should be amber or negative, and in the Site Assessment document. However, the negative effects relating to ecology, landscape, green infrastructure, historic assets and amenity can be mitigated with the more modest capacity now proposed.</p> <p><u>Landscape Character Area – LCA 5</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – Medium, Visual sensitivity – Medium, Landscape value – Medium, Landscape capacity to accommodate change – Low.</p> <p>Proposed site is within the land compromised by previous development fronting Kenilworth Road and extends no further south. <u>Site Selection Document (2020)</u></p>

	<p>Site is part of wider CFS 138 submission assessed in the SHELAA, which scored Category 1.</p> <p>Site is located within Growth Option G – Significant Expansion of Rural Settlements: Balsall Common. Area is considered suitable for growth due to the low to moderate impact on the Green Belt and medium to high accessibility.</p> <p>Site is within accessible location to a low frequency public transport corridor, and schools. Although not so accessible to the centre, there is justification for limited Green Belt release as the parcel is in lower performing Green Belt and forms an extension to the existing urban development off Kenilworth Road.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcel RP57 ‘Land between A452 Kenilworth Road and Windmill Lane’: Lower performing score for purposes 1 and 3, moderate scoring for purpose 2, nil score for purpose 4.</p> <p>No other parcel around Balsall Common performs less well in Green Belt terms.</p>
<p>Summary of key constraints</p>	<p>Grade II* Listed Building, Berkswell Windmill Habitats of wildlife interest Public right of way to south of site.</p> <p>Site Policy BC3 includes principles for development, such as protecting the setting and functionality of Berkswell Windmill, and conserving important ecological habitats and the great crested newt corridors.</p> <p><u>Heritage Impact Assessment of Site BC3 (2019) and Berkswell Mill Wind Flow Study Report (2019) and SMBC Interpretation of Ecological, Heritage and Wind Flow Constraints (2019):</u> HIA identifies potential harm to the setting of Berkswell Windmill requiring mitigation by leaving the paddocks adjacent Windmill Lane and any areas where development would affect the functionality of the Windmill or the view cone from the south-west undeveloped.</p> <p>The Wind Flow Study indicates that the parts of the site closest to the Windmill would be subject to height constraints as set out in the SMBC Interpretation.</p> <p>Exclusion of the southern part of the site that had been included in the original proposal, protection of the areas of ecological value and restricting the type and height of development close to the Windmill in accordance with the principles for development will ensure that the development does not result in any harm.</p>

	<p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Low risk of fluvial or surface water flooding. Surface water should be discharged to the open space to the south to reduce any residual flood risk.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards new 2-form primary school and early years provision at Site BC1 • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area • Provision of public open space and play areas (see below) • Appropriate measures to promote and enhance sustainable transport modes, including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and health centre in accordance with the Council’s Local Cycling and Walking Implementation Plan • Developer contributions to provision of new playing pitches and enhancement of existing recreational facilities in accordance with needs identified in the Playing Pitch Mitigation Strategy. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Creation of a significant area of public open space to the south of the site to complement the setting of Berkswell Windmill • Enhancement of public rights of way including connectivity to the wider network.

Proposed Site: BC4 - Pheasant Oak Farm, Balsall Common



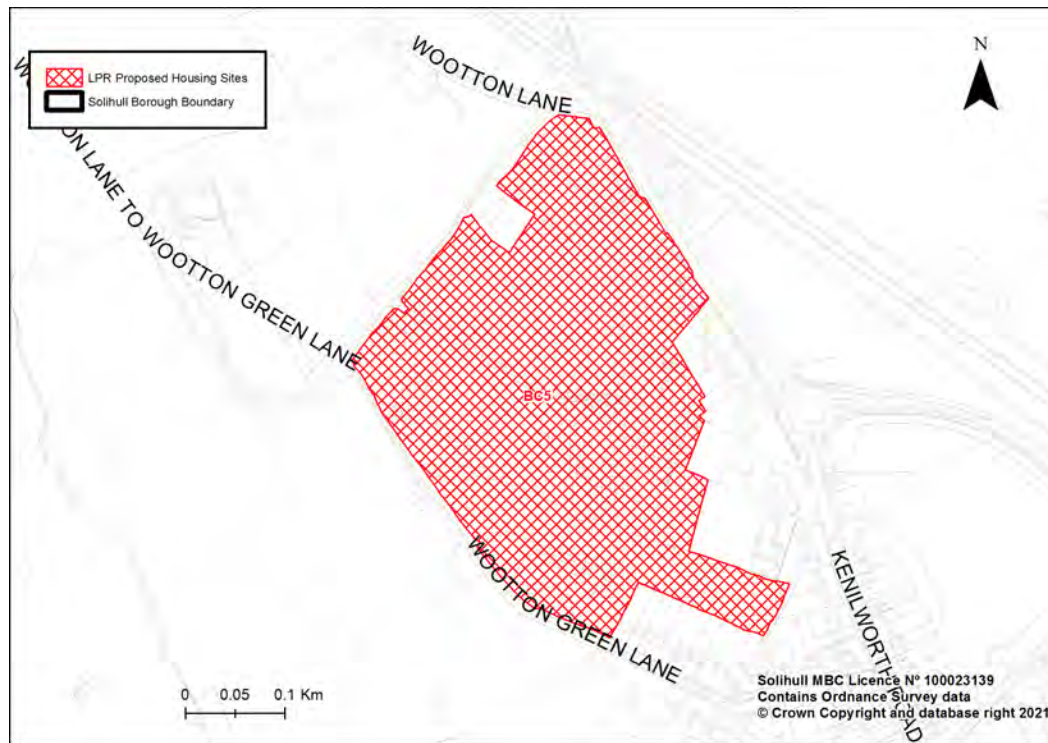
OS base map showing site and surrounding area

<p>Area Scale Type of development proposed</p>	<p>13.66 ha 200 dwellings Residential, including 5% open market dwellings as self and custom build in accordance with Policy P4D.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 79, 170, 320, 408, 414</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 227</u> (in Sustainability Appraisal, Oct 2020, App. E) 19 effects: (4 positive, 7 neutral, 8 negative (2 significant)). NB. The Site Assessment document references Aecom 55 undertaken in an earlier iteration. However, the negative effects relating to green infrastructure, and amenity can be mitigated with the public open space provision proposed, and the effect relating to minerals no longer applies.</p> <p><u>Landscape Character Area – LCA 5</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – Medium, Visual sensitivity – Medium, Landscape value – Medium, Landscape capacity to accommodate change – Low.</p> <p>Proposed site includes significant brownfield land at Pheasant Oak Farm, Hob Lane. <u>Site Selection Document (2020)</u></p>

	<p>Site covers CFS 408 and 414 submissions assessed in the SHELAA, which overall scored Category 2, with some achievability constraints.</p> <p>Site is located within Growth Option G – Significant Expansion of Rural Settlements: Balsall Common. Area is considered suitable for growth due to the low to moderate impact on the Green Belt and medium to high accessibility.</p> <p>Site is within accessible location to a low frequency public transport corridor, and secondary school. Although not so accessible to the centre, there is justification for limited Green Belt release as the western part is in lower performing Green Belt, whilst the eastern part in highly performing Green Belt is previously developed land.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcel RP56 'Land to the east of Windmill Lane between B4104 Waste Lane and Hob Lane': Lower performing score for purposes 1 and 3, moderate scoring for purpose 2, nil score for purpose 4. No other parcel around Balsall Common performs less well in Green Belt terms.</p> <p>Broad Area BA04 'Eastern portion of Solihull ...': Higher performing for all 4 purposes. This area includes the previously developed land at Pheasant Oak Farm.</p>
<p>Summary of key constraints</p>	<p>Adjacent locally listed building Hedgerows Public right of way from north to south across site. Low risk of fluvial or surface water flooding.</p> <p><u>Supplementary Heritage Impact Assessment of Site BC4 (2020):</u> The assessment concludes that development of the site would preserve and would not cause harm to the settings of Berkswell Windmill, provided that development closest to Hob Lane is suitable for its context and not of excessive height.</p> <p>Site Policy BC4 includes principles for development, such as protecting the setting of heritage assets adjacent to the site, and safeguarding the rural character of Hob Lane, Waste Lane and Windmill Lane.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards new 2-form primary school and early years provision at Site BC1 • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area

	<ul style="list-style-type: none">• Appropriate measures to promote and enhance sustainable transport modes, including pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and health centre in accordance with the Council's Local Cycling and Walking Implementation Plan• Developer contributions to provision of new playing pitches and enhancement of existing recreational facilities in accordance with needs identified in the Playing Pitch Mitigation Strategy. <p>Green Belt enhancements:</p> <ul style="list-style-type: none">• Creation of a significant area of public open space to the north of the site to safeguard the character of Waste Lane• Enhancement of public rights of way including connectivity to the wider network.
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Proposed Site: BC5 – Trevallion Stud, Balsall Common



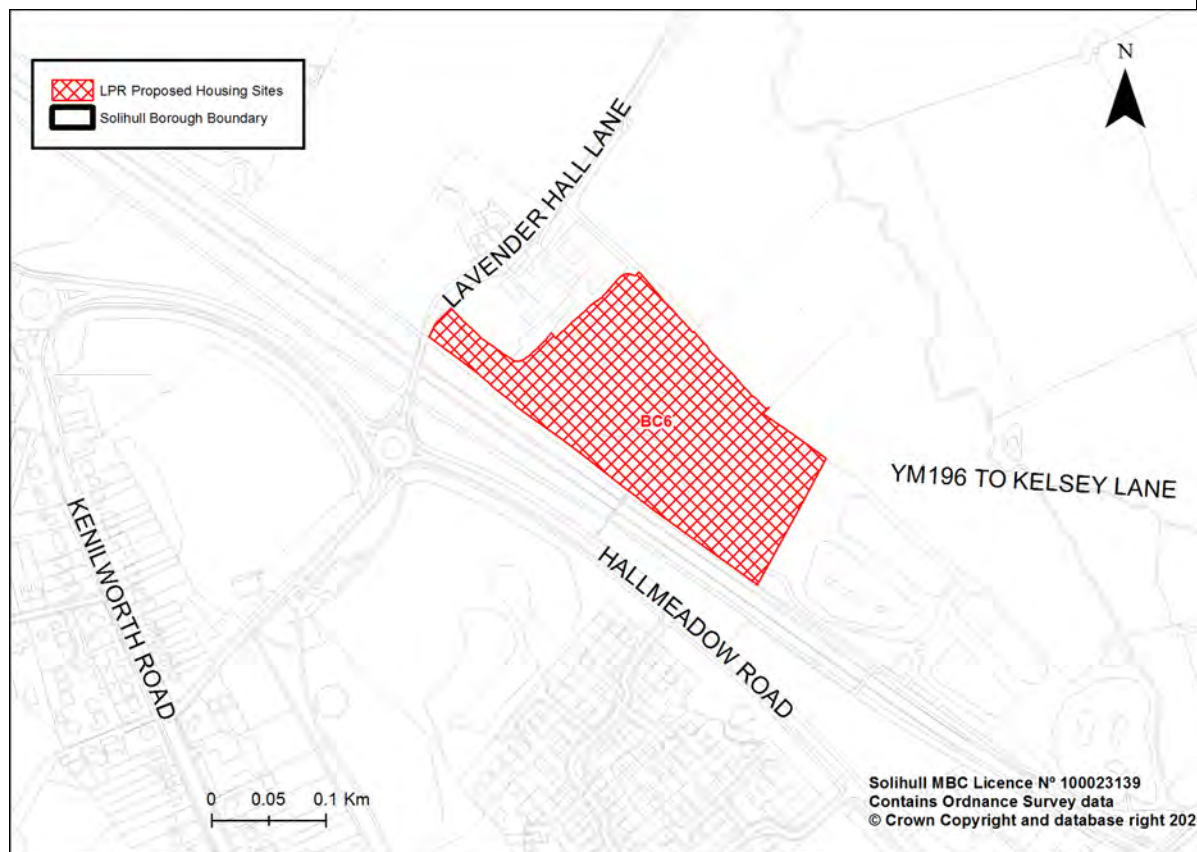
OS base map showing site and surrounding area

Area	11.86 ha
Scale	230 dwellings
Type of development proposed	Residential including 5% of open market dwellings to be provided in the form of Self and Custom Build Plots in accordance with Policy 4D and provision of public open space and door step play space.
Cross references to site selection documents and key findings	<p><u>CFS Refs: 60, 158-162, 172, 240, 511</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref 226</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: (4 positive (2 significant), 7 neutral, 7 negative (1 significant)).</p> <p>Also references to an earlier iteration Aecom ref: 79 for smaller parcels of land within site (in Sustainability Appraisal, Oct 2020, App. E): 17 effects (5 positive (1 significant), 6 neutral, 6 negative (1 significant)).</p> <p>SA offers mixed outcomes. However, there are opportunities to mitigate effects relating to landscape, green infrastructure and amenity.</p> <p><u>Landscape Character Area – LCA 4C</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – High to medium Visual sensitivity - Medium Landscape value - Medium Landscape capacity to accommodate change - Very Low.</p>

	<p>However, significant part of the site is brownfield and site is severed from the landscape by Wootton Green Lane.</p> <p><u>Site Selection Document (2020)</u> Assessed as part of SHELAA site 1017, which scored Category 2 with some achievability constraints.</p> <p>Site is located within Growth Option G – Significant expansion of rural villages/settlements.</p> <p>Site selection Topic Paper identifies Balsall Common as an area suitable for significant growth. Development should preferably be on land that is more highly accessible, and/or performs least well in green belt terms and provides strong defensible boundaries.</p> <p>Site is partly brownfield, is in a moderately performing parcel and would result in a well-defined boundary. Site has a medium level of accessibility, is in an area of high visual sensitivity with low capacity for change.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Moderately performing Parcel (RP51) overall with a combined score of 7. Highly performing in terms of purpose 3.</p> <p>Although site 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 in the Council’s Brownfield Land Register (BLR).</p>
<p>Summary of key constraints</p>	<ul style="list-style-type: none"> • TPO trees located within site towards the southern boundary (CFS 60, 159, 160) • Overhead cables and electricity transmission line through part of site (CFS 511) • Contaminated Land (small area identified within north-eastern boundary of site – CFS 158, 172). • Existing uses on site • Hedgerows • Site is shown to lie predominantly within a low risk area with regards to fluvial and surface water flooding. However, some surface water flooding identified to the south of the site. • Setting of Listed Building located outside of site, to the north. <p><u>Supplementary Heritage Impact Assessment of Site BC5 (2020):</u> The assessment concludes that development of the site would preserve and would not cause harm to the settings of Blythe Prior and Berkswell CA, provided that development is suitable for its context.</p>

Summary of infrastructure requirements	<ul style="list-style-type: none">• Financial contribution to education provision as required by the Local Education Authority• Developer contributions to healthcare facilities• Provision of SuDS features• Provision of public open space (see below)• Appropriate measures to promote and enhance sustainable transport modes, inc. pedestrian and cycle connectivity towards Berkswell rail station, Balsall Common centre and Balsall Common health centre <p>Green Belt enhancements to include:</p> <ul style="list-style-type: none">• Creation of a significant area of public open space to the south of the site• Enhancement of Wootton Green Lane corridor• Enhancement of the public right of way network, including new walking and cycling routes connecting to the wider network.
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Proposed Site: BC6 - Lavender Hall Farm, Balsall Common



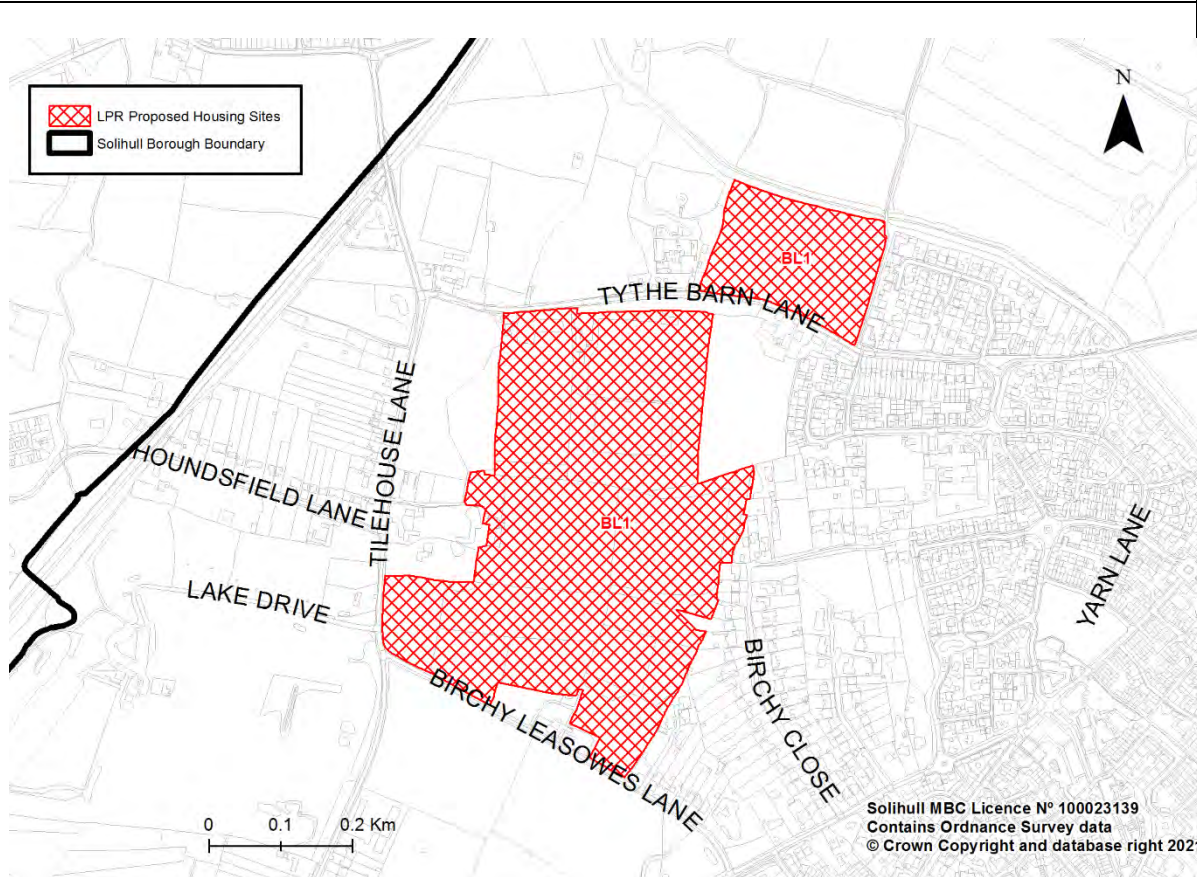
OS base map showing site and surrounding area

Area Scale	3.83 ha 80 dwellings
Type of development proposed	Residential
Cross references to site selection documents and key findings	<p><u>CFS Ref. 9</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 81</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: (5 positive, 6 neutral, 6 negative (2 significant)). NB. The Site Assessment document states 1 significant negative effect. However, there are opportunities to mitigate the negative effects relating to landscape, green infrastructure and historic assets, and the effect relating to minerals no longer applies).</p> <p><u>Landscape Character Area – LCA 4D</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – High, Visual sensitivity – Medium, Landscape value – Medium, Landscape capacity to accommodate change – Very Low.</p> <p>Proposed site is brownfield land and will be severed from the wider landscape by the High Speed 2 rail line.</p> <p><u>Site Selection Document (2020)</u></p>

	<p>CFS Ref 9 submission assessed in the SHELAA, which scored Category 3 with significant suitability and some achievability constraints.</p> <p>Site is located within Growth Option G – Significant Expansion of Rural Settlements: Balsall Common. Area is considered suitable for growth due to the low to moderate impact on the Green Belt and medium to high accessibility.</p> <p>Site is within accessible location to high frequency public transport corridor, health centre and convenience store. Whilst the site is in highly performing Green Belt and separated from the main part of Balsall Common by the existing rail line, there is justification for limited Green Belt release, as the site is previously developed land and severed from the wider countryside by the High Speed 2 rail line.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Broad Area BA04 ‘Eastern portion of Solihull ...’: Higher performing for all 4 purposes. Site is previously developed land and will be severed from the wider countryside by the High Speed 2 rail line.</p>
<p>Summary of key constraints</p>	<p>Adjacent Grade II* and II Listed Buildings, Lavender Hall Farmhouse and Barn HS2 Safeguarding Public right of way along northern boundary Possible contaminated land Proximity to railway lines. Low risk of fluvial or surface water flooding.</p> <p>Site Policy BC6 includes principles for development, such as protecting the setting of adjacent heritage assets, provision of a buffer to the existing and proposed railway lines, and provision of a pedestrian bridge over the existing railway line.</p> <p><u>Heritage Impact Assessment of Additional Sites including Site BC6 (2020):</u> Identifies potential harm to the settings of listed buildings at Lavender Hall Farmhouse and Barn requiring mitigation by leaving the areas closest to the listed buildings undeveloped, and ensuring that the design of the development minimises conflict with the conservation of the assets.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards new 2-form primary school and early years provision at Site BC1 • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Provision of public open space, including a doorstep play space, with contribution to Lavender Hall Park • Appropriate measures to promote and enhance sustainable transport modes, including pedestrian and cycle connectivity towards Berkswell railway station, Balsall Common centre and

	<p>health centre in accordance with the Council's Local Cycling and Walking Implementation Plan</p> <ul style="list-style-type: none">• Developer contributions to provision of new playing pitches and enhancement of existing recreational facilities in accordance with needs identified in the Playing Pitch Mitigation Strategy. <p>Green Belt enhancements:</p> <ul style="list-style-type: none">• Improvements to footpath and cycling access to Health Centre, station and bus stops• Enhancement of public right of way network, including new walking and cycling routes connected to the wider network.
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Proposed Site: BL1 - West of Dickens Heath



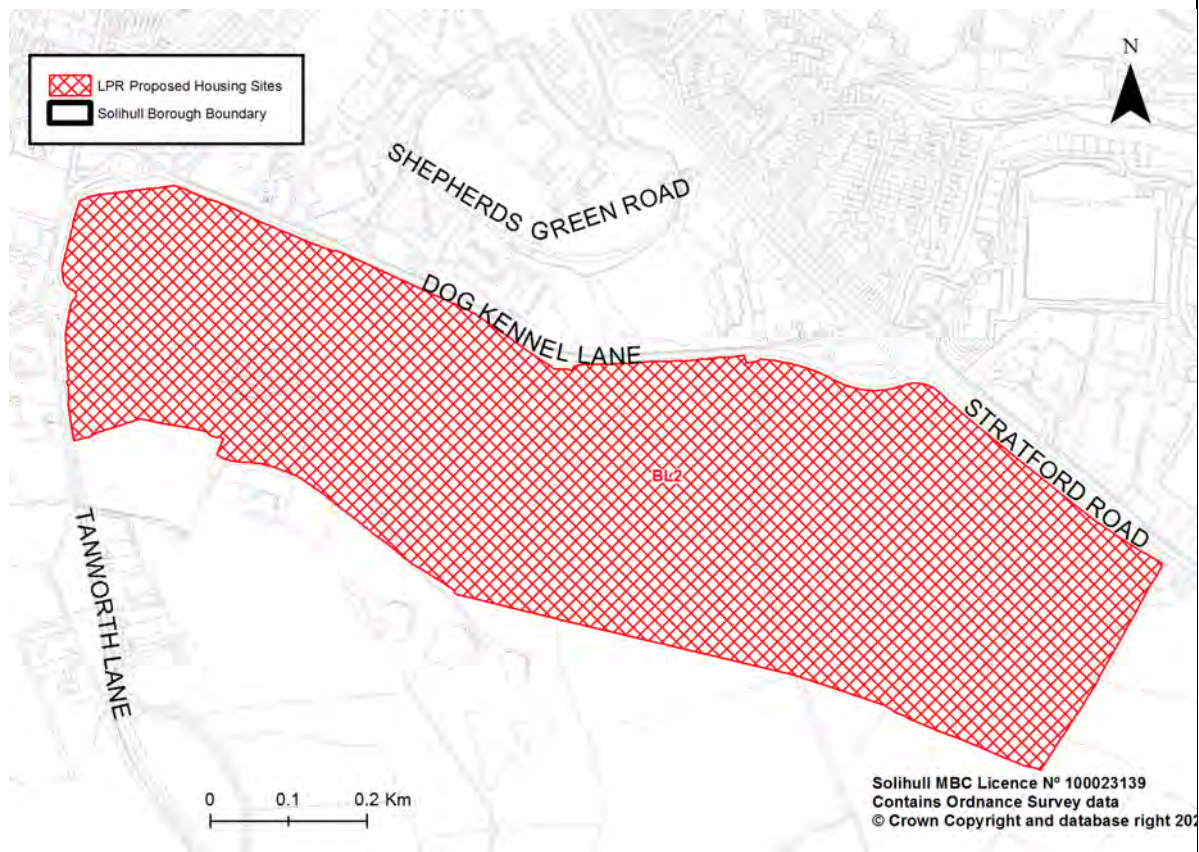
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>23.13 ha 350 dwellings</p>
<p>Type of development proposed</p>	<p>Residential, including on-site accommodation for older people in accordance with Policy P4E and 5% open market dwellings as self and custom build in accordance with Policy P4D.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>BL1 North (CFS Ref. 130) and;</u> <u>BL1 South (CFS 126 & 176)</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 87</u> (in Sustainability Appraisal, Oct 2020, App. E) 16 effects: 7 positive (2 significant); 7 neutral; 2 negative (1 significant). The significant adverse impact refers to landscape sensitivity, and as such the proposed concept masterplan seeks to retain landscape features around and within the site.</p> <p><u>Landscape Character Area – LCA 2</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - High Visual sensitivity - High Landscape value - Medium Landscape capacity to accommodate change - Very Low.</p> <p>Site Policy BL1 includes principles for development, such as the retention of trees and hedgerows within the site and along Tythe</p>

	<p>Barn Lane to conserve the character of this approach into Dickens Heath. 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.</p> <p><u>Site Selection Document (2020)</u> CFS 126 submission assessed in the SHELAA scored Category 2 (some suitability constraints, performs well against availability criteria and achievability criteria). CFS 130 submission assessed in the SHELAA scored Category 2 (Site performs well against suitability criteria and availability criteria, some achievability constraints). CFS 176 submission assessed in the SHELAA scored Category 3 (significant suitability constraints, performs well against availability criteria and achievability criteria).</p> <p>Site is located within Growth Options F/G: Significant/limited expansion of rural villages/settlements. Dickens Heath is identified as suitable for significant growth, due to range of local services within the village and close proximity to high frequency rail corridor; albeit ensuring key gaps are protected and within walking distance to rail station.</p> <p>The site has medium/high accessibility, with very high accessibility to public transport. The site is constrained by the existing Local Wildlife Sites and playing pitches that are in currently in use and are not considered surplus to requirements, therefore any loss of playing pitches should be re-provided. Development should protect the natural capital of the site, enhance green infrastructure links where possible, and be sympathetic to the surrounding landscape character and canalside setting. Pedestrian and cycling connectivity should be facilitated through the site, in particular to Dickens Heath village and Whitlock's End station, whilst maintaining a strong Green Belt boundary along Birchy Leasowes Lane.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcels RP70 'Land north west of Dickens Heath' and RP71 'Land between Tythe Barn lane and Birchy Leasowes Lane, west of Dickens Heath'. RP70 is a higher performing parcel overall with a combined score of 8, and highly performing in terms of purposes 1 and 2. RP71 is a moderately performing parcel overall with a combined score of 7, and highly performing in terms of purpose 1.</p>
<p>Summary of key constraints</p>	<p>Overhead cables (CFS 126) Hedgerows (CFS 126) Access (CFS 126) Contaminated land on small part of site (CFS 126) TPO on eastern boundary (CFS 130) PROW SL72 along eastern boundary (CFS 130) Part of site is Ancient woodland (CFS 176) Local Wildlife Sites on site (CFS 176)</p>

	<p>Adjacent to canal (CFS 176) Existing commercial assets on site (CFS 176) Sports pitches (CFS 176)</p> <p>Site Policy BL1 includes principles for development, such as the relocation of the existing sports provision, the retention of Local Wildlife Sites, with potential for enhancement and appropriate buffer to Tythe Barn Coppice ancient woodland.</p> <p><u>Heritage Impact Assessment of Sites (2020)</u> The assessment concludes that the site allocation would not affect designated heritage assets, and would preserve the setting of locally listed buildings in the vicinity, provided development respects the local context.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Fluvial and surface water flood risks are present along the route of the ordinary watercourse within the site boundary. Site included in Level 2 Strategic Flood Risk Assessment, and development to avoid areas assessed as of risk of flooding. The layout should reflect the local topography and ensure extreme flood flow paths are not impeded by properties thus resulting in a residual risk.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to education provision • Developer contributions to healthcare services • Relocation of the existing sports provision • Highway improvements as required including speed reduction measures and access improvements along Tilehouse Lane and Tythe Barn Lane • Provision of public open space and children’s play areas • Provision of above ground SuDS features and deculverting of existing watercourse through site where feasible • 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 Local Cycling and Walking Implementation Plan <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Enhancement of public right of way towards canal towpath • Positive management of Local Wildlife sites • Replacement sports provision with enhanced facilities

Proposed Site BL2- South of Dog Kennel Lane



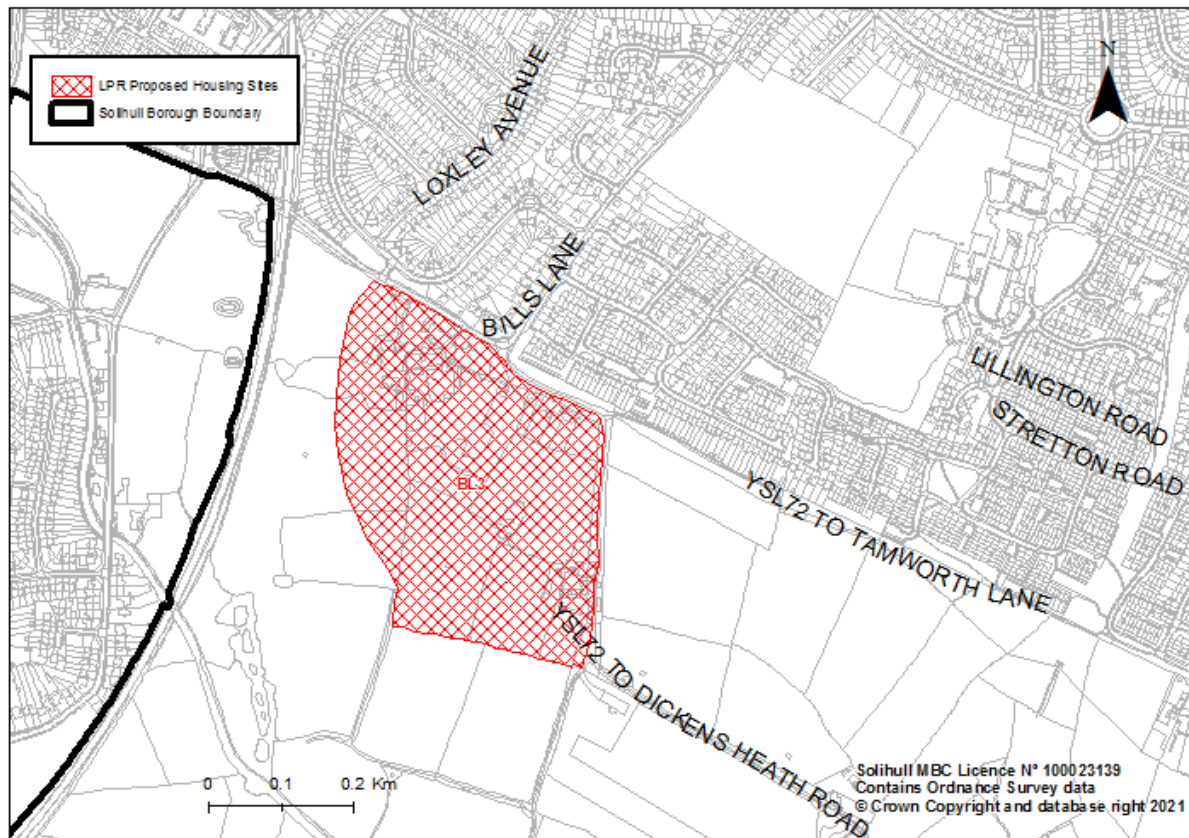
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>46.90 ha 1,000 dwellings</p>
<p>Type of development proposed</p>	<p>Residential, including on-site accommodation for older people in accordance with Policy P4E and 5% open market dwellings as self and custom build in accordance with Policy P4D, and new 2-form primary school and early years provision.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 122</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 89</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: 9 positive (3 significant); 2 neutral; 6 negative (3 significant). The significant adverse impacts relate to loss of agricultural land with potential for BMV Grade land, change to local landscape setting and potential impact on Grade II listed building at Light House Farm.</p> <p><u>Landscape Character Area – LCA 2</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - High Visual sensitivity - High Landscape value - Medium Landscape capacity to accommodate change - Very Low.</p>

	<p>Site Policy BL2 includes principles for development, such as the retention of trees and hedgerows along Dog Kennel Lane to protect the character of the highway, and</p> <p><u>Site Selection Document (2020)</u> Site assessed as part of larger SHELAA Site 1007, which scored Category 2 (some suitability constraints).</p> <p>Site is located within Growth Option G: Large scale urban extension. Area E: South of Shirley between the A34 and Tanworth Lane is considered suitable for growth but need to ensure meaningful gaps are retained and flood zones avoided.</p> <p>The site has medium/high accessibility, with low/medium accessibility to public transport. This can be improved through new services provided at the site, linking to existing routes, as well as enhanced active travel routes towards Shirley and Cheswick Green.</p> <p>The wider site ownership is constrained by Flood Zones 2 and 3 to the south, and this area should not be developed, but could be included in a publicly accessible Country Park. The habitats of wildlife interest should be retained and enhanced where possible.</p> <p>Development should be of a scale to result in a very sustainable urban extension, with provision of a new primary school, improved public transport and pedestrian and cycling connectivity, and well-related to the re-development of the Green to the north of Dog Kennel Lane.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcels RP63 'Land to the west of Creynolds Lane, north of Cheswick Green', RP64 'Cheswick Green washed over village' and RP65 'Land north west of Cheswick Green'.</p> <p>RP65 is a moderately performing parcel overall with a combined score of 6, highly performing in terms of purpose 2. The site falls partly within moderately performing parcel RP63 with a combined score of 5 and non-performing parcel RP64 to the east.</p>
<p>Summary of key constraints</p>	<p>Listed building on site Pylons Habitats of wildlife interest PROWs through the site Flood Zones 2 and 3 through western part of site Local Wildlife Site to the south west of site</p> <p>Site Policy BL2 includes principles for development, such as respecting the setting of the Grade II Listed Light Hall Farm, and the enhancement of bridleway access from Cheswick Green through the site.</p>

	<p><u>Heritage Impact Assessment of Site BL2 (2019) and Supplementary Heritage Impact Assessment of Site BL2 (2020):</u> Identifies potential harm to the setting of Grade II listed Light Hall Farm. This could be moderated or mitigated by careful attention to the wider setting which should be addressed in any masterplan for the site. The nearest Designated Heritage Asset to the site is the Pillar Box at Dog Kennel Lane. The significance of the designated heritage asset of the pillar box should be safeguarded.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Fluvial and surface water flood risks are present along the route of the Mount Brook within the site boundary. Any development at this location will need careful design consideration to the opportunities to reduce flood risk downstream.</p>
Summary of infrastructure requirements	<ul style="list-style-type: none"> • New 2-form primary school and early years • Developer contributions to primary health care services • Flood alleviation measures in the form of above ground SUDSs features and potential betterment for the Mount Brook tributary of the River Blythe • Highway improvements as required including and access improvements along Dog Kennel Lane • Public open space and children’s play • 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 Local Cycling and Walking Implementation Plan <p>Green Belt enhancements</p> <ul style="list-style-type: none"> • 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.

Proposed Site BL3 – Whitlocks End Farm



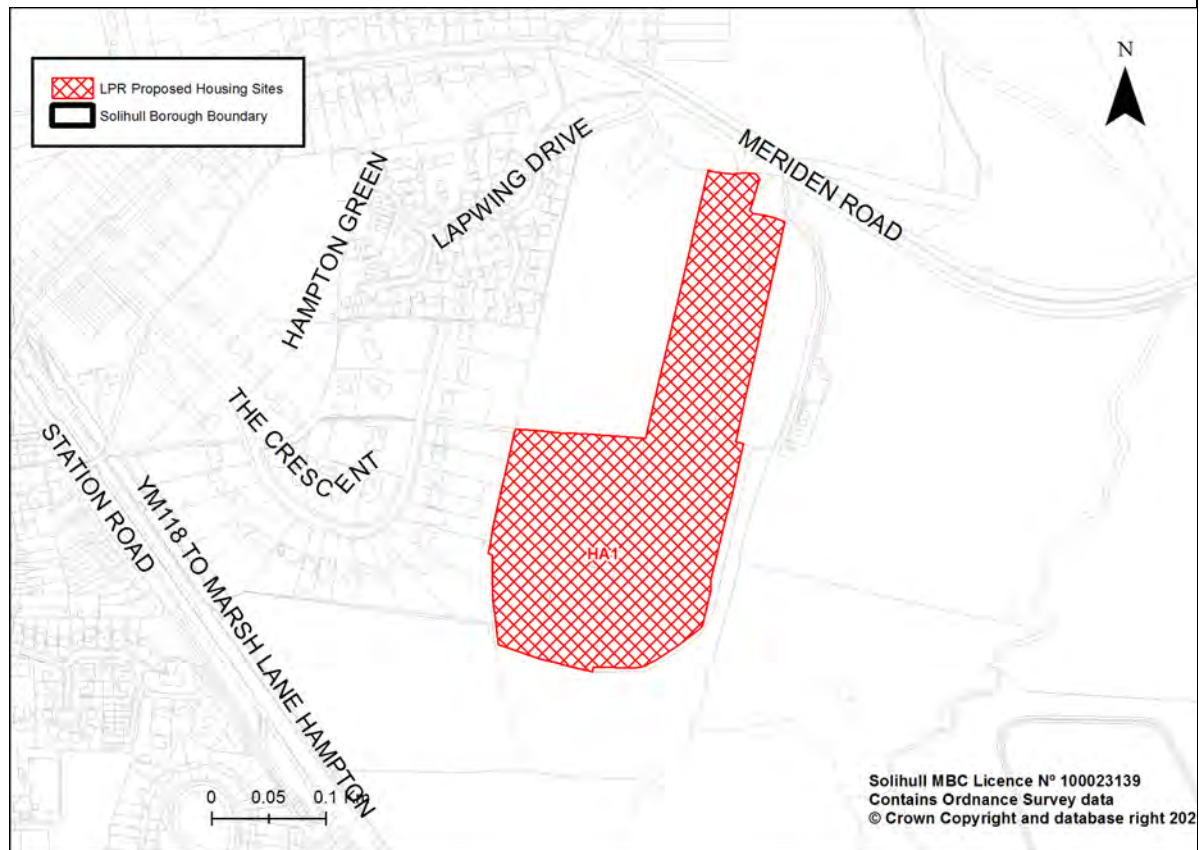
OS base map showing site and surrounding area

Area	13.67 ha
Scale	300 dwellings
Type of development proposed	Residential, including on-site accommodation for older people in accordance with Policy P4E and 5% open market dwellings as self and custom build in accordance with Policy P4D.
Cross references to site selection documents and key findings	<p><u>CFS Ref. 41</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 224</u> (in Sustainability Appraisal, Oct 2020, App. E)</p> <p>17 effects: (5 positive, 8 neutral, 4 negative (1 significant)). However, 1 negative refers to Local Wildlife Site, which is not included on site, and 1 negative refers to access to Green Space, which will be enhanced by proposed Local Green Space on land to east).</p> <p><u>Landscape Character Area – LCA 2</u> (Landscape Character Assessment, 2016):</p> <p>Landscape character sensitivity - High Visual sensitivity - High Landscape value - Medium Landscape capacity to accommodate change - Very Low</p> <p>Proposed site is within the land currently used for growing Christmas trees on Whitlocks End Farm. The boundary of the site will be screened by green infrastructure and integrated into the existing landscape.</p> <p><u>Site Selection Document (2020)</u></p>

	<p>Site is part of wider CFS 41 submission assessed in the SHELAA, which scored Category 2 with some suitability and achievability constraints.</p> <p>Site is located within Growth Option G – Area F: South of Shirley between Tanworth Lane and Borough Boundary. Area is considered suitable for growth but need to ensure meaningful gaps are retained and flood zones avoided.</p> <p>Site is within accessible location to high frequency public transport corridor, and key services. There is justification, for limited Green Belt release as an extension to the existing urban edge South of Shirley. Due to the higher Green Belt Assessment score, it is important to retain a sufficient gap between the urban area and Dickens Heath.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcel RP70 ‘Land north west of Dickens Heath’: High performing score for purposes 1 and 2, moderate scoring for purpose 3, nil score for purpose 4.</p> <p>For this reason only a smaller part of site is proposed, including existing buildings for the Whitlocks End Farm operations.</p>
<p>Summary of key constraints</p>	<p>Grade II Listed Building, Whitlocks End Farm Locally Listed Buildings Row of TPO trees to north of site, just outside of boundary.</p> <p>Site Policy BL3 includes principles for development, such as respecting the setting of the Grade II listed building; Retention of trees and hedgerows along bridleway and public rights of way.</p> <p><u>Heritage Impact Assessment (2020) and Supplementary Heritage Impact Assessment (2020):</u> The assessment included BL3 and found that the development of the land in BL3 could produce slight harm to the setting of Whitlock’s End Farm. However, its setting has been degraded by conifer plantations, farm buildings and conversions of former farm buildings, such that the site may offer an opportunity to enhance the setting with appropriate landscape measures including hedgerow reinstatement.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> There are some minor flood risks to the south of the site however these are situated within the open space areas of the scheme.</p> <p>The layout should reflect the local topography and ensure extreme flood flow paths are not impeded by properties thus resulting in a residual risk.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards new 2-form primary school and early years provision at Site BL2 • Developer contributions to healthcare facilities • Provision of above ground SuDS features

	<ul style="list-style-type: none">• Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area• Appropriate measures to promote and enhance sustainable transport modes, inc. 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 Local Cycling and Walking Implementation Plan. <p>Green Belt enhancements:</p> <ul style="list-style-type: none">• 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.
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Proposed Site: HA1 – Meriden Road, Hampton-in-Arden



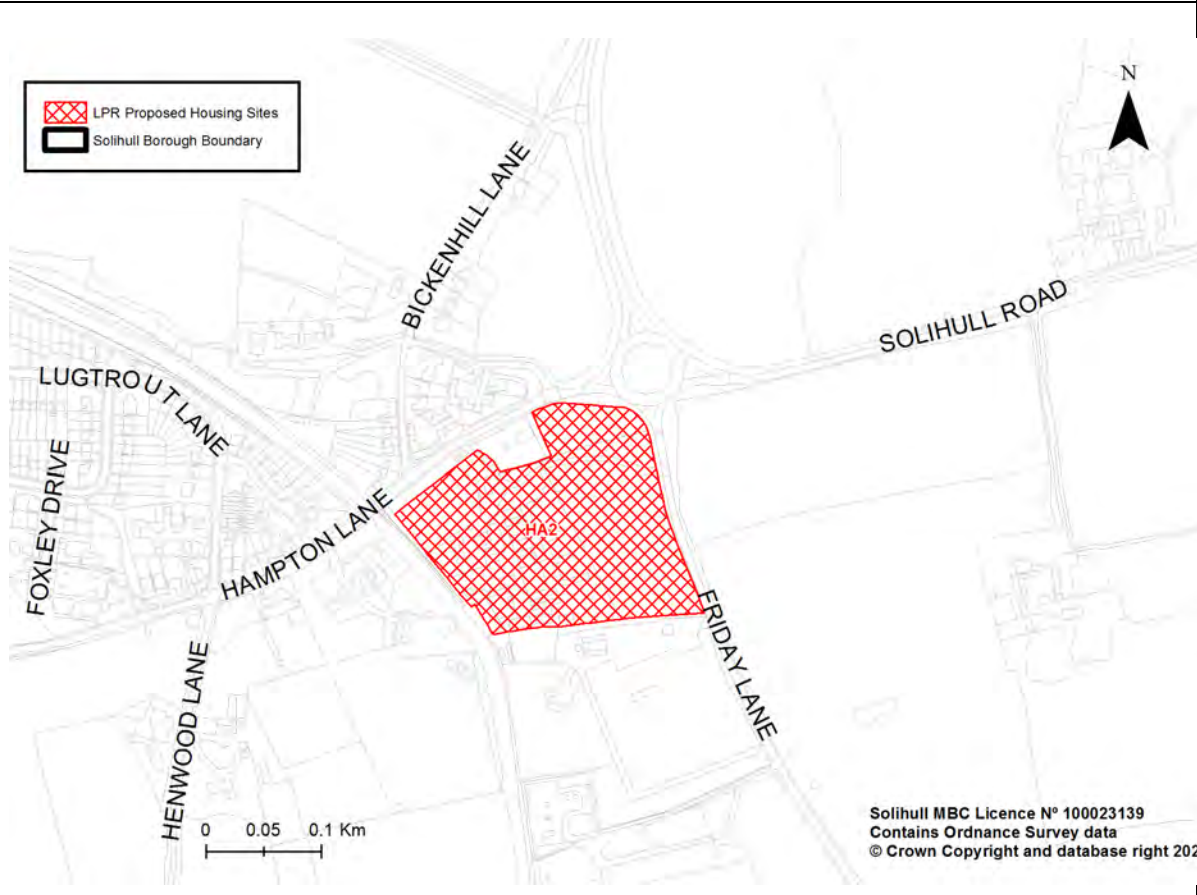
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>5.46 ha. 100 dwellings</p>
<p>Type of development proposed</p>	<p>Residential including 5% open market dwellings as Self and Custom Build in accordance with Policy P4D and provision of public open space and play facilities.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Refs. 117 and 129</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 96</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: (1 positive, 11 neutral, 5 negative (1 significant)).</p> <p>Negative effects refer to proximity to schools and convenience stores/supermarket. However, there are a small number of shops within the village and development may help support their continued role in the future. Positive effect refers to proximity to bus and train services which will also alleviate these negative effects.</p> <p><u>Landscape Character Area – LCA 8</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - Medium Visual sensitivity - Medium Landscape value – Varies from low to high Landscape capacity to accommodate change – low.</p> <p>The majority of the site is brownfield and currently home to Arden Wood Shavings. It is adjacent to SLP Site 24, which was allocated in</p>

	<p>the 2013 Local Plan. Site is currently being considered for an outline planning application.</p> <p><u>Site Selection Document (2020)</u> Site is identified in the SHELAA as Category 3 (significant suitability constraints) (CFS 117) and Category 2 (some achievability constraints) (CFS 129).</p> <p>Site is located within Growth Option F – Limited expansion of rural villages/settlements.</p> <p>Site Selection Topic Paper identifies Hampton-in-Arden village as suitable for limited growth, with a range of local facilities and primary school.</p> <p>Site is brownfield land on the edge of Hampton in Arden within a moderately performing parcel in the Green Belt Assessment. It would be well contained by the existing boundary to the east. The site has a medium level of accessibility and is within an area of medium landscape sensitivity with low capacity for change. The SA identifies one positive and five negative effects, although only the distance to the convenience store is significant. The site could form limited expansion of the settlement in line with the spatial strategy, linked to the adopted plan site allocation to the north and its development would remove a storage depot involving movements by large commercial vehicles.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Lower performing parcel (RP22) overall with a combined score of 5. Moderately performing in terms of purposes 1 and 3.</p>
<p>Summary of key constraints</p>	<p>Green Belt PROW 118 along boundary of site East of site is contaminated land (CFS 117) Very small part of site overlaps with Flood Zone 3 on eastern boundary TPO on boundary on western part of site (CFS 129)</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Small areas of fluvial and surface water flood risks are present within the site, and it is located 400m from the route of the River Blythe to the east. Any development at this location will need careful design consideration to manage flood risk within the site.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards education provision • Developer contributions to healthcare facilities • Avoidance of flood risk areas and consideration to be given to realigning the surface water flood risk through the site. • Appropriate measures to promote and enhance sustainable transport modes, inc. improvement of bus services and

	<p>pedestrian and cycle connectivity towards Hampton in Arden rail station, shops and health centre.</p> <ul style="list-style-type: none">• Financial contribution to new playing pitches and existing recreation facilities to accord with the requirements of the Playing Pitch Mitigation Strategy.• Provision of open space within the development• Site would be expected to deliver Green Belt enhancements in accordance with Policy P17A.
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Proposed Site: HA2- Oak Farm, Catherine-de-Barnes



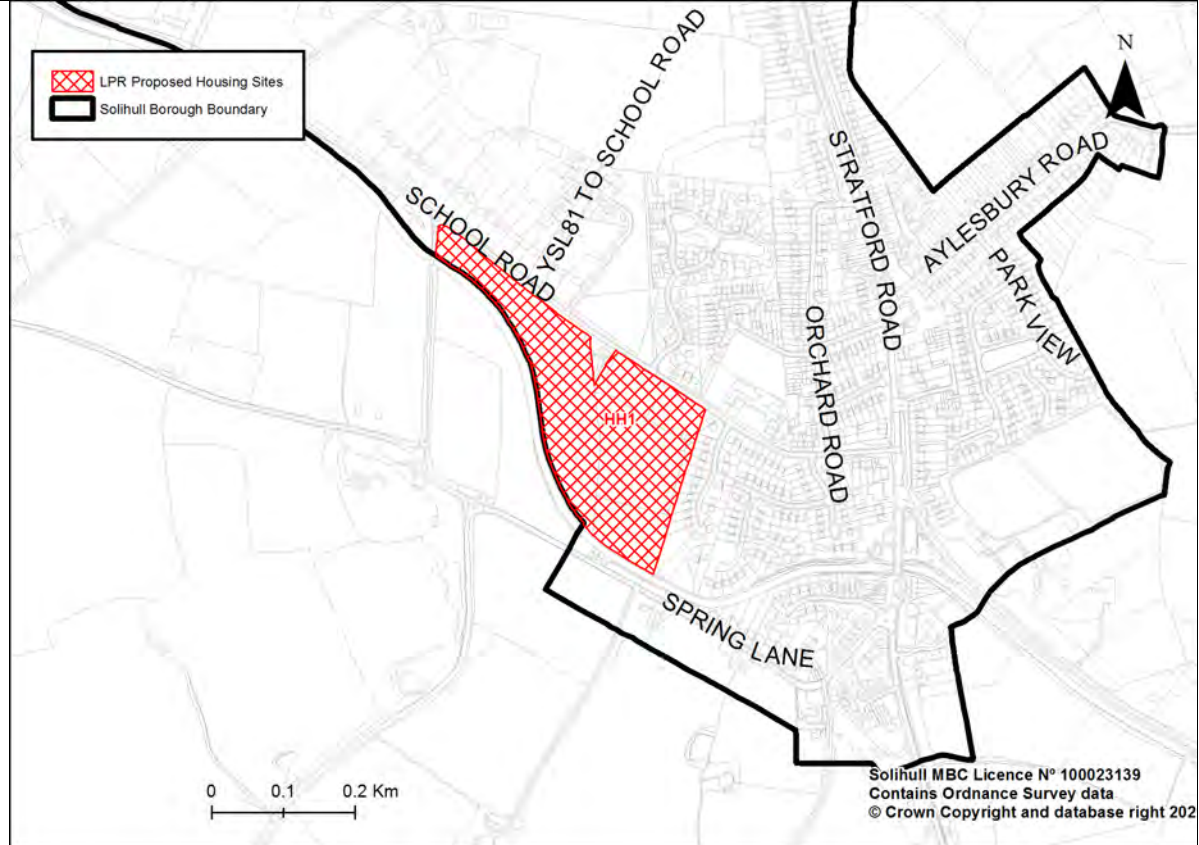
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>3.33 ha 95 dwellings</p>
<p>Type of development proposed</p>	<p>Residential. The site may also be suitable for specialist provision in accordance with policy P4E ‘Housing for Older and Disabled People’.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 136</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 50</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: 4 positive (2 significant); 10 neutral; 3 negative. Aecom Ref. 50 refers to the larger area of land around Catherine de Barnes. Aecom Ref. 228 assesses the smaller parcel put forward in the 2019 consultation, and denotes 4 minor negative effects; distance to green infrastructure and amenity can be mitigated on site.</p> <p><u>Landscape Character Area – LCA 1A</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - Medium Visual sensitivity - Medium Landscape value - Medium Landscape capacity to accommodate change – Low.</p> <p>Site Policy HA2 includes principles for development, such as the retention of historic and mature hedgerows and trees to help provide a semi- rural setting for future development and an integrated</p>

	<p>landscape, ecological and drainage strategy for the site to promote a place-making approach.</p> <p><u>Site Selection Document (2020)</u> Site assessed in SHELAA and scored Category 2 (some suitability and achievability constraints, performs well against availability criteria).</p> <p>Site is located within Growth Option F: Limited expansion of rural villages/settlements. Catherine de Barnes village is identified as suitable for limited infilling but not for expansion, however, this site is part brownfield, of a small scale and adjacent to the existing settlement.</p> <p>Site is part brownfield and part green field within a highly performing parcel in the Green Belt Assessment. Friday Lane is a permanent physical feature that provides a strong Green Belt boundary to the east, with a hedgerow defining the boundary to the nursery to the south. The site has a low to medium level of accessibility, and is within an area of medium landscape sensitivity with low capacity for change.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Broad area BA05 (located immediately to the east of the urban area of Solihull south of Birmingham International Airport) which has an overall combined score of 11, highly performing in terms of purposes 1, 2 and 3.</p>
<p>Summary of key constraints</p>	<p>High pressure gas pipeline inner zone Existing properties on site PROWs SL7A and M131A on boundary of site Overhead cables Limited flood risk from surface water however this is likely to be mitigated by development drainage.</p> <p>The justification text to Site Policy HA2 states that 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.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to education provision as required by the Local Education Authority • Developer contributions to health care services • Highway improvements to encourage pedestrian use across Hampton Lane to the surrounding roads, including the provision of a new pedestrian crossing • Highway modifications to Friday Lane • Drainage will need to mitigate surface water flood risk on the southern part of the site • Financial contribution to provision of new playing pitches and contributions to enhancement of existing recreational facilities,

	<p>to accord with the requirements identified in the Playing Pitch Mitigation Strategy</p> <ul style="list-style-type: none">• Site would be expected to deliver Green Belt enhancements in accordance with Policy P17A.
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Proposed Site: HH1 - Land South of School Road, Hockley Heath

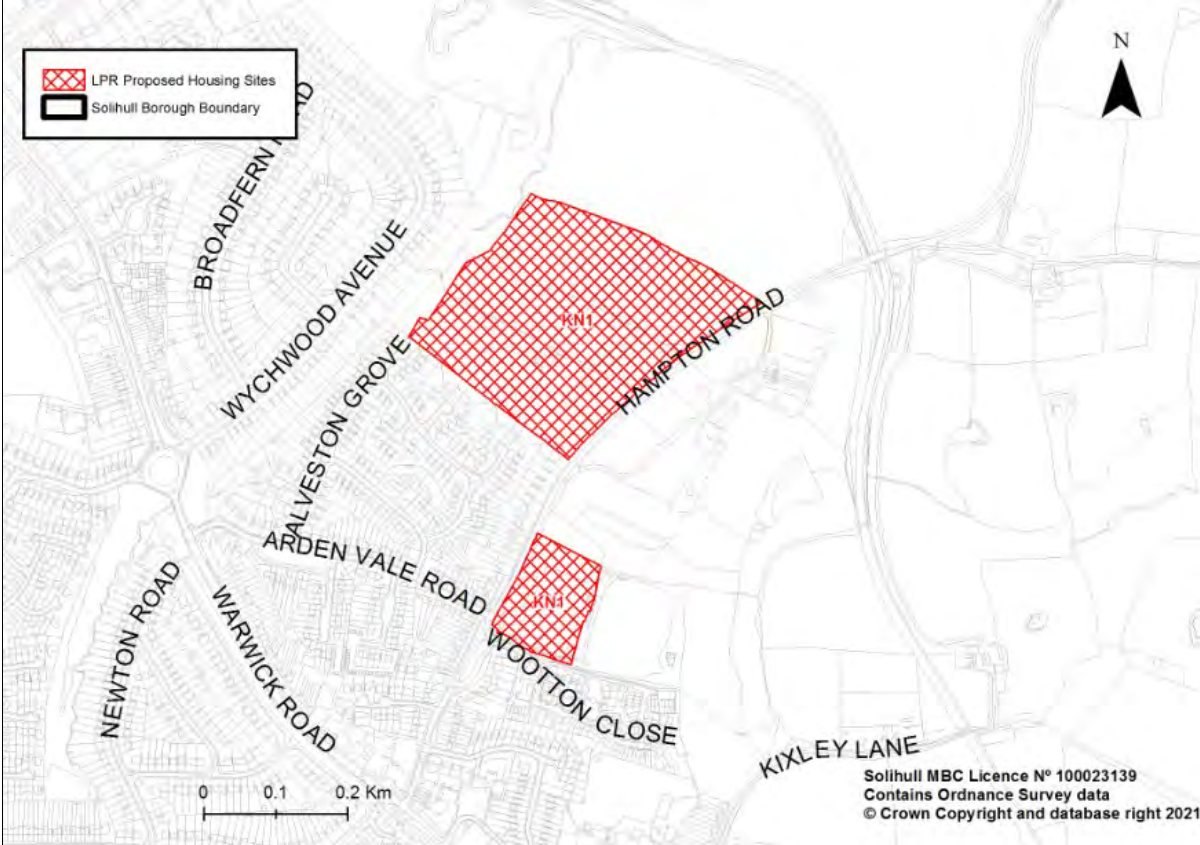


OS base map showing site and surrounding area

<p>Area Scale</p>	<p>5.96 ha. 90 dwellings</p>
<p>Type of development proposed</p>	<p>Residential</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Ref. 139 & 175</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 59</u> (in Sustainability Appraisal, Oct 2020, App. E) cited in Site Selection Document for larger site. 17 effects: (5 positive (1 significant); 6 neutral; 6 negative). Aecom Ref. 229 refers to 17 effects: 5 positive (2 significant); 6 neutral and 6 negative (1 significant).</p> <p><u>Landscape Character Area – LCA 2</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - High Visual sensitivity - High Landscape value - Medium Landscape capacity to accommodate change - Very Low</p> <p><u>Site Selection Document (2020)</u> Site is part of wider CFS 1008 submission assessed in the SHELAA, which scored Category 1.</p> <p>Site is located within Growth Option F – Limited expansion of rural villages/settlements. Area is considered suitable for limited</p>

	<p>expansion: due to a limited range of services, less accessibility, and restricted opportunities owing to proximity to the Borough boundary</p> <p>The site is within a lower performing parcel of Green Belt. It is adjacent to the existing settlement and well contained by physical and permanent features that would provide strong and defensible Green Belt boundaries, which will bound the site and round off the settlement to the south. The site has medium/high accessibility and is within an area of high landscape sensitivity, medium landscape value with a with very low capacity to accommodate change.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u></p> <p>Refined Parcel RP49 Land to the north of School Road, Hockley Heath: Lower performing parcel overall with a combined score of 5. Moderately performing in terms of purposes 2 and 3.</p>
<p>Summary of key constraints</p>	<p>Site is adjacent to the canal. Mature hedgerows Telegraph poles on site. Row of TPO trees on the boundary of the site. Habitats of interest on-site Low flood risk from fluvial and surface water sources</p> <p>Site Policy HH1 includes principles for development, including pedestrian improvements along School Road. Retention of trees and hedgerows along School Road and Sadlerswell Lane.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards local education provision. • Developer contributions to healthcare facilities • Provision of above ground SuDS features • Public open space and an integrated drainage, landscape and ecological strategy. • Appropriate measures to promote and enhance sustainable transport modes, inc. improvements to pedestrian and cycle connectivity towards Hockley Heath in accordance with the Council’s Local Cycling and Walking Implementation Plan. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Public open space in the wider site and accessibility and green infrastructure connections to the canal towpath.

Proposed Site: KN1 - Hampton Road, Knowle



OS base map showing site and surrounding area

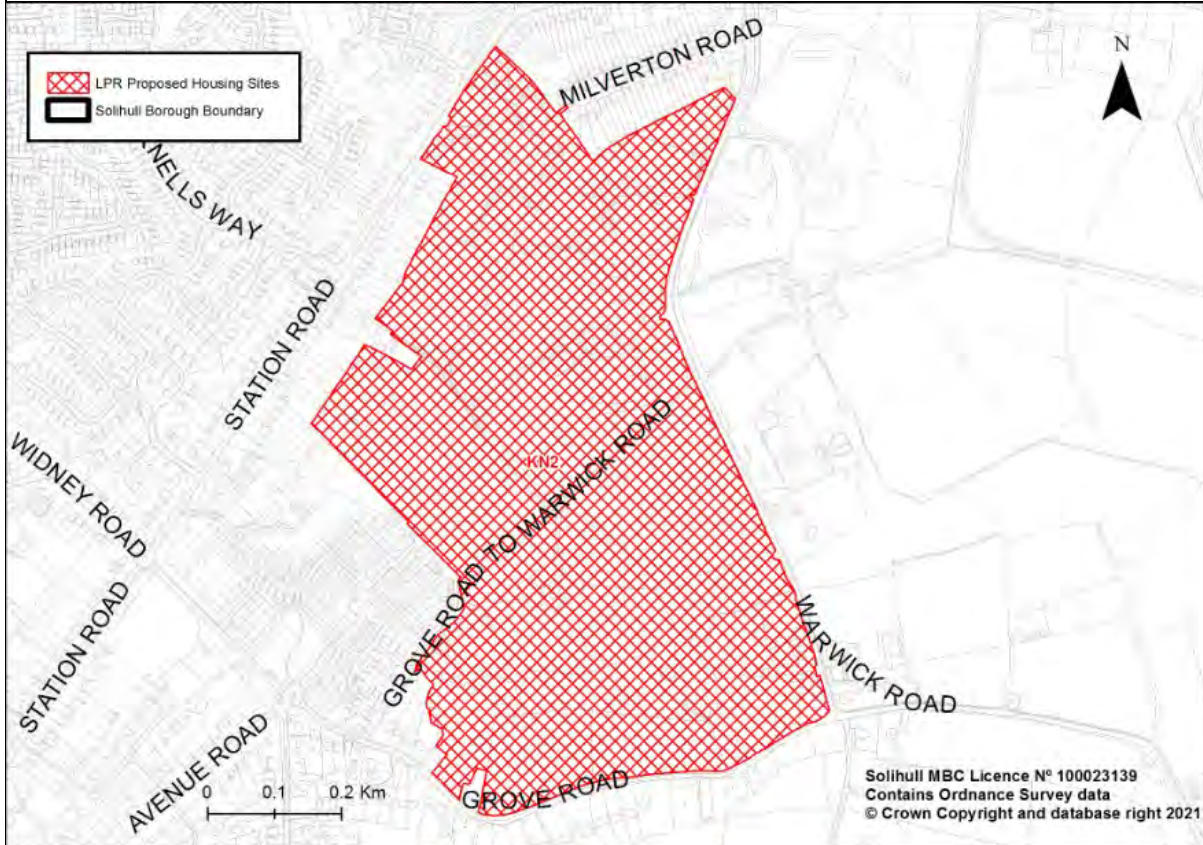
<p>Area Scale</p>	<p>10.84 ha 180 dwellings</p>
<p>Type of development proposed</p>	<p>Residential, including provision of 5% of market dwellings to be provided in the form of self and custom build plots in accordance with Policy P4D.</p> <p>The land currently accommodating Knowle Football Club has been identified as a potential site for the development of a care village or retirement complex.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Refs. 213, 166</u> (in Site Selection Document, Oct 2020)</p> <p><u>AECOM Refs. 91 and 92:</u> AECOM 91 (KN1 North): 17 effects: 3 positive (1 significant), 11 neutral, 3 negative. One negative can be mitigated by excluding Local Wildlife Site from area of development and providing buffers. Site is well-located in relation to services in Knowle village centre. AECOM 92 (KN1 South): 17 effects: 6 positive (3 significant), 8 neutral, 3 negative. One negative can be mitigated on site in relation to access to green infrastructure.</p> <p><u>Landscape Character Area – LCA 3</u> (Landscape Character Assessment, 2016):</p>

	<p>Landscape character sensitivity – Medium. Visual sensitivity – Low. Landscape value – Medium. Landscape capacity to accommodate change – Low.</p> <p><u>Site Selection Document (2020)</u> The Site refers to north and south parcels.</p> <p>Site is part of wider CFS submission assessed in the SHELAA, which scored Category 1.</p> <p>Site is located within Growth Option F/G: Limited/significant expansion of rural villages/settlements. Knowle/Dorridge/Bentley Heath villages are considered suitable for growth due to a range of facilities including a secondary school, although key Green Belt gap to urban area should be protected; and ensure no net loss in biodiversity.</p> <p>The site lies within the Green Belt, although it is immediately adjacent to the built up area of the settlement and would represent a continuation of the existing development along Hampton Road. Whilst it is recognised that the site lies within a parcel of land that performs highly in Green Belt terms, it is acknowledged that the proposed site is a small part of the wider parcel and that built development is present in the immediate vicinity adjacent to, and opposite, the site.</p> <p>The site is relatively well-contained and would provide a defensible Green Belt boundary and ‘round off’ the existing settlement pattern. The site is subject to some constraints, including Purnells Brook Woodland Local Wildlife site, (although this runs along the extreme north western edge of the site) as well as a number of protected trees and the proximity of a Grade I Listed Building. These will need to be considered in the design of any future scheme.</p> <p>The site has medium landscape character sensitivity, medium landscape value and a low landscape capacity to accommodate new development. The site has very high accessibility and is in an area with medium landscape character sensitivity, medium landscape value and a low landscape capacity to accommodate new development.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcels RP36 (KN1 North)and RP37 (KN1 South):</p> <p>RP36: Moderately performing parcel overall, with a combined score of 7 and highly performing in terms of purpose 1. RP37: Higher performing parcel overall, with a combined score of 11 and highly performing in terms of purposes 1, 3 and 4.</p>
<p>Summary of key constraints</p>	<p>Adjacent to Grade I listed Grimshaw Hall Trees and hedgerows Adjacent Local Wildlife Site Provision of an appropriate buffer to Purnells Brook Woodland Local Wildlife Site (no development will be permitted on the Local Wildlife Site). Relocation of existing sports pitches</p>

	<p>TPOs Woodland Topography: significant levels difference Adjacent to Grand Union Canal PRoW SL12 crosses the site Overhead cables Habitats of wildlife interest</p> <p>Heritage Impact Assessment (2019) The heritage assets that may be affected by development are Grade I listed Grimshaw Hall and Knowle Conservation Area. The HIA recommends that for KN1 (North) development should be confined to the western parts of the site between the former hedge lines (now removed) and Purnell's Brook, ridge lines should be similar to existing properties and areas between Hampton Road and limits of any new development should be landscaped as amenity areas to enhance the setting of the Hall. For the southern parcel it is recommended that development is confined to the football pitch and that the cricket pitch is undeveloped.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Small area of FZ2 and FZ3 on northern parcel associated with Purnell's Brook. Design of development should avoid flood risk areas and the layout should reflect the local topography and ensure extreme flood flow paths are not impeded by properties thus resulting in a residual risk.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to new and improved education provision in Knowle, as proposed on Site Allocation KN2 South of Knowle (Arden Triangle). • Re-provision of the existing sports pitches. • Highway improvements as required, including speed reduction measures and access improvements along Hampton Road, and highway capacity improvements at the A414 junction. • SUDS provision and flood risk management. • Provision of public open space and play areas (see below) • 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. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Woodland enhancements • Improved landscaping • On-site green and blue infrastructure that is multifunctional and accessible • Public open space • Access improvements to the wider Green Belt beyond the site boundary • Delivery of, and access to, replacement sports provision • Biodiversity enhancements

	<ul style="list-style-type: none">• Any other compensatory improvements that are considered acceptable.
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Proposed Site KN2 – South of Knowle (Arden Triangle)



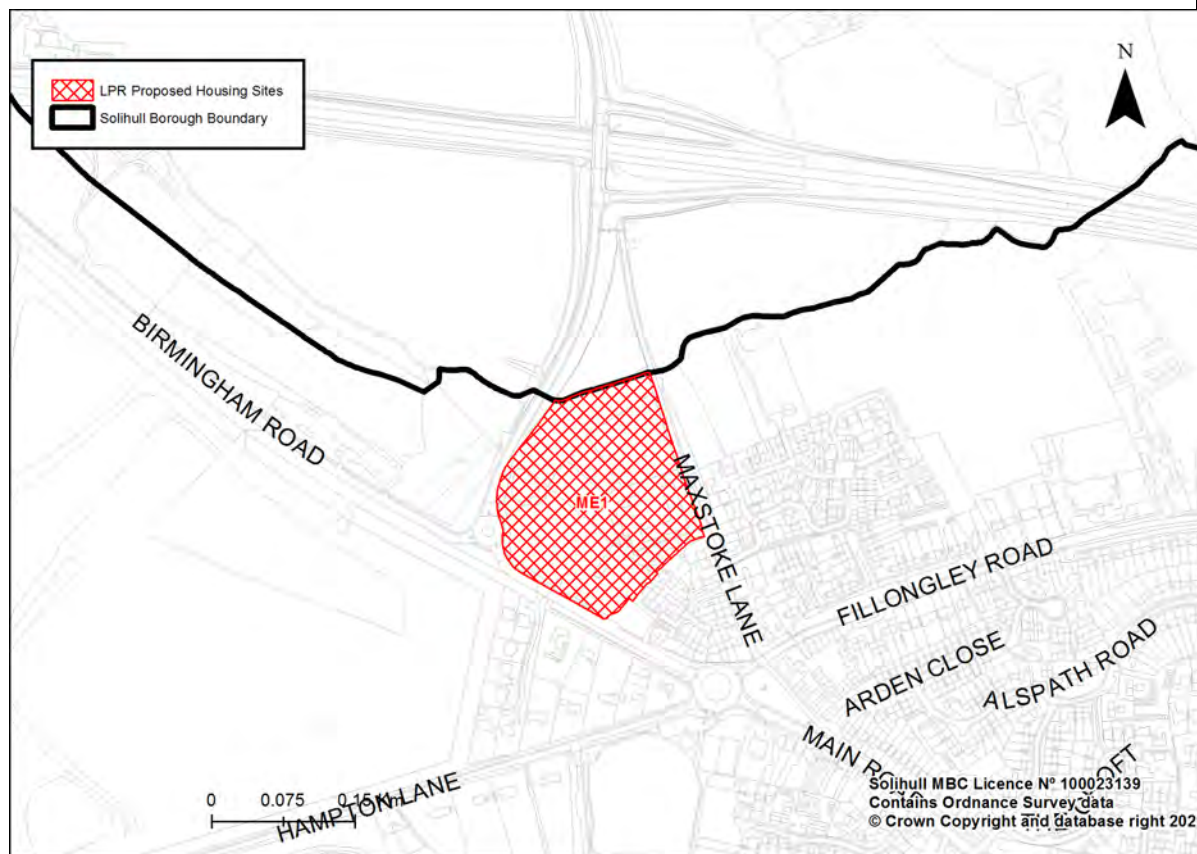
OS base map showing site and surrounding area

<p>Area Scale</p>	<p>49.05 ha 600 dwellings</p>
<p>Type of development proposed</p>	<p>Residential, including the redevelopment of the Arden Academy secondary school and a new primary school to provide an ‘all through’ school On-site accommodation for older people in accordance with Policy P4E, and provision of 5% of market dwellings to be provided in the form of self and custom build plots in accordance with Policy P4D.</p>
<p>Cross references to site selection documents and key findings</p>	<p><u>CFS Refs.</u> 148, 149, 150, 151, 152, 153, 154, 156, 157, 303 (in Site Selection Document, Oct 2020)</p> <p><u>AECOM Ref. 90:</u> 17 effects: 7 positive (3 significant), 5 neutral, 5 negative (1 significant).</p> <p><u>Landscape Character Area – LCA3</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – Medium. Visual sensitivity – Low. Landscape value – Medium. Landscape capacity to accommodate change – Low.</p> <p><u>Site Selection Document (2020)</u> Site is part of wider CFS submission assessed in the SHELAA, which scored Category 1.</p>

	<p>Growth Option F/G: Limited/Significant expansion of rural villages/settlements. Knowle/Dorridge/Bentley Heath villages are considered suitable for growth, due to a range of facilities including a secondary school, although key Green Belt gap to urban area should be protected.</p> <p>Site is situated immediately adjacent to the settlement in a lower performing parcel of Green Belt that is well contained by Station Road, Warwick Road and Grove Road. These strong physical features would establish a logical boundary to define the extent of land to be removed from the Green Belt.</p> <p>The site has medium/high accessibility overall and the scale of any proposed development could see further improvements to public transport and new facilities such as a primary school provided on site.</p> <p>The site is in an area with medium landscape character sensitivity, medium landscape value and a low landscape capacity to accommodate new development.</p> <p>The Arden Triangle site as a whole includes a number of constraints including a Local Wildlife Site, protected trees and other valued landscape features. These would need consideration in the design of any future scheme.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined Parcel RP39:</p> <p>Lower performing parcel (RP39) overall, with a combined score of 5. Moderately performing in terms of purpose 3.</p>
<p>Summary of key constraints</p>	<p>Existing buildings on site, including Arden Academy Existing school in use Redevelopment costs Playing fields on site Grade II Listed buildings Rotten Row Farm and Grove Farm East adjacent to site Proximity to locally listed buildings Varied topography Water bodies on site, such as Cuttlebrook stream and ponds, former boat lake Flood risk areas TPOs Trees Access Hedgerows Knowle Conservation Area Public Rights of way Overhead cables Habitats of wildlife interest</p> <p><u>Heritage Impact Assessment (2020)</u></p>

	<p>The heritage assets potentially affected by development are Knowle Conservation Area, and the Grade 2 listed buildings of Rotton Row Farmhouse, Grove Farm west barn, and Norton Green Farmhouse. These are all significant heritage assets that are sensitive to change in their settings, and the concept masterplans should respect the heritage setting.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Most of the site is Flood Zone 1, with a small area of higher flood risk around the Cuttle Brook and unnamed watercourses within the site, and one surface water flow path associated with the watercourses. Development will need to be designed to avoid areas of flood risk and be supported by an appropriate flood risk management plan.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to the provision of an ‘all through’ school to provide a facility for both primary and secondary education on the site. • Highway improvements as required. • Provision of public open space, including doorstep, local and neighbourhood play areas and provide a green link to neighbouring Middlefield development. • Retention of and appropriate buffers to Local Wildlife Site • Biodiversity offsetting in accordance with Policy P10 • SUDS and flood risk management plan • Retention of the MIND Garden • 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. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Woodland planting • Improved landscaping • On-site green and blue infrastructure that is multi-functional and accessible • Public open space • Access improvements to the wider Green Belt beyond the site boundary • Biodiversity enhancements • Any other compensatory improvements that are considered acceptable.

Proposed Site ME1 -



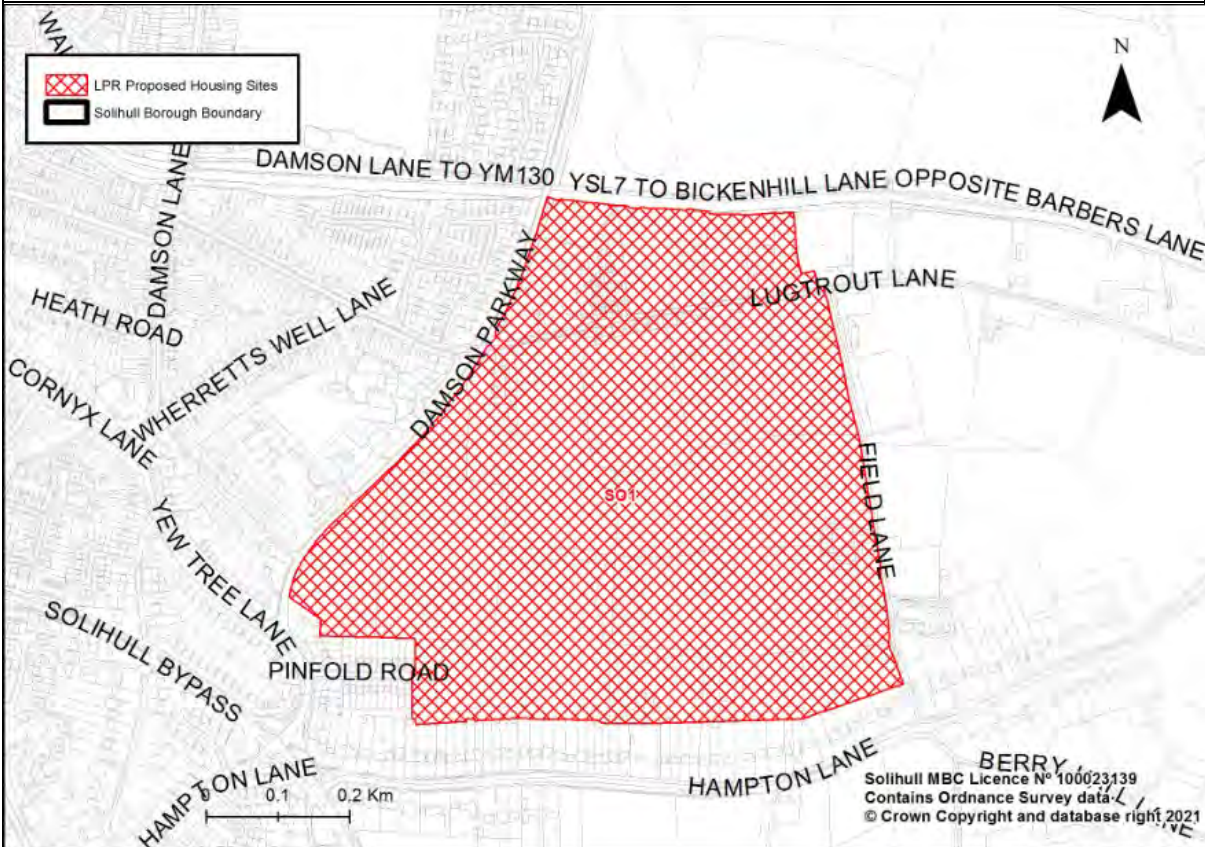
OS base map showing site and surrounding area

Area	1.02 ha
Scale	100 dwellings
Type of development proposed	Residential, including 5% open market dwellings as self and custom build in accordance with Policy P4D. This site is also considered suitable for specialist provision in accordance with policy P4E 'Housing for Older and Disabled People'.
Cross references to site selection documents and key findings	<p><u>CFS Ref. 119 & 137</u> (in Site Selection Document, Oct 2020) <u>Aecom Ref. 100</u> (in Sustainability Appraisal, Oct 2020, App. E) 17 effects: 6 positive (3 significant); 5 neutral; 6 negative. Of the negative effects the mineral safeguarding zone would not be applicable, and landscape in this parcel is modified by the existing uses and road network.</p> <p><u>Landscape Character Area – LCA 7</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - High Visual sensitivity - Medium Landscape value - Medium Landscape capacity to accommodate change - Very Low</p> <p><u>Site Selection Document (2020)</u> Site includes both CFS 119 & 137, assessed in the SHELAA. Site 119 scored Category 3 for suitability constraints due to the area of contaminated land, and Site 137 scored Category 1.</p>

	<p>Site is located within Growth Option F. Meriden village is identified as suitable for limited expansion, due to local facilities and local primary school.</p> <p>Site is within lower performing Green Belt parcels. Site has a high level of accessibility, with existing urbanising influences, and is deliverable in the short-term.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> CFS 137 (The Firs) lies mostly within refined Parcel RP25: This is a lower performing parcel overall with a combined score of 5, although highly performing in terms of purpose 1.</p> <p>CFS 119 (Caravan storage) lies mostly with Refined Parcel RP24, which has a zero score in the Green Belt assessment due to urbanising influences. However, it would still perform highly against purpose (5) 'assisting urban regeneration'.</p> <p>The site has some existing uses and area of brownfield land. It is well related to Meriden village, with clear defensible existing boundaries, and would round off the settlement to the west.</p>
<p>Summary of key constraints</p>	<p>TPOs on site boundary Contaminated land Existing properties on site Flood Risk (along northern boundary) Proximity to Grade II listed building Pond</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> The majority of the site is at very low fluvial flood risk, with the flood risk area located within the vicinity of the unnamed tributary of the River Blythe along the northern boundary. These areas should be avoided for development. There are pockets of surface water flood risk across the site. The proposed open space lends itself to a high quality, fully integrated SuDS scheme.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Developer contributions towards education provision in the area • Developer contributions to healthcare facilities • Provision of above ground SuDS features integrated into POS features. • Avoidance of flood risk areas, and potential for flood alleviation measure to benefit the wider area • Retention of trees and hedgerows across site • Appropriate measures to promote and enhance sustainable transport modes, inc. improvement of bus services and pedestrian and cycle connectivity towards Meriden village centre in accordance with the Council's Local Cycling and Walking Implementation Plan. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Public open space in the wider site

	<ul style="list-style-type: none">• Greater accessibility and green infrastructure connectivity to the wider countryside• Woodland planting• Biodiversity enhancements
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Proposed Site SO1: - East of Solihull



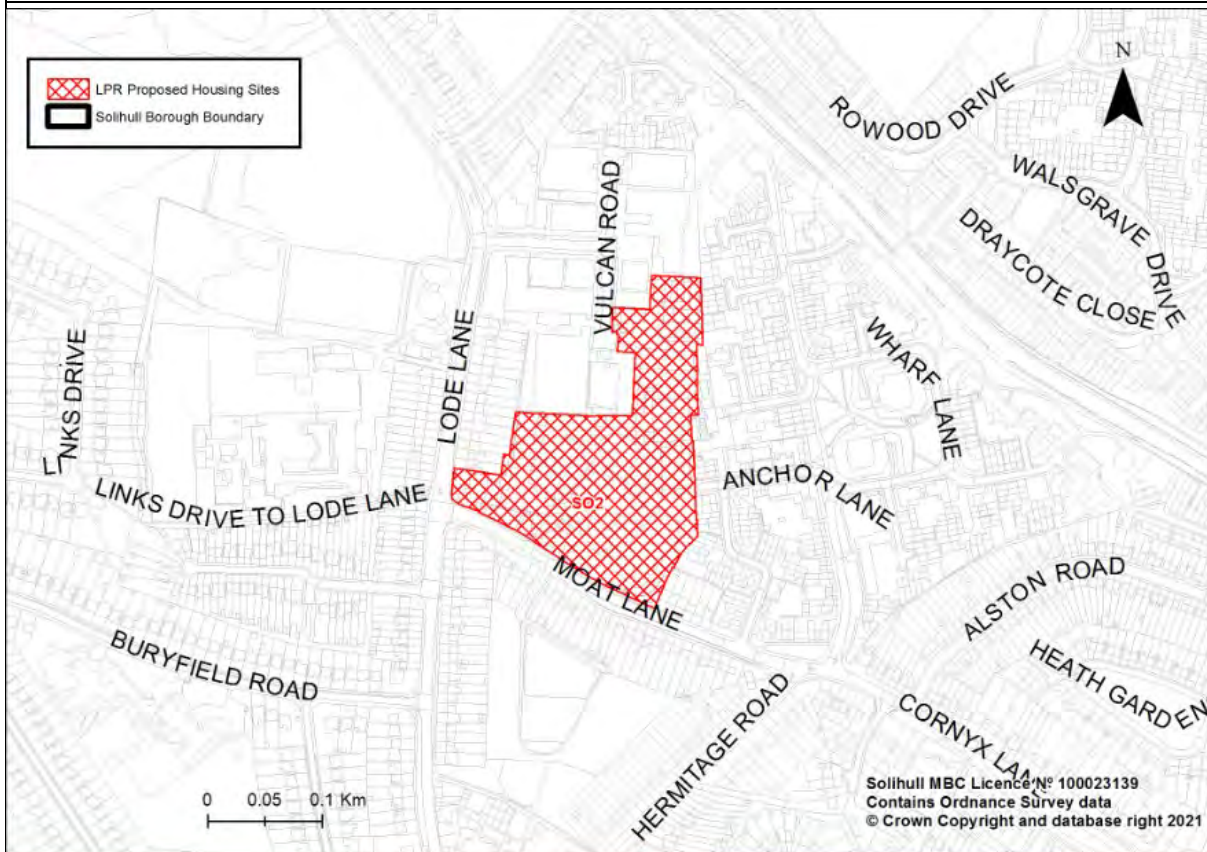
OS base map showing site and surrounding area

Area	43.21 ha
Scale	700 dwellings
Type of development proposed	Residential, including on-site accommodation for older people in accordance with Policy P4E, and 5% of open market dwellings to be provided in the form of self and custom build plots in accordance with Policy 4D.
Cross references to site selection documents and key findings	<p><u>CFS Refs. 11, 15, 28, 67, 143, 147, 230, 339, 410, 501, 506</u> (in Site Selection Document, Oct 2020)</p> <p><u>AECOM Refs. 93, 117, 121, 139, 117, 118 and 145:</u> AECOM 93: 17 effects: 8 positive (5 significant), 6 neutral, 3 negative (2 significant). AECOM 117: 18 effects: 5 positive (1 significant), 10 neutral, 3 negative. AECOM 121: 18 effects: 6 positive (1 significant), 9 neutral, 3 negative. AECOM 139: 19 effects: 5 positive (2 significant), 12 neutral, 2 negative. AECOM 11718: 18 effects: 5 positive (1 significant), 10 neutral, 3 negative. AECOM 145: 19 effects, 6 positive (2 significant), 10 neutral, 3 negative</p>

	<p>The overall site was assessed as AECOM Ref. 231 (in Sustainability Appraisal, Oct 2020, App. E): Of the 17 effects, 9 are positive (3 significant), 2 negative (1 significant) and the rest neutral. The significant negative effect due to loss of agricultural land better than Grade 3b.</p> <p><u>Landscape Character Area – LCA 1A</u> (Landscape Character Assessment, 2016): Landscape character sensitivity – Medium. Visual sensitivity – Medium. Landscape value – Medium. Landscape capacity to accommodate change – Low.</p> <p><u>Heritage Impact Assessment (2020)</u> The assessment concludes that development of the site would preserve and would not cause harm to their settings, provided that the land closest to the heritage assets remains undeveloped and that development adjacent to that is of a design, layout scale and materials that suit the context.</p> <p><u>Site Selection Document (2020)</u> Site is part of wider CFS submission assessed in the SHELAA, which scored Category 1 and Category 2 with some achievability constraints.</p> <p>Site is located within Growth Option G: Largescale urban extension. Can be considered as part of Growth Option G – Area C: East of Solihull between the canal and the A41. Considered suitable for urban extension. Site is west of Field Lane, south of Lugtrout Lane and north of Hampton Lane, which provide strong, defensible Green Belt boundaries.</p> <p>Site is within a lower performing parcel in the Green Belt Assessment. The site has a high level of accessibility, is within an area of medium landscape sensitivity with low capacity for change, and is suitable for development. The SA identifies mainly positive or neutral effects, the site could form part of an urban extension in areas identified in the spatial strategy as suitable for growth.</p> <p>Site is within accessible location to high frequency public transport corridor, and key services. There is justification, for limited Green Belt release as an extension to the existing urban edge east of Solihull.</p>
Cross references to Green Belt Assessment & key findings	<p><u>Green Belt Assessment (2016)</u> Area of north of Lugtrout Lane is within Refined Parcel RP27; and area to south (bounded by Field Lane and Hampton Lane) is within RP29.</p> <p>Both are lower performing parcels overall, each with a combined score of 4 and moderately performing in terms of purpose 2.</p>
Summary of key constraints	<p>Impact on Grade II listed Field Farm and 239 Lugtrout Lane Access from busy main road</p>

	<p>Hedgerows Habitats of wildlife interest Woodland (pockets) TPO on boundary Adjacent to Grand Union Canal Access Existing buildings on site Overhead cables Playing fields</p> <p>Site Policy SO1 seeks to preserve the setting of the Grade II listed buildings, retain the sports pitch and incorporate habitats of interest and existing landscape features within the concept masterplan.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to education provision as required by the Local Education Authority. • Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment. • Highway improvements as required, including speed reduction measures and access improvements along Damson Parkway and Lugtrout Lane. • Provision of public open space including children’s play • Retention of existing sports pitch • Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Solihull Town Centre and Elmdon. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Biodiversity enhancements • Access improvements to the wider Green Belt beyond the site boundary, including pedestrian access to Hampton Lane.

Proposed Site SO2 – Moat Lane Depot

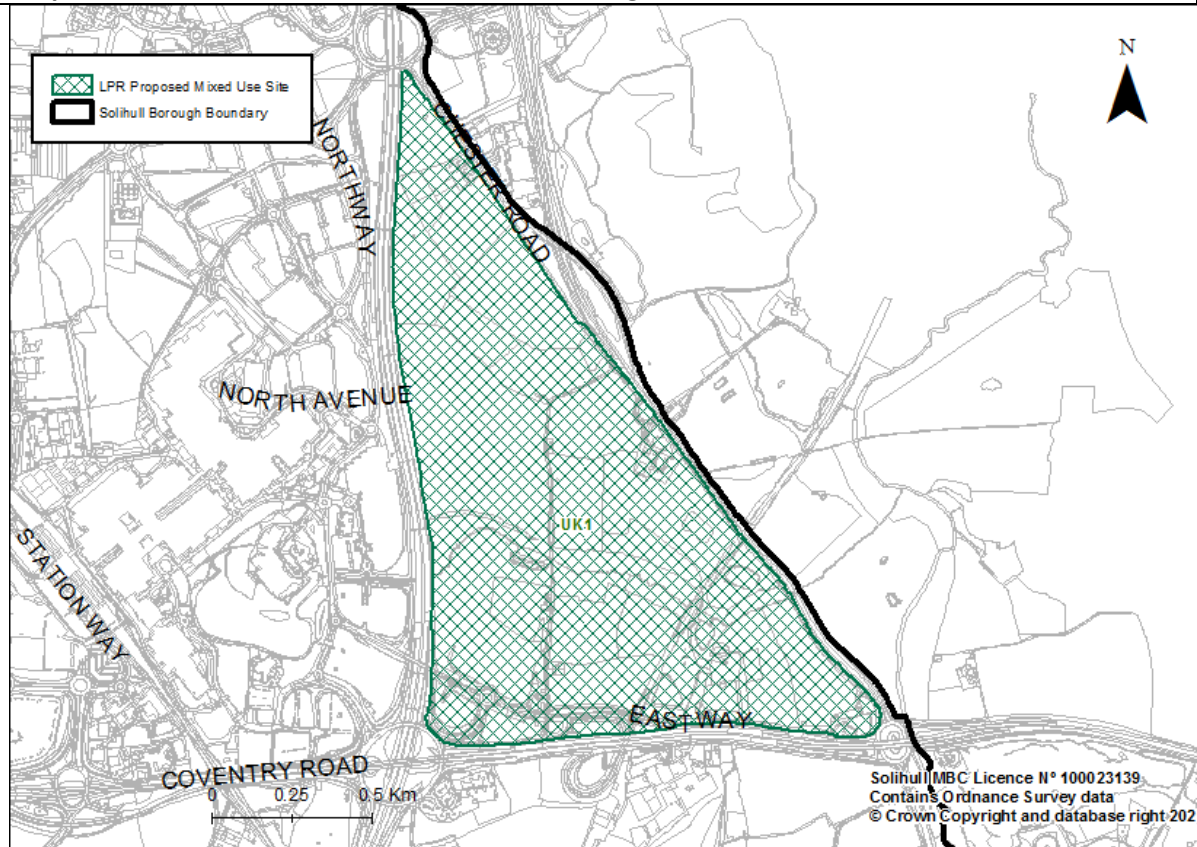


OS base map showing site and surrounding area

Area	3.07 ha
Scale	90 dwellings
Type of development proposed	Residential
Cross references to site selection documents and key findings	<p><u>CFS Refs. 222, 301</u> (in Site Selection Document, Oct 2020)</p> <p><u>AECOM Ref. 105</u> (in Sustainability Appraisal, Oct 2020, App. E):</p> <p>AECOM 105: 16 effects: 9 positive (3 significant), 5 neutral, 2 negative. Of the negative, the noise can be attenuated on-site.</p> <p>Site not included in study area of Landscape Character Assessment.</p> <p><u>Site Selection Document (2020)</u></p> <p>Site is part of wider CFS submission assessed in the SHELAA, which scored Category 3 with significant achievability and some suitability constraints, due to the accommodation of existing uses and contaminated land.</p> <p>Site is located within Growth Option A: High frequency public transport corridors and hubs. Site is located within the main urban area in an accessible location, however site is currently in existing use.</p>

	<p>This is a brownfield site within the urban area. It has very high accessibility. There may be some achievability and suitability constraints given that the site is in existing commercial use. Ground treatment would also be required. The SA identifies more positive than neutral or negative effects.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p>Site not included in study area of Green Belt Assessment.</p>
<p>Summary of key constraints</p>	<p>Flood risk Existing buildings and commercial uses on site Contaminated land Redevelopment costs</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Site is located within Flood Zone 1, but is subject to potential surface water flood risk. Any development at this location will need careful design consideration to the opportunities to reduce flood risk within the site boundary and where possible, provide flood alleviation downstream.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Financial contribution to education provision as required by the Local Education Authority. • Developer contributions to primary care health services in the vicinity and appropriate UHB secondary care services in the wider CCG catchment. • Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity towards Solihull Town Centre. • On-site doorstep play facilities and public open space • Surface water flood mitigation, including an integrated drainage, landscape and ecological strategy, seeking to support place making on the site.

Proposed Site UK1- Arden Cross and HS2 Interchange



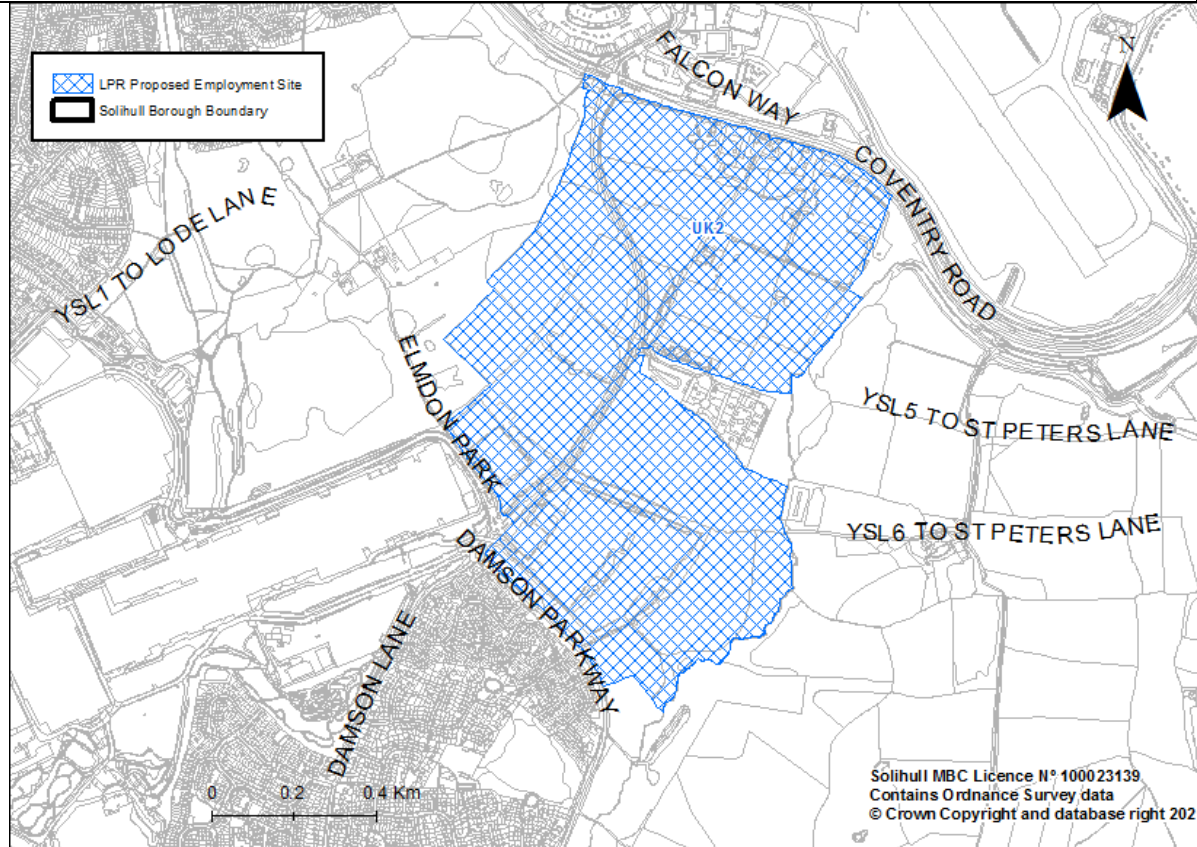
OS base map showing site and surrounding area

Area	152.07 ha (of which 59.90 ha is considered to be developable)
Scale	Up to 3,000 homes, of which 500 are considered deliverable within the plan period. Around 890,000 sq m of floorspace
Type of development proposed	Mixed use development including the HS2 Interchange station and ancillary infrastructure, commercial, residential and associated retail, leisure and cultural uses.
Cross references to site selection documents and key findings	<p><u>CFS Ref. 132</u> (in Site Selection Document, Oct 2020)</p> <p><u>Aecom Ref. 95</u> (in Sustainability Appraisal, Oct 2020, App. E) 16 effects: 3 positive (1 significant); 3 neutral; 10 negative (4 significant). Although there are 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.</p> <p><u>Landscape Character Area – LCA9</u> (Landscape Character Assessment, 2016): Landscape character sensitivity - Medium Visual sensitivity –</p>

	<p>Medium Landscape value - Low Landscape capacity to accommodate change – Low.</p> <p>Site Policy UK1 includes principles for development, such as 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.</p> <p><u>Site Selection Document (2020)</u> Site assessed in SHELAA and scored Category 2 (some suitability constraints, performs well against availability and achievability criteria).</p> <p>Site is located within Growth Option E: UKC Hub Area & HS2. Site considered as part of HS2 development and UGC Framework.</p> <p>Site is within a lower performing parcel in the Green Belt Assessment, where the High Speed 2 rail interchange station will be constructed, along with significant infrastructure development and car parking areas. The site has very low accessibility currently, although this will change with the construction of the HS2 rail station and supporting infrastructure. It is within an area of medium landscape sensitivity with low capacity for change, and has some constraints to development, notably the existence of a listed building at Park Farm. The site could form part of an urban extension in area identified in the spatial strategy as suitable for growth.</p>
<p>Cross references to Green Belt Assessment & key findings</p>	<p><u>Green Belt Assessment (2016)</u> Refined parcel RP13 'Land north of A45 between M42 and A452 Chester Road'. RP13 is a lower performing parcel with an overall combined score of 4, moderately performing in terms of purpose 3.</p> <p>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.</p>
<p>Summary of key constraints</p>	<p>HS2 Interchange Station site HS2 line Listed building on site TPO on site HS2 Safeguarding zone across entire site Contaminated land on part of site Mineral safeguarding area/Area of search Pylons and overhead line buffer for 400kV cables Hollywell Brook and Flood Zone 3 PROW Habitats of wildlife interest</p> <p>Site Policy UK1 includes principles for development, as set out in the Arden Cross Masterplan, such as preventing development within</p>

	<p>areas of higher flood risk, enhancing landscape, green and blue infrastructure and biodiversity provision, and protecting and enhancing the setting of surrounding heritage assets.</p> <p><u>Heritage Impact Assessment of Site UK1 (2019):</u> 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.</p> <p><u>Level 2 Strategic Flood Risk Assessment (2020):</u> Fluvial and surface water flood risk through the centre of the site associated with the Holywell Brook and other tributaries of the downstream River Blythe. Site included in Level 2 Strategic Flood Risk Assessment, and development to avoid areas assessed as of risk of flooding. 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.</p>
Summary of infrastructure requirements	<ul style="list-style-type: none"> • Provision of a new primary school and nursery as required by the Local Education Authority • Provision and financial contributions for health care services • Provision of leisure and community infrastructure • The existing culverts within the site shall be naturalised to reduce flood risk and enhance wider benefits • Any development adjacent to the culvert carrying Hollywell Brook beneath the Chester Road should provide flood alleviation • 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 • New highway and connectivity infrastructure

Proposed Site UK2 – Land at Damson Parkway

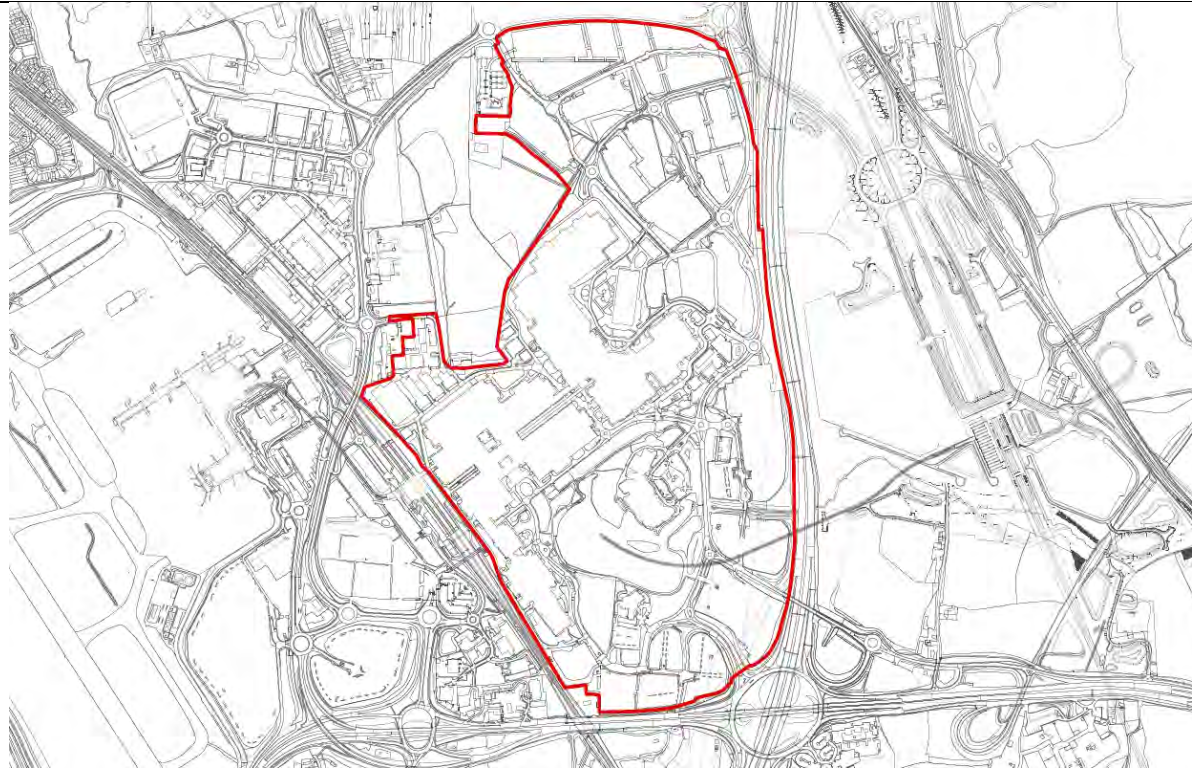


OS base map showing site and surrounding area

Area	94 ha, of which 66ha is considered developable.
Scale	39 ha remains to come forward and could provide around 200,000 sq m floorspace.
Type of development proposed	Employment development to meet local employment needs, needs associated with the key economic assets in the UK Central Solihull Hub Area.
Cross references to site selection documents and key findings	<u>CFS Refs. 65, 95, 189, 202, 317.</u>
Cross references to Green Belt Assessment & key findings	<u>Green Belt Assessment (2016)</u> Refined Parcels RP14 and RP15, with overall scores of 4 and 6 respectively. Both are highest scoring in terms of purpose 3, with RP15 also scoring highly regarding purpose 1.
Summary of key constraints	Flood Zone 2 and 3 Surface water flood risk Local Wildlife Site Woodland strips Existing buildings Proximity to Birmingham Airport and flight lines Relocation of existing sports provision <u>Level 2 Strategic Flood Risk Assessment (2020):</u>

	<p>The Low Brook, which is a main river, flows in a northerly direction along the eastern boundary of the site and under the A45 Coventry Road which runs along the northern site boundary. Area of Flood Zone 2 and 3 in proximity of Low Brook main river watercourse and surface water flood risk on site.</p> <p>Development should seek to avoid flood risk areas and implement a flood risk strategy at application stage.</p>
<p>Summary of infrastructure requirements</p>	<ul style="list-style-type: none"> • Development of the site should provide flood alleviation to Damson Lane • The Low Brook corridor shall be significantly improved and turned into a high quality linear attenuation and water quality improvement area for SUDS. • Highway improvements as required and access improvements along Damson Parkway and Damson Lane. • Appropriate measures to promote and enhance sustainable modes of transport including pedestrian and cycle connectivity tot surrounding residential areas. <p>Green Belt enhancements:</p> <ul style="list-style-type: none"> • Improvements to environmental quality of remaining Green Belt between the main urban area and Damson Parkway. • Improvements to the environmental quality of Green Belt to the east to enhance/extend the important grassland habitats to the east of the site.

NEC Site Profile¹



OS base map showing site and surrounding area

Area	155 ha
Scale	Residential: At least 2,500 new homes (including 2,240 dwellings within the plan period) Commercial: 315,000sqm of commercial floor space.
Type of development proposed	Residential and commercial development to support the National Exhibition Centre (NEC) and wider UK Central Hub
Site Characteristics	<p>The NEC site includes the National Exhibition Centre (NEC), Resorts World, the Resorts World Arena, three hotels, Pendigo lake and land currently used for around 18,000 surface car parking spaces.</p> <p>Access to the site is provided by a range of sustainable and active travel modes, including nationally from the M42 and A45 and internationally from Birmingham International Airport. The arrival of High Speed 2 (HS2) will further enhance connectivity for the NEC site.</p> <p>The NEC site plays an important economic role to the local, regional and national economies. There is a significant opportunity to further accelerate development and investment in the site due to the site being part of the UK Central Hub Area and proximity to the HS2 Interchange Station.</p>
Cross references to site selection	<p><u>Brownfield Land Register:</u> The NEC site is brownfield land located within the urban area of Solihull.</p>

¹ Although not a formal allocation, a site profile for the NEC site has been prepared in order to provide similar information included with the site allocation profiles.

documents and key findings	<p><u>NEC Masterplan:</u> The scale of the opportunity of the NEC site was recognised and demonstrated by the NEC Masterplan, which included at least 2,500 new homes.</p> <p>Due to the COVID-19 pandemic and unprecedented global situation with associated market changes, the NEC Masterplan is currently being revised. This is expected to be completed in October 2021.</p>
Cross references to Green Belt Assessment & key findings	<p><u>Green Belt Assessment (2016)</u> The site does not contain Green Belt land.</p>
Summary of key constraints	<p>High pressure gas pipeline Overhead cables Flood Zones 2 and 3 National Grid tower TPOs Adjacent to woodland/LWS at Bickenhill Plantation Proximity to M42 (noise, etc) Surface water 100 year risk</p>
Summary of infrastructure requirements	<p>No infrastructure requirements formally included in the Draft Submission Plan, however they may be similar to the UK1 requirements as outlined below:</p> <ul style="list-style-type: none"> • Provision of a new primary school and nurse as required by the Local Education Authority. • Provision for primary care health services in the vicinity and financial contributions for appropriate UHB secondary care services in the wider CCG. • Provision of leisure and community infrastructure. • The existing culverts within the site shall be naturalised to reduce flood risk and enhance wider benefits. • Any development adjacent to the culvert carrying Hollywell Brook beneath the Chester Road should provide flood alleviation. • 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. • New highway and connectivity infrastructure.
Housing Trajectory	<p>The housing trajectory supplied in response to the Inspectors' initial request for information/clarification contains the data that was used to produce the housing trajectory graph on page 70 of the Draft Submission Plan. This included an assumption regarding delivery at the NEC and assumed the 2,240 expected during the plan period would occur over the 10 year period from 2025/26 to 2034/35 (and was shown as annualised at 224 dwellings per year).</p> <p>More recent information in relation to the NEC indicates the following trajectory:</p>

Year	Units
2025-26	300
2026-27	195
2027-28	195
2028-29	195
2029-30	195
2030-31	195
2031-32	195
2032-33	195
2033-34	195
2034-35	195
2035-36	185
Total	2240