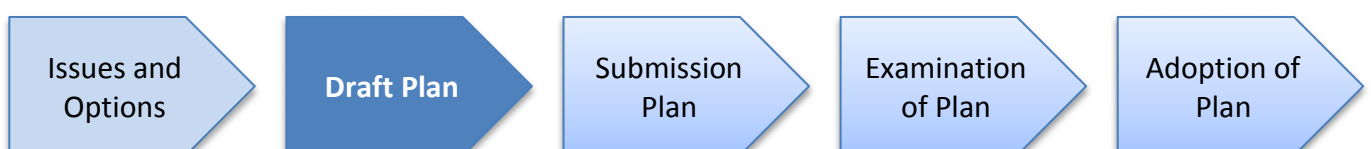


Reviewing the Plan for Solihull's Future

Solihull Local Plan Review

Draft Local Plan: Topic Papers

December 2016



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1. Introduction

1. This volume contains a series of papers supporting the Council's Draft Local Plan which has been published for consultation. The topic papers look at the relevant national and local guidance that impact on the emerging plan. They also provide a summary of the evidence base and how it has been used to shape the local plan. The topic papers do not contain any policies, proposals or site allocations and should be seen as explanatory supporting documents.
2. The topic papers have focussed on the issues that have been subject to more significant change from 2013 local plan and address the following:
 - Overall approach
 - UK Central and HS2
 - Housing
 - Reviewing Options for Growth and Site Selection Process

Topic Paper 1

Overall Approach

2. Background

Previous Development Plan Strategy

3. The Unitary Development Plan (UDP) 1997 was developed in the context of the Strategic Planning Guidance for the West Midlands (1988), and also took account of RPG11 (1995) which replaced it. The UDP was based on 3 fundamental principles; regeneration, quality of life and Green Belt protection, focussing on urban regeneration, economic development, the Green Belt and making a positive contribution to the environment. The annual housing target was 570 dpa.
4. The strategic context for the UDP Review 2006 was RPG11 (2004), which became the RSS later that year. The UDP was based on the same fundamental principles, with a 4th added relating to sustainable development, defined as involving reuse of urban land, strengthening of public transport routes and focus on centres. The UDP Review's principal objectives included sustainable development, regeneration, meeting needs, protecting and enhancing the environment, and protecting the Green Belt. The annual housing target was 400dpa.
5. The SLP 2013 was developed in the context of the RSS Phase 2 Revision, which reached Report of Panel Stage in 2009 but was never approved by the Government before the RSS was revoked. The SLP spatial strategy was based on North Solihull regeneration, promoting growth in the M42 Economic Gateway, Solihull town centre and along public transport routes, and on Green Belt protection. The annual housing target of 500dpa was deleted from the adopted Plan following a legal challenge.

National Planning Policy Framework (NPPF)

6. The National Planning Policy Framework provides the strategic framework for the Solihull Local Plan and sets out the presumption in favour of sustainable development, which all Plans are expected to follow. This means that the Local Plan should meet the objectively assessed needs and development needs of the Borough, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF.
7. The Local Plan must set out the strategic priorities for the Borough, addressing the homes and jobs needed, and the provision for other development, supporting infrastructure and social and environmental considerations. It must be based on adequate, up to date and relevant evidence of the economic, social and environmental characteristics of the area.
8. The Council has a duty to cooperate with other local authorities and bodies to ensure proper coordination of strategic priorities across boundaries. Local Planning Authorities are expected to work collaboratively to meet needs that cannot be met wholly within their areas, and are expected to demonstrate evidence of effective cooperation.

GBSLEP Spatial Plan for Growth

9. A Spatial Plan for Growth is being prepared on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), to provide spatial expression for the GBSLEP Strategic Economic Plan. The first iteration was published for consultation in October 2013. The document set out draft strategic objectives and policies, and ten ways to accommodate growth.
10. Key strategic objectives relevant to Solihull include:
 - Promoting growth in areas of greatest need and opportunity;

- Providing for housing growth to meet future needs;
 - Balancing the levels of employment and housing growth; and
 - Facilitating on-going dialogue to ensure that the Duty to Cooperate is met.
11. Amongst the strategic policies relevant to Solihull are:
- Capitalising on the development of HS2; and
 - Supporting the expansion and development of new services at Birmingham Airport.
12. The ten ways growth might be accommodated were refined to provide six scenarios following consultation:
- Intensification;
 - Urban extensions;
 - Public transport corridors;
 - Jobs and Enterprise Option, including UK Central;
 - Dispersal; and
 - New towns and settlements.
13. The draft Spatial Plan recognised the need for evidence to support its development, and the following studies have been prepared:
- Strategic Housing Needs Study for the GBSLEP and Black Country Authorities;
 - General Employment Land Study; and
 - Sustainability Assessment of Strategic Housing Needs Study Scenarios.

GBSLEP and Black Country Strategic Housing Needs Study

14. This staged study undertaken by Peter Brett Associates on behalf of the GBSLEP and Black Country Authorities provides evidence of the housing needs by authority for 2011 to 2031, and the shortfall in the provision for new housing across the GBSLEP and Black Country. The study indicates that 12,154 new homes are required for Solihull, or 608 homes per annum, although this is a minimum figure that requires testing locally. The study also identifies an unmet deficit across the Housing Market Area of some 37,500 homes for the same period, substantially the result of the deficit for Birmingham.
15. The Stage 3 study looked at the six scenarios for growth; intensification, urban extensions, public transport corridors, future jobs and enterprise, dispersed growth and new towns/settlements. It concluded that most of the strategic housing shortfall would need to be accommodated on green field sites, that the public transport corridor option offered significant capacity, mostly in the Green Belt, and that there was a need for a shared Green Belt evidence base across the housing market area. Additional urban extensions were considered to be the most likely option to contribute to meeting the shortfall, with the edge of the conurbation offering the most obvious potential. The HS2 rail link and interchange was highlighted, as presenting the market with a step change in demand for housing in the area, although it was recognised that the timing was dependent on the delivery of HS2 and the local infrastructure to better connect it to the wider area. Finally, the study recognised that exports beyond the housing market area could help to offset the shortfall, although no formal agreements existed and this would have economic implications for the Greater Birmingham housing market area.

16. Following the publication of the study, senior officers and elected members from the Greater Birmingham Housing Market Area have come together at conferences in September 2015 and January 2016 to seek resolution of the deficit. It was intended that this process be completed over Summer 2016, with signing off by all the Authorities involved via a Memorandum of Understanding. Whilst progress has been made, there still remains a gap between housing market area authority commitments and the shortfall and the next iteration of the Spatial Plan for Growth has been delayed accordingly.
17. The Sustainability Assessment of the Strategic Housing Needs Study Scenarios did not identify a clear best performing scenario, although Business as Usual arguably performed the worst. Urban extensions and new settlements resulted in the most significant positive benefits, and together with public transport corridors and the enterprise option, which includes UK Central, came closest to having similar numbers of positive and negative impacts. But the findings indicated significant uncertainty, unsurprising given the high level at which the assessment was taking place.

West Midlands Strategic Sites Study

18. This study undertaken by Peter Brett Associates in conjunction with Jones Lang LaSalle considers the need for strategic employment sites to be held in reserve for regionally significant projects. It indicates that there is no need for strategic sites for offices, but that there is a shortage in planned land supply for large industrial units in areas of high demand, including the M42 belt east of Birmingham, which includes parts of Birmingham, Solihull, North Warwickshire and Tamworth.

GBSLEP General Employment Land Study

19. This study undertaken by Arup focusses on the uplift in employment land supply that may be required as a consequence of the housing growth scenarios in the GBSLEP and Black Country Strategic Housing Needs Study.

West Midlands Combined Authority (WMCA)

20. The WMCA is made up of 7 'constituent' authorities: Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. There are also a number of non-constituent Councils who are also members of the CA together with the three LEPs that cover the area (Black Country; Coventry and Warwickshire; and Greater Birmingham and Solihull).
21. The CA has a number of priorities:
22. **Economic Priority:** The West Midlands Combined Authority is based on an extensive Functional Economic Market Area (FEMA) assessment, which tested whether the geographic area covered by the three LEPs would be more beneficial financially than the LEPs continuing to work separately. As a result of this, the emerging WMCA plans on using the geography to jointly create an economy which is the strongest outside London and contributes fully to the Government's vision of a wider "Midlands Engine for Growth".
23. The West Midlands region is renowned for its innovation – its businesses account for almost 10% of UK research and development (R&D) expenditure, much of which is delivered in partnership with local universities. It has some of the best performing educational institutions in the country and it has particular strengths in digital technology and computer science, healthcare, business administration, engineering and technology, and education. The region also has a range of internationally recognised research institutions. This is why the West Midlands Combined Authority has ambitious plans to build on these strong foundations.

24. If the region grows at the same rate as the London economy then the West Midlands will be £26.4 million better off by 2030.
25. **Skills Priority:** The West Midlands suffers from a significant shortage of skills both at the lower and higher ends of the skills spectrum. The skills deficit is reflected in the high levels of unemployment (9.3%) across the seven Metropolitan Authorities. This is why skills is one of the West Midlands Combined Authority's key priorities.
26. **Transport Priority:** We need a fully integrated rail and rapid transit network that connects our main centres with quick and frequent services, and that increases the number of people who can readily access HS2 stations and main centres. By delivering this, we will reduce transport's impact on our environment, improving air quality, reducing carbon emissions and improving road safety. The resulting network will enable the efficient movement of goods to help businesses to connect to supply chains, key markets and strategic gateways.
27. **Housing Priority:** The West Midlands has a large and ever-increasing population, which needs to be accommodated for in the future. This is why housing is one the West Midlands Combined Authority's key priorities. The WMCA will therefore establish a Land Commission to help identify the land which can be used or regenerated to create homes for the future.

3. Local Plan Review

Local Plan Review Scope, Issues & Options

28. The Scope, Issues & Options document was published for consultation from November 2015 to January 2016. It proposed rolling forward the Plan period to 2033 and set out the evidence to be collected, strategic matters, challenges and initial views on the level of growth needed and the options for accommodating the growth.
29. The consultation document recognised that a raft of evidence studies are required to support the development of the Local Plan Review, and indicated that work was commencing on commissioning or preparing the studies. These include new technical work or updates of existing studies for Strategic Housing Market Assessment, Strategic Housing and Employment Land Availability Assessment, Employment Land Study, Solihull Town Centre Study, Green Belt Assessment, Strategic Flood Risk Assessment and Viability Assessment.
30. A number of strategic issues are highlighted in the consultation document, covering housing growth, employment, transport, infrastructure, Green Belt and landscape character. The strategic importance of the vision in the UK Central Masterplan and the opportunity presented by the proposal for the HS2 rail link and interchange station was also recognised.
31. The consultation recognised that many of the Challenges and Objectives from the adopted Local Plan remain relevant, but proposed three additional challenges relating to the economic and social benefits of HS2, mitigating the impacts of HS2 and associated growth, and addressing the need for housing in the context of then shortfall across the Housing Market Area. Similarly, many elements of the current vision and spatial strategy remain relevant, although the consultation document recognised that the key test would be the appropriateness of the spatial strategy to meet the current challenges and level of growth faced. The consultation also set out the Council's views on the changes likely to be required to the existing Local Plan policies.
32. The consultation document indicated that as a minimum the Local Plan Review should seek to accommodate a housing target of around 13,500 dwellings for the period 2011 to 2033, which would require land for an additional 4,000 dwellings to be identified. It was recognised that this figure would increase if the objectively assessed housing needs for the Borough is higher and/or any of the shortfall occurring in the Housing Market Area is accommodated in the Borough.
33. The consultation document put forward seven broad options for accommodating the growth, based on the scenarios in the Strategic Housing Needs Study:
 - High frequency public transport corridors and hubs;
 - Solihull Town Centre;
 - North Solihull/Chelmsley Wood;
 - Shirley Town Centre and the A34 corridor;
 - The UK Central hub area and HS2 interchange;
 - Limited expansion of rural villages/settlements; and
 - New settlements, large scale urban extensions or significant expansion of rural villages/settlements.
34. Views were also requested on any other reasonable options that should be considered.

Sustainability Appraisal of the Scope, Issues & Options

35. To support the Scope, Issues & Options, a sustainability appraisal was undertaken and published along with the consultation document. The appraisal covered the policy changes as well as the growth options. The appraisal found the UK Central Hub/HS2 Interchange and Solihull town centre growth options performed the best, with the Shirley town centre/A34 corridor and public transport corridors/hubs options less well, and the limited expansion of rural settlements and urban extensions/significant expansion of settlements least well. However, given the many permutations, further exploration of urban extensions around Elmdon and south of the A34 was recommended, along with expansion of Knowle/Dorridge, Hampton in Arden and Balsall Common.

Scope, Issues & Options Consultation Representations

36. The consultation invited responses to a number of questions and more generally on the review of the Local Plan. More than 170 representations were received.
37. More than a quarter of the representations on strategic issues supported the issues identified, with only a small percentage of views opposing. There was support for the updating of evidence, particularly for housing needs, and for the recognition of the strategic importance of UK Central, and the growth potential of the Airport, NEC and Birmingham Business Park. There was general support, too, for the additional challenges proposed.
38. There were mixed views on whether the existing spatial strategy remained valid, with about a fifth of respondents agreeing that it did. However, over a fifth of respondents considered that it was no longer appropriate, as it needed to be reviewed to reflect the increased emphasis on economic and housing growth. It was argued that the increased housing need and the potential growth associated with UK Central and the High Speed 2 Interchange required a comprehensive Green Belt Review and significant Green Belt releases contrary to the existing spatial strategy.
39. A significant number of respondents considered that 13,500 dwellings was not the full objectively assessed housing need for the Borough. It was argued that further evidence is required on future jobs growth, market signals, suppression of household rates, historic building rates and affordability. Suggestions for the full objectively assessed housing need ranged from 15,300 to 23,700 dwellings. There was significant support for provision of additional housing to contribute to the wider Housing Market Area shortfall.
40. There was support for most of the growth options proposed, although concern that a number of them would have limited capacity, with significant support for the UK Central Hub Area and HS2 Interchange option. Whilst there was developer and landowner support for the new settlements, large scale urban extensions or significant expansion of rural settlements option, there was concern from residents about the loss of Green Belt, harm to character, increased car dependency and congestion, and impact on infrastructure and services.

Council's Response to Representations

41. The Council's response to the representations made on the Scope, Issues and Options was agreed in April 2016, and can be found at <http://www.solihull.gov.uk/lpr>. The Council has recognised the need to update the evidence to inform the review of the Local Plan. A Strategic Housing Market Assessment, a Strategic Housing and Employment Land Availability Assessment, and a Green Belt Assessment have all been undertaken with the output being published alongside the Draft Local Plan. The Council has also taken a lead in negotiations across the Housing Market Area to try and resolve the housing shortfall.

42. In responding to representations on the challenges facing the Borough, the Council recognises that appropriate provision will need to be made for housing and employment, and other types of development, having regard to all relevant influences. The additional challenges proposed in the Scope, Issues and Options document reflect the major changes since the adopted plan was prepared, notably and scale of the housing need in the Borough and the economic and social benefits that the HS2 rail link and Interchange station offer.
43. The Council also recognised the need to update the vision, and that the spatial strategy would need revisiting in the context of the growth the Borough will have to accommodate during the extended Plan period.

Call for Sites Submissions

44. Alongside the consultation, a Call for Sites exercise was undertaken inviting landowners and others to make submissions where land may be available for development. Over 240 site submissions were made up to May 2016, when the submissions were passed to the consultants undertaking a Strategic Housing and Employment Land Availability Assessment on behalf of the Council. This exercise has helped to identify what land may be available for development during the Plan period.

Development of Spatial Strategy

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

Strategic Objectives

47. The purpose of the strategic objectives is to ensure that a strategy is arrived at that makes effective use of land and creates a pattern of development that focusses significant development in locations that are, or can be made, sustainable.
48. The strategic objectives set out a sequential approach to directing growth in locations as follows:
 - a. Non Green Belt:
 - i. Previously Developed Land – if highly or moderately accessible location.
 - ii. Greenfield - if not in reasonable beneficial existing use (e.g. avoid loss of open space, unless compensated for) - if highly or moderately accessible location.
 - b. Green Belt:

- i. Previously Developed Land – if highly or moderately accessible location
 - ii. Greenfield - if highly or moderately accessible location and is being lost as a result of committed development.
 - iii. Greenfield – other.
49. This hierarchy has been adopted to ensure that first preference is given to appropriate sites not located in the Green Belt, and only then sites that are located in the Green Belt. This also has the advantage that most non-Green Belt land is likely to be in a highly or moderately accessible location (i.e. within the urban area or within an existing settlement¹).
50. This reflects the guidance in the NPPF. Mostly notably core planning principles under the 8th and 11th bullet points of paragraph 17.
51. It is also recognised that that some further structure is needed to assess sites that fall within category (b)(iii). In doing so, a balance should be struck between concentrating development in a relatively small number of locations and dispersing development over a greater number of locations.
52. This balanced approach between concentration and dispersal has a number of advantages:
 - Concentration could support the UK Central masterplan and HS2 growth strategy, and the investment priorities in 'Solihull Connected';
 - Focussing on urban areas and sustainable urban extensions provides the best opportunity for achieving accessibility and delivering public transport improvements;
 - Larger scale developments offer the opportunity for significant infrastructure improvements;
 - Provision for some smaller sites will assist the early delivery of housing during the Plan period and support existing services;
 - A totally dispersed pattern of growth would be unlikely to deliver the scale of growth required and be more likely to result in adverse impacts associated with piecemeal development which would affect a greater area.
53. Therefore the following additional criteria are suggested for category (b)(iii) so that development will be focussed in locations which are:
 - Located adjacent to a highly accessible settlement or;
 - Located adjacent to a settlement that although it may be less accessible, it has a wide range of local services (including a secondary school) or;
 - Development that would be a proportionate addition adjacent to an existing settlement that although is less accessible still has a limited range of services available within it (including a primary school).
54. This approach would thus discourage development that is:
 - Isolated from any settlement;
 - A disproportionate addition to a settlement that only has a limited range of facilities;
 - Occurs in relatively less accessible locations;

Guiding Principles

55. In addition to the strategic objectives outlined above, some guiding principles have been identified which can be used to help identify locations where development can be

¹ Although the accessibility of settlements does differ (as does the range of services they provide), it is not anticipated that opportunities for significant development within their exiting boundaries will come forward.

appropriately located, and locations where development should be discouraged. Both the strategic and guiding principles can then be used to assess broad options identified in the Scope, Issues and Option consultation, together with assessing the call for sites submissions/SHELAA outputs.

56. The guiding principles fall into two categories, either a consideration that may be in support of a particular location/site or one that would indicate that the location/site is not supported. Often there will be a balance to be struck and these considerations should be seen in the 'round' rather than simple isolated assessments.

Guiding Principles Generally in Support

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

Guiding Principles Generally Not in Support

- Protecting the strategic purposes of the Green Belt;
 - Areas of the Green Belt that perform well against the purposes of including land in the Green Belt,
 - Protecting, conserving, enhancing and restoring environmental assets;
57. This spatial strategy has been used to assess the opportunities identified by the growth options detailed in the Scope, Issues and Options consultation. This is explained in more detail in Topic Paper 4.

4. Summary of Evidence

Strategic Housing Market Assessment

58. A Strategic Housing Market Assessment (SHMA) has been undertaken on the Council's behalf by Peter Brett Associates. The SHMA provides an objectively assessed housing need figure for the Borough, which forms the basis for the housing target set out in the Draft Local Plan. Further details are provided in the Housing topic paper.

General Employment Land Study

59. The Employment Land Study (ELS), also undertaken by Peter Brett Associates, provides evidence of the Borough's employment land need for the Plan period. The ELS figure forms the basis for the employment land target set out in the Draft Local Plan.

Strategic Housing and Employment Land Availability Assessment

60. A Strategic Housing and Employment Land Availability Assessment (SHELAA) has been undertaken by Peter Brett Associates, providing an assessment of all of the sites submitted during the Call for Sites process between November 2015 and May 2016. The study identifies suitable areas of land within the Borough for housing and employment land, assesses the sites/broad locations for their suitability, availability and achievability for development, assesses the contribution that windfall development could make towards the Borough's housing land supply, recommends sites for inclusion in the final SHELAA, and provides a full evidence base for all the sites considered.

Green Belt Assessment

61. A comprehensive Green Belt Assessment has been undertaken on the Council's behalf by consultant Atkins. This has broken down the Borough's Green Belt into refined parcels defined around the edge of the urban area and the rural settlements, with broad areas covering the remaining more remote Green Belt area. The boundaries of the parcels have been defined using recognisable and permanent physical features, in accordance with the NPPF. Each refined parcel and broad area has been assessed against the purposes of including land within a green belt, as set out in the NPPF. Purpose 5, to assist urban regeneration, is not assessed as all parcels are considered to perform equally in this respect.
62. The study concludes that most parts of the Borough's Green Belt perform moderately or highly against at least one Green Belt purpose, although a small number of parcels do not perform against purposes 1 to 4. Green Belt parcels in North Solihull generally perform less well than those in the south of the Borough, because they make little or no contribution to Purposes 2, 3 and 4. Much of the Meriden Gap, that part of the Borough between the urban areas of Solihull and Coventry, performs highly against all or most of the Green Belt purposes. The findings have been used to inform the Options for Growth and the Site Selection Process.

Landscape Character Assessment

63. A Landscape Character Assessment has been undertaken for the Council by Waterman Infrastructure and Environment. The study is in three parts; a Character baseline report, the development of a Local Character Guide, and a comprehensive Landscape Character Assessment, incorporating an assessment of the sensitivities and capacity of each of the ten Character Areas. The findings have been used to inform the Options for Growth and the Site Selection Process.

Constraints and Opportunities

64. A map showing the main constraints to development across the Borough has been prepared. This includes allocations and constraints shown on the adopted Local Plan Proposals Map, statutory undertakings, flood zones, environmental designations and the Green Belt. Constraints have been considered as part of the Options for Growth and the Site Selection Process.
65. The construction of the HS2 rail link and the Interchange station and the Council's ambitions for the UK Central area in the Borough present a major opportunity for growth, and the UK Central Masterplan and HS2 Growth Strategy outline the potential and how this might be delivered. More details can be found in the UK Central Hub Area and HS2 Interchange Area Topic Paper.
66. In considering the Options for Growth, the potential for infrastructure improvements and community benefits has been considered. The constraints have been used to inform the Options for Growth and the Site Selection Process.

Sustainability Appraisal

67. The sustainability appraisal of the Scope, Issues and Options was undertaken using information from the Scoping Report prepared for the adopted Local Plan in 2008. The Council recognised that this work needed to be updated, and a draft Scoping Report has been prepared by AECOM and published for consultation with the statutory environmental agencies in October and November 2016. Changes to the draft Scoping Report may be required, which will be updated as soon as possible.
68. The sustainability appraisal of the draft preferred option has been based on the draft Scoping Report and an interim sustainability appraisal report will be published as soon as possible after publication of the draft Local Plan.

5. How the Evidence has been used

Challenges and Objectives

70. Progress on the HS2 rail link means that the potential economic and social benefits that the rail link and Interchange station offer and the need for careful mitigation are now key challenges for the Borough. The GBSLEP and Black Country Strategic Housing Needs Study highlights the significantly increased housing target that Solihull is facing, although this is not the full Objectively Assessed Housing Need, which has been provided by the Solihull Strategic Housing Market Assessment. Together with the issue of the shortfall in new housing land across the Greater Birmingham Housing Market Area, it does indicate that meeting housing needs will be a significantly greater challenge for Solihull than in the past.
71. The Scope, Issues and Options Sustainability Appraisal references the benefits that growth around the HS2 Interchange Area could provide. The representations relating to the additional challenges were supportive in principle. In view of this evidence, the additional challenges proposed in the Scope, Issues and Options consultation have been taken forward.

Development of Spatial Strategy

72. Whilst there was support for maintaining the current spatial strategy, more respondents argued that it was no longer appropriate. Representations made reference to the need to reflect the greater emphasis on economic and housing growth in national guidance, the opportunity presented by the UK Central initiative and HS2 Interchange in the Borough, and the need for a comprehensive Green Belt review and significant Green Belt releases to meet the Borough's housing and other needs.
73. The Council has recognised that the existing spatial strategy was developed in significantly different circumstances, and the additional challenges require the spatial strategy to be reviewed. The proposed spatial strategy will enable the major opportunity presented by the UK Central Masterplan and HS2 rail link and Interchange station to be realised, and will accommodate the significantly higher levels of growth being put forward.

Site Allocations

74. The Scope, Issues and Options consultation document set out the broad options for growth in the Borough, based on the scenarios considered in the Strategic Housing Needs Study. Many consultation responses put forward potential land for consideration. The Call for Sites process run alongside the consultation and continuing until the Schedule was published in May 2016, resulted in over 240 sites being submitted for consideration. All these have been considered through the SHELAA, which has provided evidence of their suitability, availability and achievability for development.
75. In addition to the SHELAA, various evidence studies have been undertaken which have been taken into account. The Green Belt Assessment provides evidence of how different areas perform against the purposes of including land in the Green Belt, using refined parcels to focus on land on the urban edge and around rural settlements, where most of the submissions are located. The Landscape Character Assessment highlights the sensitivity of different areas of the Borough to development. The Accessibility study assesses each of the Call for Sites submissions against criteria relating to local facilities; primary schools, food stores and GP surgeries, and public transport services.
76. The constraints to development, along with any opportunities for growth, and the contribution that potential sites would make to the proposed spatial strategy have been

considered. This evidence has been drawn together in the Options for Growth and Site Selection Process topic paper, which considers options within the urban area, on the urban edge, around settlements that are highly accessible or have a wide range of services, and at other settlements in the Borough.

Consideration of Alternatives

77. The Scope, Issues & Options consultation document set out 7 broad options for growth, with the opportunities and challenges associated with each of the options. The Options for Growth and Site Selection Process topic paper reviewed the growth options and sets out how the preferred approach was developed. The topic paper goes on to review the options for large scale urban extensions, significant expansion of highly accessible settlements and/or those settlements with a wide range of services, limited expansion of other settlements with a limited range of services, and other settlements.
78. The Sustainability Appraisal of the Draft Local Plan includes the consideration of alternatives for the spatial strategy, the Plan policies and for the site allocations. This involved the appraisal of a number of reasonable alternative sites, in addition to those allocated in the Draft Local Plan. The Sustainability Appraisal will demonstrate whether there are any reasonable alternatives that would perform significantly better than the sites allocated.

6. Conclusion

79. This Paper has highlighted the pressures that the Borough is facing for additional housing growth and for the expansion of major businesses, such as the Airport and Jaguar Land Rover. These pressures, along with the opportunities and impacts associated with the proposed HS2 rail link, have been recognised in the Challenges and Objectives in the Draft Local Plan.
80. The spatial strategy in the adopted local plan was developed in the context of the Regional Spatial Strategy and lower growth in the Borough which did not meet all local need, and is no longer fit for purpose. The proposed spatial strategy recognises the unique opportunity presented by the HS2 rail link and Interchange station for economic growth and job creation. It also acknowledges the significantly higher level of housing that is faced by the Borough and provides an appropriate strategy to ensure that the need can be addressed. The revised spatial strategy provides an appropriate framework for the Draft Local Plan to propose a broad area for growth around the location of the HS2 Interchange station, and site allocations to meet housing and employment needs.

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Topic Paper 2

UK Central and HS2

7. Background

UK Central Masterplan 2013

81. In June 2013, the Council published the UK Central Masterplan, setting out a vision for economic growth and job creation. The document highlighted four key areas within the M42 Corridor including North Solihull, Solihull Town Centre, Blythe Valley Park/A34 corridor and an area known as the Hub. The latter area provides the most significant opportunity, encompassing the site of the proposed High Speed 2 Interchange station, Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park.

Proposal for High Speed 2 Rail Link

82. The High Speed 2 rail link between London and Birmingham is the subject of a Hybrid Bill due to receive Royal Assent by the end of 2016. The rail link cuts through the Borough from south-east of Balsall Common in the south to east of Chelmsley Wood in the north. To the east of the NEC, an Interchange station is proposed which will have links to the Airport and NEC.
83. The Council signed a Planning Memorandum with HS2 in July 2016, securing its status as a Qualifying Authority, which enables it to exercise a wider range of controls over the construction works. The first planning applications are anticipated around the middle of 2017, with construction likely to commence late 2017 or early in 2018.

High Speed 2 Growth Task Force and Government Response

84. In March 2014, a report by the Chairman of High Speed 2, David Higgins, HS2 Plus, and the findings and recommendations of the HS2 Growth Task Force, HS2 Get Ready, were presented to the Government. The reports call on HS2 places, such as Solihull, to develop Growth Strategies to bring forward development, and to establish delivery bodies to coordinate investment around HS2 stations. In July 2014, the Government published its response in its document entitled "Getting set for HS2". This recognises the approach being taken through the GBSLEP.

High Speed 2 Rail Interchange Prospectus

85. In June 2014, the Council published a Prospectus for a 'Garden City' approach to the HS2 Interchange east of the NEC, to take forward the vision originally established in the UK Central Masterplan. This provides a vision for the area within the vicinity of the Interchange station comprising high technology, innovation and communities zones along with the station area. The Prospectus contained an overview of the programme for delivering the vision, which included consultation on the preparation of a Local Area Plan for the wider area by October 2014.

Proposal for Local Area Plan for High Speed 2 Interchange Area

86. In October 2014, Full Cabinet approved a proposed Local Area Plan for the HS2 Interchange and adjoining area for consultation.
87. The proposal was brought forward following the adoption of the Solihull Local Plan in December 2013. The Local Plan 2013 included a reference to the key role that the HS2 rail link could play in future growth of the Borough, and a commitment to prepare an Action Area Plan as and when necessary. By Summer, 2014 it was clear that the HS2 rail link had Parliamentary and all party support and was much more certain than was the case when the draft Local Plan was submitted in September 2012. Preparation of the Local Area Plan

proposal recognised the Council's aspirations for growth around the proposed Interchange station set out in the UK Central Masterplan, and the need for the land to be taken out of the Green Belt through a local plan.

88. The Proposed Local Area Plan was published in November 2014 and out for consultation until January 2015. It included a vision and key design principles, a number of strategic priorities, and highlighted the evidence prepared and required and key infrastructure requirements.
89. Representations from businesses and landowners provided support for the vision and approach to maximising the benefits of the HS2 Interchange, providing it was complementary to the aspirations of businesses in the UK Central Masterplan area. There was opposition from many Parish Councils and community groups due to the impact on the Green Belt and Meriden Gap, surrounding infrastructure and existing services. Adjacent local authorities were supportive, but considered that the proposal should be addressed through a full review of the Local Plan, with a comprehensive Green Belt assessment and appraisal of wider impacts.
90. In December 2014, the Court of Appeal decision into the judicial review of the Local Plan 2013 resulted in the overall housing land provision target being remitted to the Council for reconsideration. A report on the representations on the Local Area Plan consultation was taken to Full Cabinet in July 2015, agreeing the Council's responses, and in the light of the judicial review, agreeing that the proposed Local Area Plan would be pursued through a wider review of the Local Plan.

High Speed 2 Growth Strategy

91. The GBSLEP Midlands HS2 Growth Strategy, published in July 2015, aims to deliver the wider economic and social benefits associated with HS2 through targeted interventions in three areas; people, business and place. The latter includes provision for critical infrastructure and a regional connectivity package to ensure that the benefits are spread across the Midlands, as well as locally in Solihull.
92. The Growth Strategy envisaged the HS2 Interchange Site as a major focal point for jobs investment and housing, with around 16,500 jobs within 246,000 square metres of offices, light industrial/research and development, retail and leisure with a residential community of 1,900 new homes. The connectivity package will facilitate access to the HS2 Interchange Site for workers, residents and businesses, including improved access to the opportunities from East Birmingham and North Solihull.
93. The HS2 Growth Strategy for the region includes the work being undertaken through UK Central for the HS2 Interchange Station in Solihull on a master plan and related evidence base including a Development Infrastructure Funding study. The scope of this work will also include a high level assessment of the wider UK Central Hub area and the infrastructure necessary to realise the wider development potential. This wider piece will also be informed by work being undertaken to establish a preliminary 'development framework' for the entire UK Central Hub area. This is explained separately below.

GBSLEP Spatial Plan and Evidence

94. GBSLEP identifies UK Central as the principal international gateway and strongest performing economy in the West Midlands. Its importance as a game-changing project is recognised in the GBSLEP Strategy for Growth, and the Strategic Economic Plan. The significance of the HS2 Interchange and adjoining area as a key element of the UK Central

Hub Area, the zone with the greatest potential for growth, is also recognised by GBSLEP and the Council.

95. A Spatial Plan for Growth is being prepared on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) to provide spatial expression for the GBSLEP Strategic Economic Plan. The first iteration included objectives promoting growth in areas of greatest need and opportunity; and meeting future housing needs, with policies seeking to capitalise on the development of the HS2 rail link, and supporting the expansion and development of new services at Birmingham Airport. Following consultation six scenarios for accommodating future growth were developed, including a Jobs and Enterprise option, encompassing UK Central.
96. Subsequent work in the GBSLEP and Black Country Strategic Housing Needs Study looked at the housing needs across the Greater Birmingham Housing Market Area and the potential growth that the scenarios could deliver. The Jobs and Enterprise option highlights the potential of UK Central and the growth in employment around the south-east of the conurbation, whilst recognising that growth was only likely to come forward late in the Plan period. The Sustainability Assessment of the Strategic Housing Needs Study Scenarios did not identify a best performing scenario, although the Enterprise option was amongst those that came closest to having similar numbers of positive and negative impacts.

UK Central Hub Area

97. Following the publication of the M42 Economic Gateway Study in June 2013, the area around the proposed HS2 Interchange Station and incorporating Jaguar Land Rover, Birmingham Airport, National Exhibition Centre, the proposed HS2 Interchange and Birmingham Business Park has been known as the UK Central 'Hub' area.
98. The businesses within this area, including the key economic assets mentioned above, are known to have plans for their sites and possible aspirations for the wider area within which they operate. This is inevitable as each of them, like the wider community in which they are located, requires, for example, fast and effective transport links and a high quality environment.
99. The area has a history of continual evolution that goes with assets of this scale i.e. airport, national exhibition centre and major advanced manufacturing facilities and with the need to cater for ever changing demands and trends in their respective sectors. These assets are of national significance. In addition, three recent developments reflect the wider demand for new business space including investment by Rolls Royce, Interserve and Resorts World.
100. The Local Plan Review combined with the on-going UK Central initiative provide further opportunity to co-ordinate the continued evolution of this critical part of the Borough and in particular seeking to ensure that planning and investment in infrastructure and development are aligned for optimal results.

Urban Growth Company

101. In 2016 the Council established the UK Central Urban Growth Company (UGC) to lead the delivery of the project. In particular its aims are:
 - To focus on securing the necessary infrastructure, connectivity and infrastructure improvements to create the optimum environment for investment, new jobs and homes.
 - To co-ordinate planning, sequencing and delivery of the infrastructure and wider public transport connectivity across the UK Central Hub Area.

- To work collaboratively with the land owners to inform the masterplan process to optimise financial, social and economic value.
 - To work commercially and to realise the development opportunity of the Arden Cross site and the wider benefits this will bring to the Hub.
102. The UGC is bringing together the key stakeholders from The Hub area to develop a concept framework (a high level plan) that will illustrate the key components and growth aspirations of the partners; together with an indication of the infrastructure needed to support delivery of the project. As this is developed it will help illustrate the deliverability of the vision for the area.

8. Local Plan Review

Scope, Issues and Options

103. The Scope, Issues & Options document was published for consultation from November 2015 to January 2016. It sought views on a local plan review for the period to 2033 and set out the evidence to be collected, strategic matters, challenges and initial views on the level of growth needed; and the options for accommodating the growth.
104. The consultation document recognised that a raft of evidence studies are required to support the development of the Local Plan Review, and indicated that work was commencing on commissioning or preparing the studies. The strategic importance of the vision in the UK Central Masterplan and the opportunity presented by the proposal for the HS2 rail link and interchange station is recognised in the section on Strategic Issues.
105. The consultation document proposed three additional challenges which include maximising the economic and social benefits of HS2, and mitigating the impacts of HS2 and associated growth. It was recognised that the vision and spatial strategy may need to be reviewed to ensure that it was robust enough to meet the challenges and opportunities presented by the HS2 rail link. Whilst the spatial strategy in the adopted Local Plan recognises the potential of the M42 Economic Gateway and Solihull Town Centre to drive growth and employment, this will need to be updated to reflect the potential growth in the UK Central Hub Area and at the HS2 Interchange station.
106. The consultation document put forward seven broad options for accommodating the growth needed in the Borough, which include growth within the UK Central Hub area and at the HS2 interchange station. The opportunity to make more efficient and effective use of the Interchange Site, meet the needs of the urban area and provide a vibrant mixed use community to deliver a sustainable pattern of development is highlighted, whilst the challenges involved in delivering complex infrastructure needs, adjustments to the Green Belt and mitigating the impact on the wider transport network is recognised.

Sustainability Appraisal of the Scope, Issues and Options

107. To support the Scope, Issues & Options 2015, a sustainability appraisal was undertaken and published along with the consultation document. The appraisal covered both policy changes and the growth options, including option E – The UK Central Hub and HS2 Interchange Area. The appraisal found the UK Central Hub/HS2 Interchange and Solihull town centre growth options performed the best, with the Shirley town centre/A34 corridor and public transport corridors/hubs options less well, and the limited expansion of rural settlements and urban extensions/significant expansion of settlements least well. However, given the many permutations, further exploration of urban extensions around Elmdon and south of the A34 was recommended, along with expansion of Knowle/Dorridge, Hampton in Arden and Balsall Common.
108. The appraisal found that focussing growth on the HS2 Interchange could have a range of benefits, specifically for prosperity, given the link between the employment aspirations and housing areas. The location would offer unrivalled accessibility to education, training and jobs both within the region, including North Solihull, and wider afield. It could also have the potential to moderate the amount of inward commuting which adversely affects motorway and rail networks. Opportunities would include delivery of development that is efficient in reducing greenhouse gas emissions and provision for climate change adaptation at a local or regional scale. The garden city concept would deliver a radical change to the landscape with

the network of green infrastructure, which would contribute to a beneficial outcome, providing the setting of the listed Park Farm is not adversely affected.

Scope, Issues and Options Consultation Representations

109. There was significant support for the UK Central Hub and HS2 Interchange Area option, as a major opportunity for growth in an appropriate location. Those supporting considered that the Council should be ambitious and not tightly constrain development around the Interchange station, and that it would make more effective use of Green Belt land, assuming HS2 progresses. Those opposing the option argued that the location was unsuitable as it would encourage car journeys, that development was inappropriate due to its impact on the Meriden Gap, and that it was not deliverable within the Plan period. It was argued that the potential growth associated with UK Central and the High Speed 2 Interchange required a comprehensive Green Belt Review and significant Green Belt releases contrary to the existing spatial strategy.
110. The impact of HS2 related development on the strategic road network and wider implications for public transport and road improvements needs to be understood and where necessary mitigated. Improved transport accessibility from North Solihull will be important to encourage access to jobs. North Warwickshire Borough Council has conveyed significant local concerns about the potential impact of growth in this area on the rural highway network and rural settlements adjacent the Borough boundary. Measures to address potential adverse impacts will need to be considered in parallel with maximising connectivity to the HS2 Interchange station.
111. Representations made by the NEC Group highlight the potential of the NEC as a brownfield site and an important location for growth which benefits from significant infrastructure provision, as well as its location adjacent the line of the HS2 and the Interchange station. A Masterplan for the site is being prepared which will define the scale and nature of growth proposed, and is likely to identify potential for a broad range of uses, including housing.
112. Representations on behalf of the Airport highlight the need for related infrastructure on and off the Airport, leading to a requirement for facilities within and outside its operational boundary. To ensure this, a comprehensive review of the Green Belt surrounding the Airport is required. The Review should provide for transport connectivity, aligning with Midlands Connect and the Engine for Growth. Proposals for residential and other development should take full account of Airport needs and the impact of environmental considerations.
113. Representations made by Jaguar Land Rover seek greater emphasis on supporting economic growth to facilitate the economy and support operations at the plant, as part of the wider UK Central Hub Area. The Review should recognise the implications for the Green Belt in the vicinity of JLR and the importance of transport infrastructure to ensure efficient movement of staff, supplies and products.

Council's Response to Representations

114. The Council's response to the representations made on the Scope, Issues and Options was agreed in April 2016, and can be found at <http://www.solihull.gov.uk/lpr>. Development of this growth option could provide a sustainable pattern of development, but it involves complex infrastructure requirements and mitigation of effects on the wider transport network. The extent of growth and the boundaries will depend on evidence, including that for the HS2 Interchange Area and the Green Belt. However, the Council recognises that the UK Central Hub Area has the greatest potential for growth, and that the Review will need to

consider the wider impacts on transport networks and other infrastructure. Considering the wider needs of the key economic assets in the Hub Area will be essential.

Call for Sites Submissions

115. The HS2 Interchange Area bounded by the M42, A45 and A452/A446 was put forward for consideration for mixed use development by the landowning consortium. The submission highlights the strategic significance of the HS2 rail link and Interchange station, the potential of the site to deliver sustainable development and meet many of the challenges faced by the Borough, the importance of transport improvements and other infrastructure provision that would be required for the wider area, and the urgency of setting the appropriate planning framework by enabling deletion of the land from the Green Belt.
116. Further submissions have been made for land to the south of the A45 relating to the former Arden Brickworks site currently used for a variety of waste management activities for commercial, leisure or retail use, the National Motorcycle Museum for hotel and conference facilities, and Wyckham Close site bounded by the M42, rail line and A45 for office, leisure or retail uses.

Development of Spatial Strategy

117. The three additional challenges have led to a review of the spatial strategy set out in the adopted Local Plan. A sequential approach to directing growth has been developed through strategic principles that recognise that growth will be required beyond brownfield land and greenfield land within existing urban areas. Guiding principles to assess the approach to releasing land from the Green Belt and growth options have been developed. These include enabling the recycling of land within the UK Central Hub Area for other uses, delivering the UK Central Masterplan and Growth Strategy, releasing land from the Green Belt to maximise the growth potential of the HS2 rail link and Interchange station, and focussing growth in sustainable urban extensions which can support UK Central and HS2 Growth Strategy priorities.
118. The proposed approach envisages a strategy that balances concentration of some development with some dispersal, which involves a sequential approach leading with sustainable urban extensions to support and shape UK Central and Solihull Connected priorities.
119. This has led to a reviewed spatial strategy which recognises the importance of directing growth to the UK Central Hub Area and the HS2 Interchange and adjoining area. The reviewed spatial strategy will address the additional challenges relating to the HS2 rail link and Interchange Area.

Review of Adopted Local Plan Policies

120. The Scope, Issues and Options consultation document identifies those policies the Council believes need significant amendment or replacement, and those requiring only minor changes or that can be rolled forward. Policy P1 – Support Economic Success is identified as needing significant amendment or replacement in view of the UK Central and HS2 Interchange area proposals, and forthcoming Birmingham Airport and other relevant Master Plans.

9. Summary of Evidence

Strategic Housing Market Assessment

121. A Strategic Housing Market Assessment (SHMA) has been undertaken on the Council's behalf by Peter Brett Associates. The SHMA provides an objectively assessed housing need figure for the Borough, which forms the basis for the housing target set out in the Draft Local Plan. Further details are provided in the Housing topic paper.

General Employment Land study

122. The Employment Land Study (ELS), also undertaken by Peter Brett Associates, provides evidence of the Borough's employment land need for the Plan period. The ELS figure forms the basis for the employment land target set out in the Draft Local Plan.

Strategic Housing & Employment Land Availability Assessment

123. A Strategic Housing and Employment Land Availability Assessment (SHELAA) has been undertaken by Peter Brett Associates, providing an assessment of all of the sites submitted during the Call for Sites process between November 2015 and May 2016. The study identifies suitable areas of land within the Borough for housing and employment land, assesses the sites/broad locations for their suitability, availability and achievability for development, assesses the contribution that windfall development could make towards the Borough's housing land supply, recommends sites for inclusion in the final SHELAA, and provides a full evidence base for all the sites considered.
124. The SHELAA includes the HS2 Interchange site and sites around Damson Parkway, to the east of JLR, that are within the UK Central Hub Area.

Green Belt Assessment

125. A comprehensive Green Belt Assessment (GBA) has been undertaken on the Council's behalf by consultant Atkins. This has broken down the Borough's Green Belt into refined parcels defined around the edge of the urban area and the rural settlements, with broad areas covering the remaining more remote Green Belt area. The boundaries of the parcels have been defined using recognisable and permanent physical features, in accordance with the NPPF. Each refined parcel and broad area has been assessed against the purposes of including land within a green belt, as set out in the NPPF. Purpose 5, to assist urban regeneration, is not assessed as all parcels are considered to perform equally in this respect.
126. The HS2 Interchange Area site is defined as a refined parcel for the assessment. It is assessed as amongst the lower performing parcels and areas against Purposes 1, to check unrestricted sprawl, and 2, to prevent neighbouring towns merging, whilst more moderately performing against Purpose 3, to safeguard the countryside from encroachment. The parcel is not considered to perform against Purpose 4, to preserve the setting and special character of historic towns. Whilst not subject to assessment against Purpose 5, the GBA makes clear that all Green Belt sites perform highly in assisting urban regeneration.

Landscape Character Assessment

127. A Landscape Character Assessment has been undertaken for the Council by Waterman Infrastructure and Environment. The study is in three parts; a Character baseline report, the development of a Local Character Guide, and a comprehensive Landscape Character Assessment, incorporating an assessment of the sensitivities and capacity of each identified Character Area. The HS2 Interchange Area is part of Landscape Character Area (LCA) 9: Motorway Corridor which is dominated by man-made structures and industrial activities,

whilst the land to the west in the UK Central Hub Area is in LCA1: Solihull Fringe which is influenced by the proximity of the urban edge and the Airport.

Constraints and Opportunities

128. A map showing the main constraints to development across the Borough has been prepared. This includes allocations and constraints shown on the adopted Local Plan Proposals Map, statutory undertakings, flood zones, environmental designations and the Green Belt.
129. The main constraint identified for the HS2 Interchange triangle bounded by the M42, A45 and A452/A446 is its designation as Green Belt. The impact of the HS2 rail link and Interchange station, together with the supporting infrastructure and transport connections on this area will be significant. This is a project of national significance, which is being delivered through Parliamentary Assent. The need to capitalise on the potential growth benefits associated with HS2 has been recognised by the Government, GBSLEP and the Council. The improvements to national, regional and local connectivity on top of the locational advantages will be of wider benefit in driving growth in the UK Central Hub Area with its key economic assets. The provision of additional employment close to East Birmingham and the North Solihull Regeneration Area will bring potential social, as well as economic benefits. When considered alongside the broader housing and employment needs of the Borough, together with the potential contribution to the shortfall in land for new housing across the wider Housing Market Area, a strong case can be made for the exceptional circumstances required to justify the deletion of this land from the Green Belt.
130. The area is also identified as a Mineral Safeguarding Area and Area of Search for Sand and Gravel Aggregates. Sand and gravel is being worked at the Stonebridge Quarry, whilst permission has been granted for extraction of sand and gravel covering most of the remainder of the HS2 Interchange triangle.
131. Holywell Brook crosses the site from west to east and provides a constraint to development in this corridor. The listed Park Farm is close to the A452 and its setting will need to be conserved, whilst the impact on Packington Park to the east will be need to carefully considered.
132. Further west, in the wider UK Central Hub Area, the main constraints are the ecological designations, with a Local Nature Reserve and areas of Local Wildlife Sites. South of the Airport, at Castle Hill Farm Meadows is the largest Local Wildlife Site in the Borough containing species rich grasslands that are locally and nationally rare. The area also contains an allocated Gypsy and Traveller site at Old Damson Lane.

10. How the Evidence has been used

Challenges and Objectives

133. Progress on the HS2 rail link means that the potential economic and social benefits that the rail link and Interchange station offer and the need for careful mitigation are now key challenges for the Borough. The Scope, Issues and Options Sustainability Appraisal references the benefits that growth around the HS2 Interchange Area could provide. The representations relating to the additional challenges were supportive in principle. In view of this evidence, the two additional challenges relating to HS2 proposed in the Scope, Issues and Options consultation have been taken forward.

Spatial Strategy

134. Whilst there was support for maintaining the current spatial strategy, more respondents argued that it was no longer appropriate. Representations made reference to the need to reflect the greater emphasis on economic and housing growth in national guidance, the opportunity presented by the UK Central initiative and HS2 Interchange in the Borough, and the need for a comprehensive Green Belt review and significant Green Belt releases to meet the Borough's housing and other needs.
135. The Council has recognised that the existing spatial strategy was developed in significantly different circumstances, and the additional challenges require the spatial strategy to be reviewed.

Broad Location/Site Allocation

136. The site of the HS2 Interchange station and the land to the east of JLR either side of Damson Parkway are identified as a broad location for growth and a site allocation for employment purposes respectively, where the land will be removed from the Green Belt to enable future development.
137. The development of the HS2 rail link and Interchange station in the Borough presents a unique opportunity to focus growth in an area of high demand to deliver significant economic and social benefits. The importance of HS2 related growth to the local, regional and national economy is recognised in the UK Central Masterplan, which identifies the Hub Area as the area with the greatest potential for growth, the GBSLEP Strategy for Growth/Strategic Economic Plan, and the recommendations of the HS2 Growth Task Force and the Government's response.
138. The land to the east of Jaguar Land Rover represents the only realistic option for expansion of the Lode Lane works. JLR requires the expansion land for future growth and to ensure that it is not put at a competitive disadvantage with its motor manufacturing rivals. JLR is a major international business and one of the largest employers in the region, whose continued growth and success are of vital importance to the local and regional economy, and to the aspirations in the UK Central Masterplan. The site allocation will enable JLR to expand its existing operation and provide opportunities for key elements of its supply chain to locate close to the works.

Consideration of Alternatives

139. The UK Central Masterplan identified 3 other key areas within the M42 corridor; North Solihull, Solihull Town Centre and Blythe Valley Park, which offer potential for focussing growth, whilst not at the scale of the UK Central Hub Area and HS2 Interchange and

adjoining area. However, the ambitions in the UK Central Masterplan are for growth to be delivered in all four zones, so these are not realistic alternatives.

140. The HS2 Interchange station presents a unique opportunity for growth which is site specific, so there are no realistic alternatives which would deliver the economic and social benefits. Similarly, the continued success, growth and expansion of JLR offers significant potential for economic growth and new employment, which will only be realised if the Company has the opportunity to expand adjacent to the existing works. In both cases, the realistic alternatives are to plan for the growth that these opportunities present, or not.

Policy Changes

141. The Scope, Issues and Options consultation identified Policy P1 – Support Economic Success as being one of a small number which require significant amendment or replacement, recognising the growth ambitions in the UK Central Masterplan, the HS2 Growth Strategy and the Airport Master Plan. The reference to the M42 Economic Gateway in the existing policy has been updated to reflect the UK Central Masterplan, and additional policy guidance provided for the UK Central area and the HS2 Interchange and adjoining area, now known as Arden Cross.
142. The amendments cover:
- the developing evidence base;
 - the establishment of the UK Central Urban Growth Company;
 - the policy objectives and development criteria which proposals will be expected to demonstrate;
 - the preparation of a Concept Framework for the UK Central Hub Area; and
 - the bespoke delivery mechanisms that are being established;
143. The exceptional circumstances for releasing land around the Interchange station from the Green Belt are set out in the proposed justification to the policy.
144. The policy also recognises the importance of JLR to the local and regional economy, and the need to release land from the Green Belt for both the expansion of the Lode Lane plant and for key elements of the supply chain. Again, the exceptional circumstances are set out in the policy justification.

11. Conclusion

145. This Paper has highlighted the potential for economic growth and job creation to meet local and wider aspirations as identified in the UK Central Masterplan. It makes clear that the HS2 rail link and Interchange station present a unique opportunity for growth in that area which will be of local and regional importance. It also recognises the potential growth associated with the Airport, NEC and Jaguar Land Rover.
146. This potential growth is aligned with national and sub-national policy, such as the NPPF and the GBSLEP Strategy for Growth. The Local Plan Review has a once in a generation opportunity to provide an appropriate planning framework to encourage growth and the wider social and economic benefits that it can bring to the wider area. The Draft Local Plan has grasped this opportunity.

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Topic Paper 3

Housing

12. Background

Housing strategy in Solihull Local Plan 2013

147. The adopted Solihull Local Plan sets out the main housing issues for the Borough over the period 2006-2028. Demographic projections for that period projected an increase in 14,000 households, with two-thirds of that due to in-migration. The subsequent 2008 and interim 2011 projections were significantly lower. The SHMA (2009) highlighted the shortage of affordable homes, both within the social and private rented sector, and high affordability ratios preventing access to home ownership by 70% of newly forming households within the Borough. Other challenges included the projected rise in older and elderly population and need for suitable specialist and supported housing.
148. The 2013 Plan recognises that "Solihull...is a strong attractor of households, given its location and connectivity, the strength of the local economy and local employment opportunities. These advantages are enhanced by the quality of the Borough's residential environments, and particularly strong offers on retail and education. However, there are areas of the Borough, particularly North Solihull, where there is a need to provide more attractive choices of home and community environments, to encourage economically active and independent households to stay."
149. The Plan sought to establish that part of the Borough's attractiveness is the Green Belt, including the strategically important Meriden Gap.
150. Balancing the above projected housing need and constraints; the Council adopted the figure of 11,000 new homes to be delivered over the period 2006-2008, based on a recommendation in the West Midlands Regional Spatial Strategy Phase II Panel Report.

High Court Challenge

151. Following the successful challenge to the Local Plan a High Court judgment ("the Judgment") was handed down on 30th April 2014 and an Order ("the Order") was subsequently made on 15th May 2014.
152. The Order treats those parts of the Local Plan relating to:
 - i. the housing land provision target (the target set by Policy P5, its justification, the housing trajectory and the five year housing land requirement); and
 - ii. inclusion of two sites at Tidbury Green within the Green Belts not adopted by the Council and remitted to the Planning Inspectorate for re-examination.
153. The Order is restricted to those parts of the Local Plan directly affected by the Judgment. The majority of the Plan is unaffected and remains adopted.
154. The Council published a policy position statement following the High Court Judgment in December 2014. This clarified how the Council would calculate its five year housing land supply requirement and reiterates the fact that Policy P5 of the Local Plan enables sites allocated in future phases to be brought forward if the housing land supply falls below the requirements in the NPPF to maintain a five year supply of deliverable housing sites.
155. The Council has been positively engaged in the Greater Birmingham & Solihull and Black Country LEP Housing Needs Study and the Greater Birmingham & Solihull LEP Spatial Plan for Recovery and Growth as a means which will establish an NPPF compliant housing requirement for the HMA and Borough.

Strategic context

156. The NPPF (2012) superseded most national planning policy guidance and was supplemented by the Planning Practice Guidance (PPG) first issued in March 2014, and subsequently updated.
157. The housing strategy in the Local Plan Review, and the policies that emerge from it, will need to be consistent with national planning policy and guidance in particular:
- A commitment to 'sustainable development' (economic, social and environmental) which is the golden thread of NPPF (NPPF Para. 14)
 - To aim to significantly increase the supply of housing by:
 - Using its evidence base to ensure that the Local Plan meets the full objectively assessed needs for both market and affordable housing in its housing market area² (NPPF Para. 47)
 - Setting out a five-year supply of housing land and an implementation strategy to meet housing targets for both market and affordable housing (NPPF Para. 47).
 - To objectively identify and develop policy that meets the housing, business and other development needs of the area and to take account of market signals, such as land prices and housing affordability (NPPF Para.'s 17, 156 and 158)
 - That the policy supports thriving rural communities within the countryside (NPPF Para.'s 17, 54 and 55).
 - To develop appropriate policy with the objective of creating mixed and balanced communities (NPPF Para.'s 50 and 51).
 - To be informed by viability (NPPF Para. 173). PPG emphasises that all Local Plan policies must be deliverable, viable and realistic. Affordable housing targets will be tested via a robust viability assessment using site typologies. This will include understanding the costs of different policy requirements to be applied to development, such as the provision of affordable housing. This will be based on the need of developers to secure sites and provide competitive returns taking account of the normal cost of development.

GBSLEP & Black Country Housing Needs Study

158. The Strategic Housing Needs Study (SHNS) provides evidence of housing needs for those GBSLEP and Black Country authorities, including Solihull. It is based on the ONS sub national population projections 2012 but benchmarked against the 2012 household projections. This indicates a need in the HMA for 207,100 new homes during the period 2011 to 2031, or 10,355 per year. For Solihull the study indicates that 12,154 new homes are required over the same period, or 608 homes per annum.
159. The overall housing target will have to take account of the shortfall across the Housing Market Area resulting from the fact that Birmingham, and some other authorities, are unable to meet their own needs within their boundaries. The study concludes that there is an unmet deficit across the HMA as a whole of some 37,500 dwellings over the period 2011

² As far as is consistent with the policies set out in the NPPF.

to 2031. Part of this shortfall (some 2,600) was due to the SLP not accommodating the Borough's own needs.

160. The SHNS provides the most up-to-date consistent basis for considering housing need across the whole HMA.
161. The Strategic Housing Needs Study also considers six scenarios for distributing the shortfall across the Housing Market Area. The testing of the scenarios concludes that the supply of brownfield land across GBSLEP and the Black Country is insufficient to meet housing need or the shortfall identified across the Housing Market Area. This means that the majority of the shortfall may have to be met on green field sites, including land currently designated as Green Belt. Urban extensions are identified as the most likely scenario for addressing the shortfall. In the Borough, investment associated with High Speed 2 is highlighted as potentially offering a step change in demand for homes close to the Interchange, although the timing will be dependent on delivery of national and local infrastructure.

GBSLEP Spatial Plan for Growth

162. The first iteration of the Spatial Plan was published in October 2013. The draft Spatial Plan identified strategic objectives and policies, and set out ten possible ways for the GBSLEP Area to accommodate further growth. Following the consultation, these alternative growth strategies were refined to provide six scenarios for further investigation.
163. The findings from the SHNS are being used to agree a HMA-wide approach to addressing the shortfall which will inform the next iteration of the GBSLEP Spatial Plan for Growth. Although being progressed under one of the LEP work streams, it is the constituent local authorities of the HMA that are responsible for jointly agreeing the wider spatial strategy and how development is distributed.
164. Whilst the outcome is yet to be finalised, a direction of travel that has received a measure of support is indicating that the Council ought to be testing, through this local plan review, the potential to accommodate a further 2,000 dwellings from the shortfall, in addition to accommodating the Borough's own needs.
165. This effectively means that through the Local Plan Review, the 37,500 shortfall identified in the SHNS will be reduced by some 4,600 dwellings. This is made up of 2,600 as a result of the Borough accommodating its own needs (which wasn't being achieved through the SLP housing target) and 2,000 as the Borough's contribution towards accommodating the shortfall that arises from elsewhere in the HMA.

13. Local Plan Review

Introduction

166. In July 2015 the Council decided that instead of pursuing a Local Area Plan (LAP) for potential development around the HS2 Interchange, it should be pursued through a review of the Solihull Local Plan (SLP) which was adopted December 2013. Two further factors also pointed to an early review of the plan; namely to deal with the legal challenge to the housing requirement in the SLP and to address the housing shortfall that is occurring in the wider housing market area.

Scope, Issues and Options

167. The first stage of the LPR consultation took place from 30th November 2015 to 22nd January 2016. Views were invited on the scope of the review, the issues that ought to be taken into account and the broad options for growth that ought to be considered.
168. The consultation document (available [here](#)) set out the following key issues/questions:
- That to meet the Borough's own housing needs a housing target of 13,500 dwellings over the plan period to 2033 should be accommodated. This would mean that it would be necessary to identify sites for at least a further 4,000 dwellings over and above those planned to be built under the SLP. But this should be considered a minimum figure.
 - Recognition that under the duty to cooperate Solihull may have to accommodate some of the 37,500 dwelling shortfall that is occurring in the Housing Market Area.
 - The HS2 rail link and interchange presents a major opportunity to maximise the economic and social benefits for the Borough and wider area, which will not be delivered through the HS2 proposal alone.
 - That the vision for UK Central represents one of the most significant opportunities for growth; in particular in the area around the Hub (including the HS2 Interchange site).
 - The need for a comprehensive review of the Green Belt through a Green Belt Assessment.
 - The identification of 7 broad potential options for accommodating growth and what opportunities and challenges these options may provide. The broad options sought views on focussing development in the following areas:
 - A - High frequency public transport corridors and hubs.
 - B - Solihull Town Centre
 - C - North Solihull/Chelmsley Wood
 - D - Shirley Town Centre and the A34 corridor
 - E - UKC Hub & HS2 Interchange
 - F - Limited expansion of rural villages and settlements
 - G - New settlements, large scale urban extensions or significant expansion of rural villages and settlements.

169. The consultation document invited respondents to comment on 27 questions, or to make any other comments they wished to at this stage.

Sustainability Appraisal of Scope, Issues and Options November 2015

170. An interim Sustainability Appraisal (SA) Report was published in November 2015 on the 'Scope, Issues and Options' stage of the Local Plan Review. The SA analysed the proposed changes to the policies and the proposed broad options for growth as explained in the following paragraphs.

Policy P4:

171. The policy performs particularly well against the sustainable communities theme by tackling deprivation and providing a range of housing types, mix and sizes in both urban and rural locations.
172. In light of changes to Building Regulations, the SA recommends providing Category 2 homes as a default standard to increase accessibility.

Policy P5:

173. The intention to meet the housing needs of all residents would increase the beneficial outcomes of the policy in relation to prosperity, access to jobs, housing and health inequalities.
174. A higher housing requirement will, however, result in the release of more land for development that could increase car reliance and use of the M42 corridor.

Broad options for growth:

- Option A – Public transport accessibility can be increased if growth is of a sufficient scale. Could provide opportunity to improve PT links between north and south of the Borough.
- Option B – Considered the most sustainable location for growth, but there is limited additional capacity and potential viability issues.
- Option C – Limited additional scope without adjustments to the Green Belt boundary. Would be a sustainable location to direct development to tackle deprivation.
- Option D – Development could support the vitality of Shirley Town Centre; a good location for access to jobs; opportunities to provide needed affordable and low cost housing, as well as attract workers with easy access to UK Central.
- Option E - The UK Central initiative is anticipated to deliver improved outcomes against prosperity and access to jobs, beyond the borough scale.
- Option F – This option may not deliver the scale of growth required, and limited PT will not offer genuine choice of modes.
- Option G – Further analysis should be undertaken of the ability of landscape and transport infrastructure to accommodate significant numbers of additional housing and the implications for local employment, retail, health and social care.

Consultation Representations

175. The SIO consultation proposed that minor changes be made to Policy P4 'Meeting Housing Needs' and significant amendments be made to Policy P5 'Provision of Land for Housing', as well as comments on the merits of the 7 options for growth.
176. Response to Policy P4 - need to take account of changes in Housing and Planning Act and updated evidence base.
177. Response to Policy P5 - Considerable support for a major amendment to Policy P5. Significant response that 13,500 new dwellings should be regarded as a minimum figure and to take into account the shortfall in the wider housing market area and any under-delivery during the previous plan period. Conversely, concern was expressed that growth should not adversely alter the character of the Borough.
178. Response to options for growth - strong view by local communities that development in urban areas should be considered first and incursions into the Green Belt as a last resort. Options A, B, C and D therefore received widespread support, but with the acknowledgement that capacity may be limited. Option E also received significant support as a major opportunity for growth around the HS2 Interchange station, although may not be deliverable during the plan period. Options F and G received substantial attention from developers and local communities. A large number of sites, of varying sizes, were submitted to the Call for Sites around the existing villages and rural settlements. View from house builders and landowners that larger scale developments would be necessary to provide long-term growth, continued housing supply and required additional infrastructure improvements. Major concern from local residents centred around loss of Green Belt, detriment to rural character, congestion and under-provision of infrastructure.

Call for Sites Submissions

179. In parallel to the Scope, Issues and Options consultation, a 'Call for Sites' exercise was also undertaken. Landowners or developers or others wishing to promote a site were invited to suggest sites that may be available for development.
180. Over 240 sites were put forward through this exercise and these were considered in more detail as the draft plan was prepared. The Call for Sites Submission schedule was published in May 2016 on the Council's website [here](#).
181. The Call for Sites submissions received their initial review through the Strategic Housing and Economic Land Availability Assessment (SHELAA).

14. Key Evidence

Introduction

182. The NPPF is clear that a proportionate evidence base is used to:

“ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.” (NPPF, paragraph 158)

183. Some of the evidence base is required towards the start of the plan making process (e.g. relating to the scale of development that may be needed), other pieces follow on (e.g. to demonstrate deliverability of the sites that will be included in the final plan), and some are on-going (e.g. the sustainability appraisal).

Strategic Housing Market Assessment (SHMA) (Part 1) November 2016

184. The study provides an objective assessment of housing need (OAN) for Solihull between 2014 and 2033.
185. Peter Brett Associates were commissioned in December 2015 to produce an independent Strategic Housing Market Assessment for Solihull. The report was provided to the Council and published in December 2016.

PBA Strategic Housing Market Assessment (SHMA) (Part 2) November 2016

186. The study provides a breakdown of objective assessment of housing need for Solihull up to 2033 of both affordable and market housing need by mix, type and affordable tenure.
187. This was produced by Peter Brett Associates with HDH Planning and Development. Again this independent report was provided to the Council and published in December 2016.

Strategic Housing and Economic land Availability Assessment (SHELAA) November 2016

188. The SHELAA is a high level technical document that informs but not does dictate the site allocations process. The SHELAA appraises each of the Call for Sites' submissions against suitability, availability and achievability criteria. Sites that are suitable, available and achievable now, and would not require policy changes, can generally be counted towards the Council's future land supply. Larger sites may very well require policy change e.g. change to Green Belt boundary or further masterplanning work and would be considered for a more detailed assessment before a proposed site allocation.
189. Peter Brett and Associates (PBA) produced the report on behalf of the Council. After the report had been finalised, but prior to it being published, the Council made a minor adjustment to the overall housing requirement (described below). As PBA used the emerging housing requirement in the SHELAA (at section 4 of the report) this uses what is now an out-of-date figure. However as the difference (between 791 dpa and 784 dpa) is minor it does not impact upon the study's overall findings. Nor does it impact upon the study's findings regarding the suitability, availability or achievability assessment of the individual sites.

15. Overall Housing Need

Introduction

190. The SHMA sets out the approach to establishing the Borough's OAN. This is not repeated here in this topic paper, but the following paragraphs will show how the figure has been taken from the SHMA and converted into the Borough's housing requirement.

Housing Market Area Adjustments

191. Earlier paragraphs have set out the current position regarding the contribution to the HMA shortfall (2,000 dwellings) that the Council has said will be tested through this Local Plan Review. This number has been included in the table set out below. This is a contribution that the Council is proposing to make³ towards needs that are arising from elsewhere in the HMA other than from Solihull.
192. As the SHNS provides a consistent basis for considering housing need across the HMA, the Council is mindful that its approach to setting a housing requirement should enable transparent comparisons to be able to be made back to the overall HMA housing need set out in the SHNS. As the SHMA seeks to address the Borough's need from 2014, this would not align with the time period used in the SHNS which uses 2011 as the base year. Therefore to avoid any of this need from 2011 to 2014 being 'lost', the Council has decided to make an allowance within its housing target to cover this period. This is referred to as the SHNS gap and has been arrived at as follows:

SHNS Gap	Dwellings
Dwellings (per annum) expected to be built in Solihull as a result of the SHNS (table 2.2 stage 3 report)	608
Total dwellings to be built in Solihull over the period 2011-14 (3 years x 608) as a result of the SHNS	1824
Add 10% uplift as a result of market signals (to be consistent with approach in the SHMA to the Borough's needs from 2014-33)	182
Less number of dwellings actually provided over the period 2011-14	822
SHNS Gap	1,184

³ This is the figure the Council will test, through the Local Plan Review, to ensure that in taking on some of the shortfall from the HMA it is done so in a sustainable manner.

Household Projections (2014)

193. The SHMA uses the 2014 Household Projections as the starting point as follows:

2014 Household Projections	Households/ Dwellings
Households at 2033	99,194
Households at 2014	87,587
New households 2014-2033	11,607 ⁴
Percentage of vacant & second homes (applied to convert households to dwellings)	2.49%
New dwellings required 2014-2033	11,903 ⁵

194. The SHMA explains that a 10% uplift to this starting point is justified as a result of market signals.

Solihull's OAN	Dwellings
Solihull's basic housing needs (2014-2033) starting point	11,903 (626 pa)
Add 10% uplift (due to market signals)	1,190 (63 dpa)
Solihull's OAN (2014-2033)	13,093 (689 pa)

Offsetting the Uplift

195. Paragraph 4.65 of the SMHA explains that provision can be made to offset some of the market signals uplift if the increase in projected need is to make a contribution to the 'missing' homes in the HMA. This was recognised in the SHNS⁶. The SHMA concludes⁷ that Solihull does not have an unmet housing need as a result of overcrowding or concealed families and therefore the population increase as a result of the uplift is likely to be met as a result of increased migration into the Borough from elsewhere within the HMA.
196. In calculating the extent of the offset, only those dwellings that would have expected to be constructed over the period 2011-31 can be included (i.e. not that part of the Borough's OAN from 2031-33).

⁴ SHMAA table 3.1

⁵ SHMAA table 3.1

⁶ Paragraph 2.28 of stage 3 report.

⁷ Paragraph 4.45

Offsetting the Uplift	Dwellings
10% uplift to the period 2014-33	1,190
Less 2 years' worth of uplift that would not be applicable to 2031-33	124
Add 10% uplift applied to SHNS gap	182
Extent of uplift to be offset	1,248

Establishing the Housing Requirement

197. Using the above figures results in a calculation of the housing requirement as follows:

Establishing the Housing Requirement	Dwellings
Solihull's OAN	13,093
Add SHNS consistency gap	1,184
Add Solihull's contribution towards accommodating HMA shortfall	2,000
Less offset of uplift against HMA shortfall	1,248
Housing requirement	15,029 (791 dpa)

198. The Draft Local Plan therefore uses the figure of 15,029 as its housing land target. This equates to 791 dwellings per year.

16. Housing Need by mix, type & tenure

Introduction

199. The Council recognises the importance of creating sustainable, inclusive and mixed communities in all areas, both urban and rural. Solihull has a high level of affordable housing need and the Council is committed to helping local people who cannot afford to buy or rent homes on the open market. There is a need to not only improve the affordability of housing across the Borough but also contribute to a range of outcomes including an improved mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.

200. The Council's approach is in accordance with the NPPF. Paragraph 7 states that the social dimension of sustainable development gives rise to the need for the planning system to perform the following role:

“supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.”

201. NPPF paragraph 50 states:

“To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- *Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.”*
- *Where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.”*

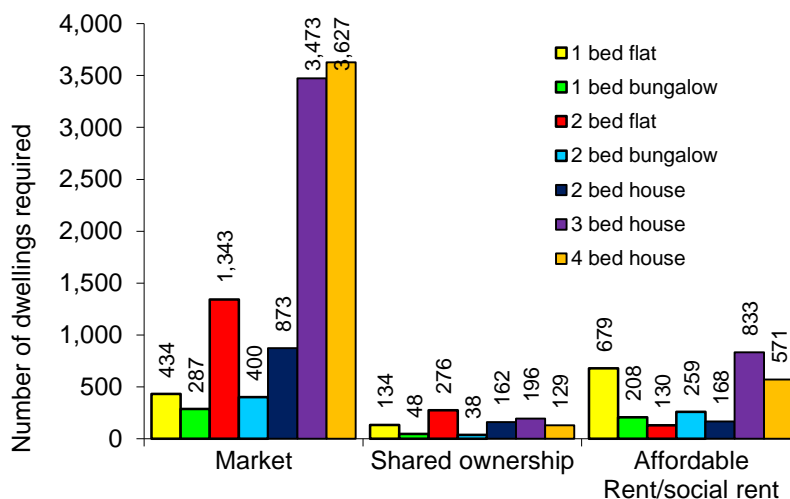
Link to OAN

202. The PBA SHMA 2016 Part 2 findings identify that of the 14,268 dwellings, 3,831 need to be affordable (26.9%) and these should be of the tenures of shared ownership and rented (both social and affordable) to meet the identified need for affordable housing taking into account the borough's circumstances.

203. The conclusions of the SHMA is that this proportion of new housing as affordable is achievable in Solihull and can be met within the OAN identified by the PBA SHMA study 2016 and no adjustment is required to this figure. The Council agrees with this conclusion.

Breaking down the Borough's housing needs (PBA SHMA Part 2 findings)

- 204. The SHMA Part 2 breaks down the boroughs housing need by bedroom size, type of dwelling and tenure.
- 205. This highlights that of the 3,831 affordable dwellings for Solihull, 2,848 should be rented and 983 shared ownership dwellings.
- 206. The boroughs housing need by bedroom size, type of dwelling and tenure is shown in Figure 6.1 in the SHMA part 2 and is the requirement for all new housing between 2014 and 2033. This table is replicated below.



Affordable Housing Need

- 207. Planning can assist those in priority housing need through the provision of affordable housing. This policy is required to ensure provision reflects local Borough demand and helps to sustain mixed and balanced communities. A sustainable, mixed and balanced community will include a mix of:
 - Tenures;
 - Housing to support households with a range of incomes;
 - Housing type and size to allow residents to move within the area as their housing needs change; and
 - Sufficient range and choice to accommodate households at various lifecycle changes.
- 208. Policy P4 A seeks to maximise the provision of suitable affordable housing to contribute towards meeting borough-wide needs. Policy P4 A seeks to secure an appropriate mix on a site-by-site basis, having regard to:
 - Site size;
 - The existing mix of market housing and local housing demand in the area as guided by the Strategic Housing Market Assessment;
 - Accessibility to local services and facilities and access to public transport;
 - The economics of provision, including particular costs that may threaten viability of the site;
 - The need to secure a range of house types and sizes in the locality in helping achieve socially balanced and mixed communities; and
 - The need to achieve a successful housing development.

209. The Council faces local constraints to meeting affordable housing need in the Borough. This takes the form of the:
- High level of affordable housing need
 - Level of need in relation to the overall housing provision target
 - Proportion of development that has taken place, and will continue to take place, on small unidentified sites
210. Taking into account the NPPF affordable housing threshold, the Council thinks that the proposed percentage target of 50% is appropriate to Solihull's local circumstances. This percentage requirement takes into account the requirement to meet the Borough's affordable housing needs identified in paragraphs 46-47 and the Housing and Planning Act 2016's requirement that all new reasonably sized sites should provide Starter Homes.
211. The Council's approach to the provision of housing land seeks to maximise the use of previously developed land within the urban area. Small windfall sites which are emerging through the restructuring of the urban areas from the redevelopment of existing residential areas to higher densities for housing land supply have provided a significant amount of housing and this is expected to continue. Such sites tend to be relatively small, and at the current threshold, will provide limited opportunity to secure affordable housing.
212. The 40% affordable housing target and a 0.5 ha/15 and above dwelling threshold was adopted by the Council and subsequently upheld following the UDP First Review Public Inquiry in 2006. The UDP site size threshold (15 homes or 0.5 hectare) below which there was no requirement to provide affordable housing led to many sites which could reasonably have provided affordable homes being fully developed with market housing. In the period adoption 2006-2012, 31 sites (228 dwellings) have been approved between the existing and proposed thresholds on market housing sites. These sites had the potential to deliver up to 92 affordable dwellings.
213. Therefore, and following viability testing, Policy 4(a) in the adopted Local Plan (2013) set a lower threshold at which an affordable housing contribution is required, of 0.2 hectares or more or delivering 3 or more net dwelling units. This target maximised the provision of affordable housing that can be delivered by the planning system without threatening the viability of sites or deterring private residential development. This was fully supported by the Inspector's report.
214. On the 19 May 2016 Government announced changes to national planning guidance in respect of the thresholds at which affordable housing contributions may be sought. This follows the order of the Court of Appeal dated 11 May 2016, which gave legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014. The new guidance states at paragraph 31 that:
- "contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm"*
215. The Council has therefore amended Council Plan Policy P4(a) through a policy statement as follows: 'The Council will require developers of allocated and unidentified sites to make a contribution to affordable housing on residential sites of 11 units or more, or which have a maximum combined gross floor space of more than 1000sqm to meet the housing needs of the Borough'.
216. The new threshold is dictated by changes to setting of a national minimum threshold in Planning Policy Guidance and is consistent with this.

217. The Council's proposed target in the Draft Local Plan aims to maximise the provision of affordable housing that can be delivered by the planning system without threatening the viability of sites or deterring private residential development. The Council has demonstrated a flexible approach in the implementation of adopted Policy P4a and remains committed to considering the suitability of sites and the amount of affordable housing through negotiation and on a site by site basis. The Council thinks that the proposed percentage target and threshold is appropriate to Solihull's local circumstances. The 50% target is being tested through the viability report, which will be issued in due course.

Starter Homes

218. The Housing and Planning Act 2016 places a new duty on all local planning authorities to promote the supply of Starter Homes in their area. Starter Homes are exclusively for first time buyers under the age of 40, for sale at least 20 per cent below normal market prices. The price cap is set as £250,000 outside Greater London.
219. The Act also allows Government to set Regulations requiring Starter Homes to be included on residential sites as a condition of securing planning permission. These Regulations have not yet been issued and the Council will approve its position on Starter Homes once these are known.
220. Solihull's Strategic Housing Market Assessment Part 2 (2016) showed that discounts considerably greater than 20% would be required to make Starter Homes truly affordable for local people. This applies to each property size across all three sub Housing Market Areas.
221. The Starter Homes discount is however time limited and applying a larger discount could provide too large a windfall benefit for individual purchasers and may also distort a local housing market.

Self & Custom Housebuilding

222. The Self-build and Custom Housebuilding Act obtained Royal Assent in March 2015.
223. The Secretary of State has enacted Regulations that state from 1 April 2016 the provisions made under the Self-build and Custom Housebuilding Act 2015 will come into force. Solihull MBC is required under the Act to keep a Register (referred to as self-build and custom housebuilding register) of all individuals and associations of individuals who are seeking to acquire serviced plots of land in Solihull and who wish to build homes for themselves to occupy as their main residence.
224. The Council will have a duty to have due regard to this register when carrying out our housing and planning functions.
225. The Housing and Planning Act received Royal Assent in May 2016 and introduces a concept of 'Right to Build'. This Act is taking forward the requirements of the Self-build and Custom Housebuilding Act 2015 further, requiring local planning authorities to support those registered on Self-build and Custom Housebuilding Registers by identifying enough suitable plots of land to meet local demand through their Local Plan.
226. The Council is justified in making provision for self and custom build housing in order to comply with the Self and Custom Housebuilding Act, the Housing and Planning Act, National Planning Policy Guidance and the needs on the self-build register.
227. The Self and Custom Housebuilding Register was established in Solihull in March 2016. As at the 30 September 2016 there were 91 people Registered.

228. The Council is proposing to require developers of allocated sites to make a contribution to Self and Custom Build Housing on residential sites of 100 units or more. Contributions will be expected to be made in the form of 5% of open market dwellings in the form of Self and Custom Build Plots on each development site, but will be subject to flexibility and viability.
229. The Council expects these plots to be offered for sale with outline planning permission, services to the boundary and access to the highway for period of 12 months to those Registered on Solihull's Self and Custom Build Housing Register. The value of the plots will be subject to an independent valuation by a Registered Surveyor.
230. The mechanisms and criteria for delivery of Policy P4(d) will be set out in a revised Meeting Housing Needs Supplementary Planning Document.

Specialist accommodation

231. The Council's Independent Living and Extra Care Housing Strategy (2013) aims to promote independent living by:
- Enabling vulnerable people to continue to live independently in their own homes through provision of support services; and
 - Encouraging provision of a wider range of suitable and affordable independent accommodation for people who need or choose to move.
232. The Council has also published a Market Position Statement for Adult Social Care (2015)⁸. This sets out the needs, care and support provision in the Borough and the Council's commissioning intentions in respect of older people and those with learning disabilities, autistic spectrum conditions, mental health and physical disabilities and sensory impairments.
233. Solihull has an ageing population and this is associated with higher levels of disability and health problems. There is an increasing need to provide more accommodation for local older people and in particular for the very frail elderly. The number of people aged 65 and over in Solihull is projected to increase from 43,000 to 58,000 by 2033 and the number of people aged over 85 from 6,000 to 12,000.
234. There is a need for more affordable homes which are suitable for local older people and those with disabilities. There is also market demand for specialist and supported housing and homes which can provide opportunities for local households to 'downsize', thereby releasing family housing
235. There are significant demographic trends that will create additional pressures on housing and care services. In particular, individuals with complex needs and adults with learning disabilities, including those with co-morbidities such as autism, are living longer and many are developing age-related conditions such as dementia. The number of adults with a severe learning disability is projected to increase by more than those who have a more moderate form of the condition, although it is among older people where increases are most pronounced.
236. Specialist accommodation with support requires funding for the care and support element. This will sometimes come from an individual's personal income and/or savings (self-funders) but where people do not have sufficient means, funding will come from the public purse.
237. Solihull has more local authority funded adult social care clients per head of population than across England as a whole (320 compared to 300 per 10,000). Even though older people (65

⁸ http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/SocialCare/Market_Position_Statement.pdf

and older) constitute a lower than average proportion than the national average, they make up 86% of Solihull's adult social care clients

238. Every year up to a quarter of 'self-funders' of adult social care and support see their savings/capital fall to a level at which they become the funding responsibility of the Council. When this happens people may not be able to continue with their chosen care arrangements and have to switch to a different care home within the Council's budget.
239. The total number of long-term nursing and residential placements required in Solihull will rise by an estimated 16% between 2013/14 and 2018/19 if the Council does not change the way in which care is delivered.
240. Through additional extra care accommodation, increased capacity in 'reablement' and increased use of assistive technology, the Council aims to improve outcomes for vulnerable people and offset, or at least limit, increases in the number of care home placements (mostly residential care) that it will need to fund in the future.
241. With regard to learning disability, population growth among adults aged 18-64 is less pronounced than among older people. The Council is working to develop alternatives to residential care and it is this rather than increases in actual numbers which currently provides the main pressure point for meeting housing needs for adults with a learning disability.

Planning Use Classes

242. Through the Use Classes Order 1987, the planning regime distinguishes between 'C2' (residential institutions) and 'C3' (dwelling houses) for the purpose of considering the impact on amenity of an area.
243. There is potential for uncertainty between the C2 and C3 use classes if care provision, or the amount of care, is the determining factor. This has become increasingly the case as more flexible models of domiciliary care have emerged.
244. The draft Local Plan adopts the definition of a dwelling set out by DCLG in its Housing Flows Reconciliation (and consistent with that used in the Census), which is a self-contained unit of accommodation. This means that all rooms including bathroom, kitchen and toilet, in a household's accommodation are behind a single door which only that household can use.
245. The Council's approach therefore is to assess whether a development provides the characteristics of a self-contained unit of accommodation. Care developments containing units 'with their own front door' will be regarded as dwellings in accordance with the DCLG definition. Developments of this nature – whether classified as C2 or C3 land use will trigger an obligation to provide affordable accommodation on site. If the site is considered unsuitable for on-site affordable housing provision the Council will accept a commuted sum so as to meet the need off site.

SPD Review

246. The Council adopted the Meeting Housing Needs SPD in July 2014 following a period of consultation.
247. The Local Plan Review, together with significant changes in legislation and national planning guidance necessitate a review of this SPD. The Council will prepare a revised SPD for consultation. This will revise and update the existing SPD, and provide additional guidance on Starter Homes and self and custom build.

Rural Exception Sites

248. The UDP First Review Public Inquiry in 2006 made specific reference to the need to consider a rural exceptions policy, which was included as P4(b) of the adopted Local Plan in 2013.
249. Policy P4(b) Rural Exceptions was adopted in the Solihull Local Plan 2013. "The provision of affordable housing developments on green belt land to meet the local needs of households in that Parish or neighbourhood will be supported in circumstances where,
- The development proposal is consistent with the Village, Parish or Neighbourhood Plan; or
 - There is evidence that people with a local connection to the parish area have a housing need that cannot be met through affordable housing provision on an allocated housing site and the proposed development is supported by the Parish Council or Neighbourhood Group."
250. Policy 4(b) responds to the identified need in some parish areas of providing affordable housing for people with a local connection to the parish or neighbourhood area and the importance of development in helping to sustain local community services.
251. The policy supports the provision of affordable housing where there is evidence of need that cannot be met through affordable housing provision on an allocated housing site. The provision of affordable housing developments to meet the needs of people with a local connection to the Parish or neighbourhood will be supported on green belt land. The policy will ensure that the most suitable site in the village is used as outlined in the Parish or Neighbourhood Plan. All sites will be assessed for their accessibility to services and facilities, the impact of development on the Green Belt and environmental considerations.
252. The policy is justified by the acknowledged role that providing homes for local people in these Parishes or neighbourhoods has in supporting communities and maintaining the vitality of rural settlements through retaining population which supports local services and facilities.
253. Policy P4(b) is an enabling policy for Parish Council's and Neighbourhood Areas to meet their own needs and support the vitality of villages and their services and facilities.

Student Accommodation

254. There are no higher education establishments in Solihull and no significant term-time student population. The Local Plan makes no specific provision for this group.

Armed Forces

255. Solihull Council is a signatory to the Armed Forces Covenant and is committed to meeting the aims of the covenant through its policies and practices.
256. The position of service personnel has been considered but as there is no Ministry of Defence presence within Solihull the Local Plan makes no specific provision for this group.

Private Rented Development

257. New build private rented accommodation that is secured for the longer term (10 years minimum) can be an important part of meeting Solihull's housing requirements, supporting the local economy and enabling people to remain within a locality for the long-term.
258. Although this type of housing is not affordable housing, the 2016 SHMA recognises that the private rented sector can meet some of the identified needs, through rent subsidies and benefits and so can be a means of meeting some requirements.

259. This form of accommodation should provide an affordable housing contribution in accordance with Policy P4 (a) of the Local Plan. However, the Council recognises that the economics of developing this type of accommodation is quite distinct from building for sale and viability analysis will therefore recognise this.

17. Housing Supply

Introduction

260. The NPPF (Para. 14) is clear that “Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.⁹

The NPPF further emphasises that “local planning authorities should positively seek opportunities to meet the development needs of their area”.

261. In brief, the housing requirement in a Local Plan is therefore a balance between meeting objectively assessed needs and the sustainable development capacity within the borough boundaries.

Existing Housing land Supply (as of 1st April 2016)

262. The existing housing land supply for the period 2014-33 is made up of a number of components as follows:
- Housing completions (2014-2016)
 - Sites with planning permission (started)
 - Sites with planning permission (not started)
 - Sites identified in land availability assessments
 - Solihull Local Plan (2013) allocations without planning permission
 - Windfall housing supply

⁹ For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

Housing Completions

263. The following table sets out housing completions for each year from April 2001.

Year	Additional Dwellings Provided (Gross)	Dwellings Lost Through Demolitions or Conversions	Net Additional Dwellings Provided
01/02	663	32	631
02/03	413	32	381
03/04	483	71	412
04/05	606	88	518
05/06	916	59	857
06/07	877	50	827
07/08	671	75	596
08/09	653	163	490
09/10	533	283	250
10/11	323	138	185
11/12	488	135	353
12/13	396	60	336
13/14	419	286	133
14/15	702 ¹⁰	48	654
15/16	783	52	731

264. For the period 2014-16 this indicates 1,385 completions. The previous years are shown for information only.

Sites with planning permission (started)

265. All sites with extant planning permission for housing were visited in April/May 2016 and data on the number of dwellings started and completed was recorded. This reveals there are sites with a commenced planning permission that have a total of 795 units remaining to be built out.

¹⁰ In appendix D of the Scope, Issues and Options consultation, the additional dwellings (gross) for this year was stated to be 711. This has now been corrected to 702 following further analysis of the house monitoring data.

Sites with planning permission (not started)

266. NPPF Para.47, footnote 11 states: "Sites with planning permission should be considered deliverable until planning permission expires, unless there is clear evidence that schemes will not be implemented within five years".
267. The Council's monitoring data shows there are sites with planning permission that haven't yet commenced that provide for a total of 1,467 units.

Sites Identified in Land Availability Assessments

268. A number of deliverable sites have been identified in both the 2012 and 2016 land availability assessments. These are indicated in the table below:

Sites Identified in Land Availability Assessment	Dwellings
SHLAA (2012)	
Garages Greenhill Way (Shirley)	16
Hobs Moat Site 2, Campden Green	3
Land west of Stratford Road, Hockley Heath	20
Garages at Anglesey Avenue, Smith's Wood	13
107 Kelsey lane, Balsall Common	5
Land at Shirley depot, Haslucks Green Road, Shirley	37
Woolmans Garden Centre, Solihull Road, Shirley	29
SHELAA (2016)	
Corbetts Close, Hampton-in-Arden	28
Wychwood Roundabout, Knowle	20
St George & St Teresa School, Dorridge	31
Former Rectory & Glebe land, Solihull	17
Brookvale, Olton	17
Chapelhouse Depot, Fordbridge	30
Clopton Crescent Depot, Fordbridge	20
Total	286

Allocated Solihull Local Plan (2013) Sites

269. The following table is a schedule of the SLP allocated sites which have not yet commenced development and will be retained as allocations in this review¹¹.

Ref ¹² .	Site Name	Site Area (ha)	Indicative Capacity
3	Simon Digby, Chelmsley Wood	4.57	200
8	Solihull Town Centre		861 ¹³
9	Chelmsley Lane, Marston Green	1.96	80
11	Powergen	3.84	374 ¹⁴
10	Blythe Valley Park	12.25	950 ¹⁵
19	Riddings Hill, Balsall Common	1.61	65
24	Meriden Road, Hampton-in-Arden	2.79	110
Total			2,640

Discount

270. It is considered appropriate that a 10% discount rate is applied to sites with planning permission (not started), sites identified in land availability assessments and SLP 2013 sites to offset any non-implementation or reduced capacities.
271. The 10% discount would therefore apply to the following totals

10% Discount	Dwellings
Sites with planning permission (not started)	1,467
Sites identified in availability assessments	286
SLP (2013) sites	2,640
Total of above sources	4,393
10% of above total	493

¹¹ This table does not include SLP 6 (Chester Road/Centurion PH and adjoining land) as currently it has not been demonstrated that the site is developable (in terms of footnote 12 of the NPPF) in the plan period.

¹² Site reference number as used in the SLP.

¹³ The SLP was based on 950 units coming forward in the plan period. The updated masterplan described in an earlier chapter revises this to 861.

¹⁴ The SLP estimated that the site would yield 130 units. The planning application approval provides for a development that accommodates 374 units.

¹⁵ The SLP estimated that the site would yield 600 dwellings, the current planning application proposes up to 1,000 units (750 dwellings and an extra care proposal of 250 units).

Windfall Sites

272. The Local Plan (Appendix 8, Figure 14) assumes the delivery of 150 dwelling p.a. for the period 2012-2028. The NPPF states that:

“Local planning authorities may make an allowance for windfall sites in the five-year supply if they have compelling evidence that such sites have consistently become available in the local area and will provide a reliable source of supply.” (¶ 48)

273. There is compelling evidence of a consistently available and reliable supply of windfall housing sites.

274. Firstly, the reliability of windfall sites can be tested through the history of windfall sites coming forward. The Council holds records of windfall housing land supply since 1992. This shows that windfall housing has, for the past 20 years, consistently been delivered at a substantially higher rate than is assumed in the five year housing supply calculation of 150 dwelling per year.

275. With the introduction of the Strategic Housing Land Availability Assessments, the Government anticipated that sites could be identified through this process to reduce uncertainty. However, in the Council's experience developers and landowners are reluctant to reveal details of sites they are bringing forward because of commercial confidentiality.

276. The Local Plan housing supply data has a base date of April 2012. During the first three years planning permission has been granted for 793 additional dwellings on windfall sites (264 dwelling p.a.). The average windfall assumption of 150 dwellings p.a. was not achieved during the first two years, but this was expected as there are no windfall permissions in housing land supply at the base date. It typically takes two years for a supply of windfall sites to build up and translate into completions. These circumstances compare to windfall housing provision during the first years after the UDP base date when an average of 4.5 windfall dwelling p.a. were provided during the first two years and an average of 153 windfall dwellings p.a. were provided during the first five years (2001-2005).

277. In considering the windfall rate to be included in the five year housing land supply calculation it is important to consider the likelihood of trends continuing. This includes considering changes in planning policy, environmental capacity and the housing market.

278. In respect of local planning policy for assessing windfall sites, there has been very little change. Policy H1 of the Unitary Development Plan (UDP) supported windfall housing development which protects and enhances local distinctiveness. UDP Policy H1 states:

“In considering planning applications on windfall sites, the Council will need to balance proposals for the intensification of the urban area with the impact on surrounding residential areas (see Policy H5). In particular, the Council will be keen to protect and enhance local distinctiveness where potential redevelopment could change their whole character and the quality of the environment.”

279. To support this policy the Council adopted Supplementary Planning Guidance for windfall development in 2003, 'New Housing in Context', and has successfully applied this policy guidance since.

280. The Local Plan continues to support windfall housing development in sustainable locations where it will protect and enhance local distinctiveness. Policy P5 of the Local Plan states:

“New housing will be supported on unidentified sites in accessible locations where they contribute towards meeting identified borough-wide housing needs and towards enhancing local character and distinctiveness. Unless there are exceptional

circumstances, new housing will not be permitted in locations where accessibility to employment, centres and a range of services and facilities is poor.”

281. The Council has always been selective in permitting windfall development, only granting planning permission that preserves and enhancing local character and distinctiveness.
282. The nature of the Borough provides continuous opportunities for the redevelopment and recycling of land. High land values and existing low-density development areas provide the incentive to recycle land and ensure redevelopment is viable. The Council recognises the advantages of windfall development in providing housing to contribute towards meeting need in sustainable locations and its role in protecting the Borough's high quality residential environment through the continuous recycling of land and protecting the green belt from unwarranted urban extensions.
283. The Council has demonstrated that the inclusion of a windfall allowance within the five year housing land supply calculation is acceptable and that the level of windfall provision within the calculation is cautious in relation to long-term past trends, on-going current windfall housing provision and likely future windfall housing provision.
284. The windfall supply to be included amounts to 15 years' worth and is in recognition that to avoid double counting with existing permissions (that will include windfall sites), the future completions from presently unknown sites is likely to commence from 2018 onwards.
285. In accordance with NPPF (paragraph 48) it is entirely appropriate to make a windfall allowance within the five year housing land supply calculation. There is compelling evidence that windfall sites have consistently become available and will continue to provide a reliable source of housing land supply, having regard to the SHELAA, historic rates of delivery and expected future trends. The Local Plan windfall allowance was supported by the Inspector examining the Local Plan (Appendix 8, Para.99) and there has been no material change in circumstance since.

Land Supply Summary

286. As a summary, the following table sets out the existing land supply position as of 1st April 2016:

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

287. These figures have been incorporated into the Draft Local Plan at paragraph 217.

18. Gypsy and Travellers Accommodation

Introduction

288. Policy P6 (Provision of Sites for Gypsies and Travellers) sets out the Council's overall approach as to how accommodation is to be provided for gypsies and travellers. In particular, it set a pitch requirement for the period 2012 to 2027 (of 38 pitches) and established a set of criteria that are to be used in the allocation of future sites.
289. Whilst the SLP was being pursued, the Council also undertook the production of a gypsy and traveller site allocations plan (G&T DPD) and it was formally adopted as a DPD in December 2014. The DPD allocates sites to accommodate the need established in the SLP in full. It also safeguards existing sites. It is thought that the DPD was one of the first, if not the first, gypsy and traveller site allocations DPD to be adopted in the country.

Current Position Regarding Accommodation for Gypsies and Travellers

290. As of the 1st January 2016, the Council can demonstrate an up-to-date supply of pitches to satisfy the five year requirement set out in "Planning Policy for Travellers Sites" (DCLG August 2015). Indeed the supply is not only met, but exceeded by pitches equivalent to a **further** 5.8 years supply. Even if no more planning permissions are granted, this position is forecast to be similar as of 1st January 2017 when supply is expected to be exceeded by pitches equivalent to a further 5.0 years supply. Details relating to the calculation of the five year pitch supply are set out in an appendix.
291. Since 2012 (the GTAA base date), there have only been three instances relating to unauthorised developments, all of which commenced prior to 2012. Two of the instances were remedied in 2013/14 through legal action. The third remains in breach of planning control, but is subject to an as yet undetermined appeal against enforcement action. These are detailed further in an appendix.
292. In so far as unauthorised encampments are concerned, since 2012 there has been no worsening in the level or extent of such occurrences. A schedule of these events is set out in an appendix.

Gypsy and Traveller Accommodation Assessment (GTAA)

293. The SLP was based upon the 2012 GTAA. It set out the need for the period 2012 to 2027 and this was incorporated into the SLP in full. The GTAA identified no requirement for a travelling showpeople site or a formal transit site in the Borough.
294. The G&T DPD indicated that the Council would review the GTAA in "due course (circa 5 years)" thus suggesting that an update will be pursued in 2017. The Local Plan Review commenced in 2015 and the initial evidence base was prepared over the period 2015 to 2016. At that time it wasn't considered necessary to bring forward an early review of the GTAA due to the following reasons:
- The GTAA remains up-to-date
 - The Council can demonstrate an up to date five year pitch supply position, with a significant margin.
 - There have not been any new unauthorised developments following the SLP & DPD.
 - There has not been a worsening position as far as the number of unauthorised encampments is concerned.

295. The Council has demonstrated a positive and proactive approach to making sure that the needs of the gypsy and traveller community have been met, and it will continue to do so, in line with 'Planning Policy for Traveller Sites' (DCLG, August 2015). An update of the GTAA will be undertaken within the next year or so, and should it demonstrate the need for a review of the DPD then that will be undertaken. It is not considered necessary that the review needs to be undertaken as part of the wider Local Plan Review.

Impact of Housing & Planning Act 2016

296. The Act changed the Housing Act 2004 by deleting the specific requirement to consider the accommodation needs of gypsies and travellers.

297. Section 226 of the Housing Act 2004 enabled the Secretary of State to issue guidance on the carrying out of needs assessments for Gypsies and Travellers, the preparation of strategies to meet those needs and set out the process by which guidance must be laid before Parliament. The Gypsy and Traveller Accommodation Needs Assessment Guidance (October 2007) was issued under section 226 of the Housing Act 2004.

298. The amendments made by the 2016 Act instead provide that when authorities are carrying out a review of housing needs they consider the needs of all the people residing in or resorting to their district.

299. In particular, the Act gives councils a duty to consider the needs of people residing in or resorting to their district with respect to the provision of:

- sites on which caravans can be stationed. The term 'caravan' here covers traditional touring caravans, static caravans and mobile/park homes
- places on inland waterways where houseboats can be moored

300. The scope, methodology and timing of the GTAA update, intended for 2017, will be reviewed in the light of this legislative change.

301. The Council has had regard to the draft guidance issued by DCLG (March 2016) on the duty to consider the needs of people residing in or resorting to its area with respect to sites for caravans and the mooring of houseboats.

302. Information from the Gypsy and Traveller Accommodation Assessment (2012), the Canal and River Trust and the National Bargee Travellers Association has been used together with internal records to inform Local Plan policy.

303. The Canal and River Trust have no residential moorings in Solihull. Waterside mooring information on the Trust's website indicates that there is no local need for moorings in Solihull. The GTAA update will consider this area of need.

304. Applications for residential moorings within the Green Belt will be required to demonstrate that very special circumstances exist to clearly outweigh the harm by inappropriateness, and any other harm, to the Green Belt, in accordance with the National Policy and Policy P17 – Countryside and Green Belt.

305. There are three sites in Solihull that make provision for mobile and park homes, accounting for 161 homes in total. The GTAA update will also consider this area of need in the context of changes made by the Housing and Planning Act 2016.

19. Gypsy & Traveller Pitches – Demonstrating a Five Year Pitch Supply

Pitch Requirements

306. The SLP¹⁶ sets out the pitch requirement for gypsies and travellers for the period 2012 to 2027¹⁷. This is based on the Gypsy and Traveller Accommodation Assessment 2012 (GTAA).

307. The pitch requirement is set out in three time periods as follows:

<i>Pitch Requirements 2012 to 2027</i>	<i>Pitches</i>
2012 to 2017	26
2017 to 2022	6
2022 to 2027	6
Total Requirement	38

308. This equates to annual requirements as follows:

<i>Pitch Requirements 2012 to 2027 (per annum)</i>	<i>Pitches</i>
2012 to 2017	5.2
2017 to 2022	1.2
2022 to 2027	1.2

309. This paper seeks to set out the actual 5 year pitch supply calculation at the base date of 1st January 2016 and forecasts the position for 1st January 2017.

Pitch Requirement as at 1st January 2016

310. To calculate the 5 year requirement as of 1st January 2016 it will be necessary to calculate the requirement from 1st January 2012 (the base date) to 31st December 2020 (i.e. 1st January 2016 plus 5 years).

<i>Pitch Requirements to 31st December 2020</i>	<i>Pitches</i>
2012 to 2017	26
2017 to 2020 (4 years at 1.2 per annum)	4.8
Total Requirement	30.8

¹⁶ Policy P6

¹⁷ References to years are colander years running from Jan to Dec (inc.) as the GTAA was based on calendar years.

Pitch Requirement as at 1st January 2017

311. To calculate the 5 year requirement as of 1st January 2017 it will be necessary to calculate the requirement from 1st January 2012 (the base date) to 31st December 2021 (i.e. 1st January 2017 plus 5 years).

<i>Pitch Requirements to 31st December 2021</i>	<i>Pitches</i>
2012 to 2017	26
2017 to 2021 (5 years at 1.2 per annum)	6
Total Requirement	32

Pitch Supply

312. The supply of pitches will arise from the following sources:
- Pitch completions
 - Sites with planning permission (started but not completed)
 - Sites with planning permission (not started)
 - Gypsy and Traveller Site Allocations DPD - sites within the DPD if not already completed/with planning permission.
313. The Site Allocations DPD set out two phases for the delivery of pitches as follows:
- Phase 1 – up to 2017
 - Phase 2 – 2017 to 2027
314. As the five year period under review extends beyond 2017, it is appropriate that DPD phase 2 sites are included in the pitch supply calculation.

Completions (2012-2016)

<i>Pitch completions 2012 to 2016</i>	<i>Pitches</i>
Old Damson Lane (Area 2) ¹⁸	7
Old Damson Lane (Area 3) ¹⁹	11 ²⁰
The Uplands ²¹	3 ²²
Total	21

¹⁸ Planning permission granted in Jan 2013 with site occupied by December 2015

¹⁹ Planning permission granted in Nov 2013 with site occupied by March 2015

²⁰ Planning permission granted for 11 pitches on DPD site that allocates 13 pitches

²¹ Planning permission granted Nov 2013

²² Planning permission was granted for 4 pitches, 3 of which were provided. The fourth remains to come forward and is included in the total under 'with planning permission (started)'

With Planning Permission (Started)

<i>Pitches with planning permission (started)</i>	<i>Pitches</i>
The Uplands	1
Total	1

With Planning Permission (Not Started)

<i>Pitches with planning permission (not started)</i>	<i>Pitches</i>
The Warren ²³	6
Total	6

Site Allocations from DPD

<i>Pitches in Site Allocations DPD</i>	<i>Pitches</i>
Canal View	2
The Haven	6
Old Damson Lane (Area 3)	2 ²⁴
Total	10

Total Supply

315. The total supply as of 1st April 2016 is as follows:

<i>Pitch supply as of 1st April 2016</i>	<i>Pitches</i>
Pitch completions (2012-2016)	21
Sites with planning permission (started)	1
Sites with planning permission (not started)	6
Gypsy & Traveller DPD A Site Allocations (2012-2022)	10
Total Supply	38

²³ Planning permission granted in May 2014

²⁴ Remaining pitches from DPD allocation still to come forward.

Comparing Supply against the Requirement

316. As of 1st January 2016, the table above indicates a supply of 38 pitches which compares against the requirement of 31²⁵. Therefore the supply exceeds the requirement and so it has been demonstrated that there is an up-to-date supply of pitches.
317. The 'over supply' of 7 pitches equates to a **further** 5.8²⁶ years supply.
318. Assuming that no further sites come forward that are not already identified, then the supply figure of 38 will not change. This should be compared against the requirement as of 1st January 2017 which is 32. Again this shows a supply in excess of the requirement and therefore even if no further sites come forward then it can be demonstrated that there is an up-to-date supply of pitches.
319. The 'over supply' of 6 pitches equates to a **further** 5 years supply.

²⁵ Rounded to 31 from the 30.8

²⁶ Oversupply of 7 pitches divided by the annual requirement of 1.2 pitches.

20. Gypsy & Traveller - Unauthorised Developments

320. Since 2012 (the GTAA base date), there have only been two instances of unauthorised development, and both related to sites where initial occupation took place before 2012. These sites are as follows:
- Shadowbrook Lane
 - Eaves Green Lane
 - Salter Street
321. The Shadowbrook Lane site was subject to initial occupation in 2005. The site is subject to enforcement action, an appeal against which is still be determined.
322. The site at Eaves Green Lane in Meriden was first occupied in May 2010. Following legal action the site was restored, and the breach remedied, in spring 2013.
323. The Salter Street case related to an unauthorised extension to an existing lawful site. This was remedied in 2014 through enforcement action.
324. There have been no new unauthorised developments since 2012.

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Topic Paper 4

Reviewing the Options for Growth and Site Selection Process

21. Scope, Issues and Options Consultation (November 2015)

325. The consultation explored what level of growth should be included in the Local Plan Review. At chapter 6 of the document the question “where should the growth take place” was then posed. Seven broad options for accommodating growth were identified as follows:

Growth Option A – High Frequency Public Transport Corridors & Hubs

326. This option focussed on corridors and hubs within the urban areas of the Borough, but also included rail stations in the rural area. It would take advantage of brownfield land opportunities in the urban area which are accessible to public transport and other facilities, although this is unlikely to deliver significant capacity for growth. Within the rural area, opportunities are around stations serving Balsall Common, Earlswood, Hampton in Arden, Knowle/Dorridge, Monkspath, Tidbury Green and Whitlock's End, which could deliver significant capacity, but will require incursions into the Green Belt.

Growth Option B – Solihull Town Centre

327. The Town Centre is the most accessible location in the Borough, containing a wide range of facilities and services and the Borough's main transport hub. Growth would take advantage of brownfield land opportunities and would not involve incursions into the Green Belt. However, delivering the growth allocated in the Local Plan 2013 is yet to be fully realised, and further additional capacity is unlikely to be achieved, although there may be scope to vary the amount of specific uses from that currently proposed (see Town Centre Master Plan).

Growth Option C – North Solihull/Chelmsley Wood

328. This option includes the North Solihull Regeneration Area where growth has been focussed through the Local Plan 2013, including some adjustments to Green Belt boundaries. Chelmsley Wood is a major hub for bus services and offers a wide range of facilities and services. However, most of the opportunities have been delivered or are in the pipeline, so the area is unlikely to deliver further significant capacity for growth.

Growth Option D – Shirley Town Centre & the A34 Corridor

329. Shirley Town Centre has benefitted from significant development in the Parkgate scheme and the former Powergen site will be redeveloped in the near future. There may be further opportunities for some recycling of land, but the urban area is unlikely to deliver significant capacity for growth. The A34 Corridor offers more opportunity, but this will require incursions into the Green Belt.

Growth Option E – The UK Central Hub Area & HS2

330. This option focussed on the area around the proposed HS2 Interchange station and opportunities within the NEC boundary, but also includes opportunities in the wider Hub Area presented by growth of the Airport, JLR and Birmingham Business Park. It offers an exceptional opportunity for major growth to meet wider strategic needs, with unrivalled connectivity, although this will involve significant incursions into the Green Belt.

Growth Option F – Limited Expansion of Rural Villages/Settlements

331. This option could help to meet local or only limited needs for housing but would involve adjustments to Green Belt boundaries. It is unlikely to deliver significant capacity or to generate sufficient development benefit to improve public transport, other infrastructure or services.

Growth Option G – New Settlements, Large Scale Urban Extensions or Significant Expansion of Rural Villages/Settlements

332. There are very limited opportunities for new settlements in the Borough. The only option identified through the Call for Sites is at Earlswood, which is isolated from the urban area and would involve a significant incursion into the Green Belt. Growth would be required in Stratford District as well as Solihull. The option identified urban extensions on the edge of Solihull and Shirley, and to the south of Chelmsley Wood, which could provide significant capacity close to facilities and services, but would require incursions into the Green Belt. It also identifies a number of options for significant growth around settlements, although again these would involve incursions into the Green Belt and may put pressure on limited facilities and services.

22. A Preferred Approach

333. It was recognised that one option alone was unlikely to provide a sustainable single solution to accommodating growth and that in all likelihood a combination of the options would be required. It was also noted that individual development opportunities may also fall under one or more of the options.
334. Of the options consulted upon, development opportunities under options A, D, E and G appear to offer the greatest potential for additional significant capacity to warrant closer inspection. Although the potential for other options to deliver some additional capacity should not be discounted, it is recognised that they are unlikely to yield significant numbers.

Strategic Objectives

335. Topic Paper 1 explains the development of the spatial strategy. This section goes on to explain how the spatial strategy was used to assess the options identified through the Scope, Issues and Options consultation.
336. In effect, the spatial strategy results in an overall hierarchy that can be summarised as follows:

Priority	Category
1	Non Green Belt previously developed land
2	Non Green Belt greenfield if not in a reasonable beneficial existing use.
3	Green Belt previously developed land in a highly or moderately accessible location
4	Green Belt greenfield if highly or moderately accessible location and is being lost as a result of committed development.
5	Green Belt greenfield that is either (a) located adjacent to the urban area or a highly accessible settlement or (b) located adjacent to a settlement that although may be less accessible has a wide range of local services or (c) is a proportionate addition adjacent to an existing settlement that although is less accessible has a range of services available within it.
6	Low priority – ie none of the above

337. Applying the above hierarchy to the Growth Options results in the following:
- Priorities 1 and 2 are likely to include limited opportunities from Options A to E
 - Priority 3 limited opportunities from Options A, C, D, F and G
 - Priority 4 opportunities from Options A, E and F.
 - Priority 5 could include significant opportunities from Options A, C, D, F and G.
338. The SHELAA (at paragraph 4.16) indicates that of a ‘theoretical capacity’ of 31,085 dwellings identified in the study, the vast majority (29,995 units ie 96.5%) are located in the Green Belt (or on sites where more than 50% of the site is within the Green Belt). It is this lack of opportunities within non-Green Belt locations that contributes towards the exceptional circumstances needed to be demonstrated for altering Green Belt boundaries in accordance with paragraph 83 of the NPPF.

23. Reviewing the Options in More Detail

339. Individual development opportunities (e.g. those submitted under the call for sites exercise and any others identified during the development of the Plan) can be assessed against the hierarchy set out above. However it is considered that it is also necessary to provide a spatial review of all the options (whether or not included as a 'call for sites' submission) that could include extending the urban area or the expansion of the rural settlements. These potential opportunities would principally fall within the broad options F and G set out in the Scope Issues and Options consultation.
340. Now that the LPR evidence base has been advanced it is possible to review these options in more detail, in particular with reference to the Green Belt Assessment (GBA), relative accessibility and constraint mapping. This will result in being able to identify those parts of the urban edge that could accommodate a large scale urban extension and which settlements could accommodate a limited or significant expansion. Furthermore the evidence is able to indicate for those settlements that could accommodate an expansion, which side or sides of the settlement should be the focus for the growth.
341. This exercise is undertaken in the paragraphs that follow, firstly by considering potential locations for a large scale urban extension²⁷ and then reviewing expansions of the rural settlements. In seeking views on option G at the Scope, Issues and Options stage, the indicative map showed extensions along most of the urban edge²⁸; for the present purposes this is now broken down into 6 areas:
- Area A – South east of Chelmsley Wood
 - Area B – East of Solihull between the A45 and the canal
 - Area C – East of Solihull between the canal and the A41
 - Area D - South east of Solihull between the A41 and the A34/A3400
 - Area E – South of Shirley between the A34 and Tanworth Lane
 - Area F – South of Shirley between Tanworth Lane and Borough boundary
342. Following a review of the urban extension options, the expansion of the rural settlements is considered in two parts as follows:
- Significant expansion of highly accessible settlements and/or those settlements with a wide range of services²⁹:
 - Balsall Common
 - Cheswick Green
 - Dickens Heath
 - Knowle/Dorridge/Bentley Heath
 - Limited expansion of other settlements that have a limited range of services³⁰:
 - Hampton-in-Arden
 - Hockley Heath
 - Meriden

²⁷ This makes a greater contribution to accommodating the need closer to where it arises (75% of the Borough's population is located within the urban area) and the advantages of locating development in accessible locations.

²⁸ Not all was included under this option as, for instance, an urban extension east of the NEC was the subject of an option in its own right.

²⁹ Including a secondary school.

³⁰ Including a primary school and some retail services.

24. Large Scale Urban Extensions

Area A – South east of Chelmsley Wood

343. **Accessibility** - This area is generally accessible, with most sites being of high or medium accessibility in the Accessibility Mapping study.
344. **Green Belt** - Whilst the area performs relatively poorly in Green Belt terms, excepting the land to the north-east of the A452, with parcels generally scoring 3 to 5 in the GBA, it does provide a strategic link between the wider Green Belt east of the Borough and the Green Belt extending into Birmingham. If this were severed it would undermine the integrity of the Green Belt that extends into the conurbation.
345. **Constraints & Opportunities** - The area includes parks, local wildlife sites and local nature reserves which would constrain capacity.
346. **Capacity** - The area does not present an appropriate opportunity to accommodate a significant growth option.
347. **Deliverability** - The SHELAA indicates that most sites in North Solihull have poorer marketability and/or viability issues.
348. **Conclusion** - The impact on the integrity of the wider Green Belt, problems with viability, and the lack of capacity means that despite its accessibility this area is not suitable for major growth.

Area B – East of Solihull between the A45 and the Canal

349. **Accessibility** - This area is less accessible, with sites to the north of the area being of medium accessibility and sites further south low accessibility in the Accessibility Mapping study.
350. **Green Belt** - The land west of Damson Parkway, parcel RP14, performs relatively poorly in the GBA, whilst the land to the east is moderately performing, reflecting the existence of some urban influences. The land to the east of Hampton Coppice is highly performing, being part of the wider Meriden Gap.
351. **Constraints & Opportunities** - The western part includes Elmdon Park, a Local Wildlife Site and a Local Nature Reserve. These designations mean this area is unsuitable for growth as they are important facilities for the local community. The area either side of Damson Parkway is less constrained although there is land safeguarded for a Gypsy and Traveller site. To the east, at Castle Hills, lies the most extensive area of Local Wildlife Site in the Borough. Further south, the urban edge is constrained by Hampton Coppice, an important urban fringe woodland and Local Wildlife Site. The Landscape Character Assessment (LCA) identifies limited capacity in the Solihull Fringe/M42 corridor without impact on character. The UKC Masterplan identifies the area north-east of Jaguar Land Rover (JLR) for potential growth to meet JLR needs.
352. **Capacity** - This area could deliver employment land growth associated with JLR but has limited capacity for housing growth
353. **Deliverability** - The SHELAA identifies commercial development in the area as being attractive.
354. **Conclusion** - The low to moderate impact on the Green Belt, medium accessibility and the lack of constraints around the northern section of Damson Parkway indicates that this land

is suitable for growth to meet JLR needs, whilst land to the north-west and south is not suitable for major growth.

Area C – East of Solihull between the canal and the A41

355. **Accessibility** - The western part of this area, to Field Lane, is generally accessible, with most sites being of high or medium accessibility in the Accessibility Mapping study, whilst those east of Field Lane and around the M42 junction are of low accessibility.
356. **Green Belt** - The area performs relatively poorly in the GBA with scores of 4 to 5 up to Catherine de Barnes and Ravenshaw Lane, reflecting the existence of urban influences, especially the ribbon development along Hampton Lane. The land to the east is highly performing, being part of the wider Meriden Gap.
357. **Constraints & Opportunities** - The area is affected by a number of Local Wildlife Sites, and further south, the flood risk zone either side of the River Blythe, which is a Site of Special Scientific Interest where there is concern about declining water quality, and the corridor of an oil pipeline. The draft LCA identifies limited capacity in the Solihull Fringe/M42 corridor without impact on character, with particular pressures around the A41/M42 junction.
358. **Capacity** - The area presents an opportunity for moderate/significant growth, but is limited by the constraints.
359. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
360. **Conclusion** - The low to moderate impact on the Green Belt and the medium to high accessibility to Field Lane indicate that this land is suitable for consideration for growth, although any development would need to ensure no loss in biodiversity.

Area D – South east of Solihull between the A41 and the A34/A3400

361. **Accessibility** - This area is less accessible with the area around the M42 junction being of low accessibility and the land further south-west medium accessibility in the Accessibility Mapping study.
362. **Green Belt** - The area performs moderately in the GBA with scores of 6 to 7, although the golf course adjacent the urban area is lower performing. However, this area performs an important Green Belt function in maintaining a gap between the urban area and Knowle/Dorridge.
363. **Constraints & Opportunities** - This area is heavily constrained by the M42, the flood risk zone either side of the River Blythe, which is a Site of Special Scientific Interest where there is concern about declining water quality, the corridor of an oil pipeline, Local Wildlife Sites and a Local Nature Reserve. The LCA identifies the sensitivity of this land to development leading to coalescence between Solihull and Dorridge and to particular pressures around the M42.
364. **Capacity** - There is limited capacity in this area, which means it does not present an appropriate opportunity to accommodate a significant growth option.
365. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
366. **Conclusion** - The significance of the gap between the urban area and Knowle/Dorridge, the heavy constraints and low to medium accessibility means that this area is not suitable for major growth.

Area E – South of Shirley Between the A34 and Tanworth Lane

367. **Accessibility** - This area is generally accessible, with most sites being of high/medium accessibility and the TRW employment site of high accessibility in the Accessibility Mapping study.
368. **Green Belt** - The area performs moderately in the GBA with scores of 5 to 7, although excessive development in some areas could lead to the loss of the gaps between the urban area and Cheswick Green/Blythe Valley Park (BVP).
369. **Constraints & Opportunities** - The area around the M42 junction is subject to significant constraints with the flood risk zone either side of the River Blythe, which is a Site of Special Scientific Interest where there is concern about declining water quality, the corridor of an oil pipeline, and Local Wildlife Sites. Further to the north-west this area is largely constraint free.
370. **Capacity** - The area presents an opportunity for significant growth.
371. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
372. **Conclusion** - The moderate impact on the Green Belt and the medium to high accessibility indicate that this land is suitable for consideration for growth, although any development would need to ensure that meaningful gaps to settlements are retained and avoid the higher flood zones. Where impact on Green Belt is more than limited, this is balanced by the higher accessibility that the area has.

Area F - South of Shirley between Tanworth lane and the Borough Boundary

373. **Accessibility** - This area is generally accessible, with most sites being of medium to high accessibility in the Accessibility Mapping study.
374. **Green Belt** - The eastern part of this area performs moderately in the GBA with scores of 6, with the western part of the area, parcel 70, being moderate to high. Development in some areas could lead to the loss of the gaps between the urban area and Dickens Heath.
375. **Constraints & Opportunities** - This area is largely constraint free, although there is a Local Wildlife Site towards Whitlock's End. The draft LCA identifies the sensitivity of this area to pressure for development close to the urban edge of Solihull and Dickens Heath.
376. **Capacity** - The area presents an opportunity for significant growth.
377. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
378. **Conclusion** - The moderate impact on the Green Belt and the medium to high accessibility indicate that this land is suitable for consideration for growth, although any development would need to ensure that meaningful gaps to settlements are retained. Where impact on Green Belt is more than limited, this is balanced by the higher accessibility that the area has.

25. Significant Expansion of Rural Settlements

379. Option G included the potential for significant expansion of rural villages and settlements into the Green Belt to accommodate the anticipated growth. The Scope, Issues & Options consultation identified the settlements inset, or partially inset from the Green Belt under this option. Of these, the following settlements either have a high level of accessibility or have a wide range of local services (including a secondary school):

Dickens Heath

380. **Accessibility** - This settlement is generally accessible, with most sites being of medium to high accessibility in the Accessibility Mapping study.
381. **Green Belt** - The areas around the settlement perform moderately in the GBA with scores of 6 to 7, although land to the north-west in parcel RP70 is higher performing. Development in some areas could lead to the loss of the gaps between Dickens Heath and the urban area /Tidbury Green. The Stratford on Avon canal provides a strong Green Belt boundary to the north-east and east.
382. **Constraints & Opportunities** - There are Local Wildlife Sites to the north-west, south-west and south-east, and a Local Nature Reserve to the south of the settlement. The draft LCA identifies the sensitivity of the rural area to urban edge development, particularly between Dickens Heath and Tidbury Green.
383. **Capacity** - The area around the settlement presents an opportunity for significant growth.
384. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
385. **Conclusion** - The moderate impact on the Green Belt and the medium to high accessibility indicate that this settlement is suitable for consideration for growth, although any development would need to take account of the higher performing Green Belt to the north-west and ensure that key gaps to adjacent settlements and the urban area are protected. Development to the west of the settlement would be within walking distance of the rail station, avoid the key gaps, and maintain separation to the settlement of Major's Green in Bromsgrove District.

Cheswick Green

386. **Accessibility** - This settlement is generally accessible, with most sites being of medium to high accessibility, with the land to the south-east particularly accessible, in the Accessibility Mapping study.
387. **Green Belt** - The areas around the settlement perform moderately in the GBA with scores of 5 to 7, with the land to the south-west being higher performing. Development in some areas could lead to the loss of the gaps between Cheswick Green and the urban area/Dickens Heath. Tanworth Lane and Creynolds Lane could provide a strong Green Belt boundary to the west, and south-east .
388. **Constraints & Opportunities** - The main constraint around this settlement is the flood risk zone either side of Mount Brook and the River Blythe, which is a Site of Special Scientific Interest where there is concern about declining water quality. The LCA identifies the sensitivity of the rural area to coalescence, particularly around Salter Street, to the south-west of the settlement.
389. **Capacity** - The area around the settlement presents limited opportunity for significant growth.

390. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
391. **Conclusion** - The moderate impact on the Green Belt and the medium to high accessibility indicate that this settlement may be suitable for consideration for growth, but the flood zones, the higher performing Green Belt to the west, the need to retain gaps between settlements and the urban area, and the impacts on the landscape and other constraints limit the potential such that the area is not considered suitable for large scale growth under this option.

Knowle/Dorridge/Bentley Heath

392. **Accessibility** - This settlement is generally accessible, with most sites being of medium to high accessibility, although the land further to the east is less accessible, in the Accessibility Mapping study.
393. **Green Belt** - The areas around the settlement perform moderately in the GBA with scores of 5 to 7, with two areas, the golf course to the north and parcel 40 to the east of Dorridge performing less well. The land to the east either side of Kenilworth Road performs highly being an important part of the wider Meriden Gap. The areas to the west of Knowle/Dorridge perform an important Green Belt function in maintaining a gap between the settlement and the urban area. Earlswood Road and Four Ashes Road provide a strong Green Belt boundary to the south-west and west.
394. **Constraints & Opportunities** - There are Local Wildlife Sites around the settlement, particularly to the west and the south/ south-east of Dorridge, where the Park and Local Nature Reserve are located. Other Sites exist to the north-east and east. The LCA identifies the sensitivity of this area to encroachment and the limited capacity within the M42 corridor without impact on character.
395. **Capacity** - The area around the settlement presents an opportunity for significant growth.
396. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
397. **Conclusion** - The low to moderate impact on much of the Green Belt and the medium to high accessibility indicate that this settlement is suitable for consideration for growth, although any development would need to ensure that the key Green Belt gap to the urban area is protected. Growth is therefore best focussed to the north-east, and south/south-east, of Knowle, but should avoid the higher performing Green Belt around Kenilworth Road and would need to ensure no loss in biodiversity. Whilst the golf course is a lower performing Green Belt area, this land has not been submitted for consideration through the Call for Sites process.

Balsall Common

398. **Accessibility** - This settlement varies in accessibility, with sites to the east being of medium to high accessibility, sites to the west of medium accessibility and sites to the north and south of low accessibility, in the Accessibility Mapping study.
399. **Green Belt** - Much of the edge of the settlement is low to moderately performing in the GBA, with scores of 4 to 6, with two areas, parcel 51 to the north-west and parcel 58 to the south moderate to high performing. Parcel 57 is lowest performing reflecting the presence of existing sporadic development. Land further from the settlement is generally high performing.

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400. **Constraints & Opportunities** - There are few constraints around the settlement with the Park being a Local Nature Reserve, and the mineral safeguarding area affecting the eastern part unlikely to prevent expansion of the settlement. The LCA identifies the impact of expansion on the edge of Balsall Common on rural character, and the sensitivity of the area around Carol Green/Catchems Corner to development encroaching on the rural area. There may be an opportunity for growth to contribute towards a by pass if required as part of the infrastructure improvements for the growth associated with UK Central/HS2.
401. **Capacity** - The area around the settlement presents an opportunity for significant growth.
402. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
403. **Conclusion** - The low to moderate impact on the Green Belt and the medium to high accessibility indicate that this settlement is suitable for consideration for growth. Development to the east of the settlement would be within walking distance of the rail station and could assist infrastructure provision, and development to the south and south-east would, although be less accessible, be on land that either preforms least well in Green Belt terms or provides strong defensible boundaries.

26. Limited Expansion of Rural Settlements

404. The following settlements are either less accessible or only have a more limited range of facilities, (but including a primary school), and may be suitable for limited expansion(s):

Hampton in Arden

405. **Accessibility** - This settlement varies in accessibility, with sites to the west being of high accessibility, sites to the north-east of medium accessibility and sites further north of low accessibility, in the Accessibility Mapping study.
406. **Green Belt** - Much of the edge of the settlement is moderately to high performing in the GBA, with scores of 6 to 9, with two areas, to the north and east lower performing. There is an established Green Belt boundary to the north of the settlement, with no obvious Green Belt boundary further to the north. The boundary to the east of the settlement has been adjusted to accommodate limited growth in successive development plans.
407. **Constraints & Opportunities** - The Conservation Area, historic environment and Local Wildlife Site provide constraints to the west, whilst the River Blythe, which is a Site of Special Scientific Interest where there is concern about declining water quality, and its flood zones are constraints to the east. The former ammunition depot, currently in use for storage is a brownfield site which could be developed alongside the Site 24 in the Local Plan 2013, providing alternative provision is made for open space.
408. **Capacity** - The settlement presents an opportunity for some limited growth to meet local needs.
409. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
410. **Conclusion** - The lower performing Green Belt land to the north and east and the medium to high accessibility present an opportunity for limited growth. Development to the east would enable the use of a brownfield site in conjunction with an allocated site that has yet to be developed, and provide a firm Green Belt boundary, whilst avoiding the higher flood zones.

Meriden

411. **Accessibility** - This settlement is generally accessible, with sites being of medium to high accessibility in the Accessibility Mapping study.
412. **Green Belt** - Land to the south-west is highly performing in the GBA, being part of the Meriden Gap. Two areas, to the west which is largely developed, and to the south, occupied by Meriden Hall and a mobile home park, perform poorly, whilst the land to the north and east of the settlement perform moderately. The former is clearly defined to the north by the A45 and Borough boundary. The latter is less well defined to the east, but a limited part of the Green Belt parcel is enclosed by ribbon development to the north and south.
413. **Constraints & Opportunities** - The main constraint around the settlement is the mineral safeguarding area, for sand and gravel to the west, and for coal to the east, although the latter is unlikely to prevent expansion of the settlement. The LCA identifies the limited capacity of the area north-east of Meriden without impact on character through coalescence.
414. **Capacity** - The settlement presents an opportunity for some limited growth.
415. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.

416. **Conclusion** - The moderate impact on the Green Belt to the west and the high accessibility indicate that this settlement is suitable for consideration for limited growth, which could be focussed in an area to the west close to services and public transport.

Hockley Heath

417. **Accessibility** - This settlement is less accessible, with sites to the north and west being of low accessibility, in the Accessibility Mapping study.
418. **Green Belt** - Much of the edge of the settlement is moderately performing in the GBA, with scores of 5 to 7.
419. **Constraints & Opportunities** - The main constraint here is the Borough boundary, which means that development within the Borough is largely restricted to land to the north and west.
420. **Capacity** - The settlement presents limited opportunities for growth.
421. **Deliverability** - The SHELAA indicates generally good marketability/viability for sites assessed in this area.
422. **Conclusion** - The poor accessibility of this settlement and the restricted opportunities mean that it is not suitable for growth.

27. Smaller Settlements

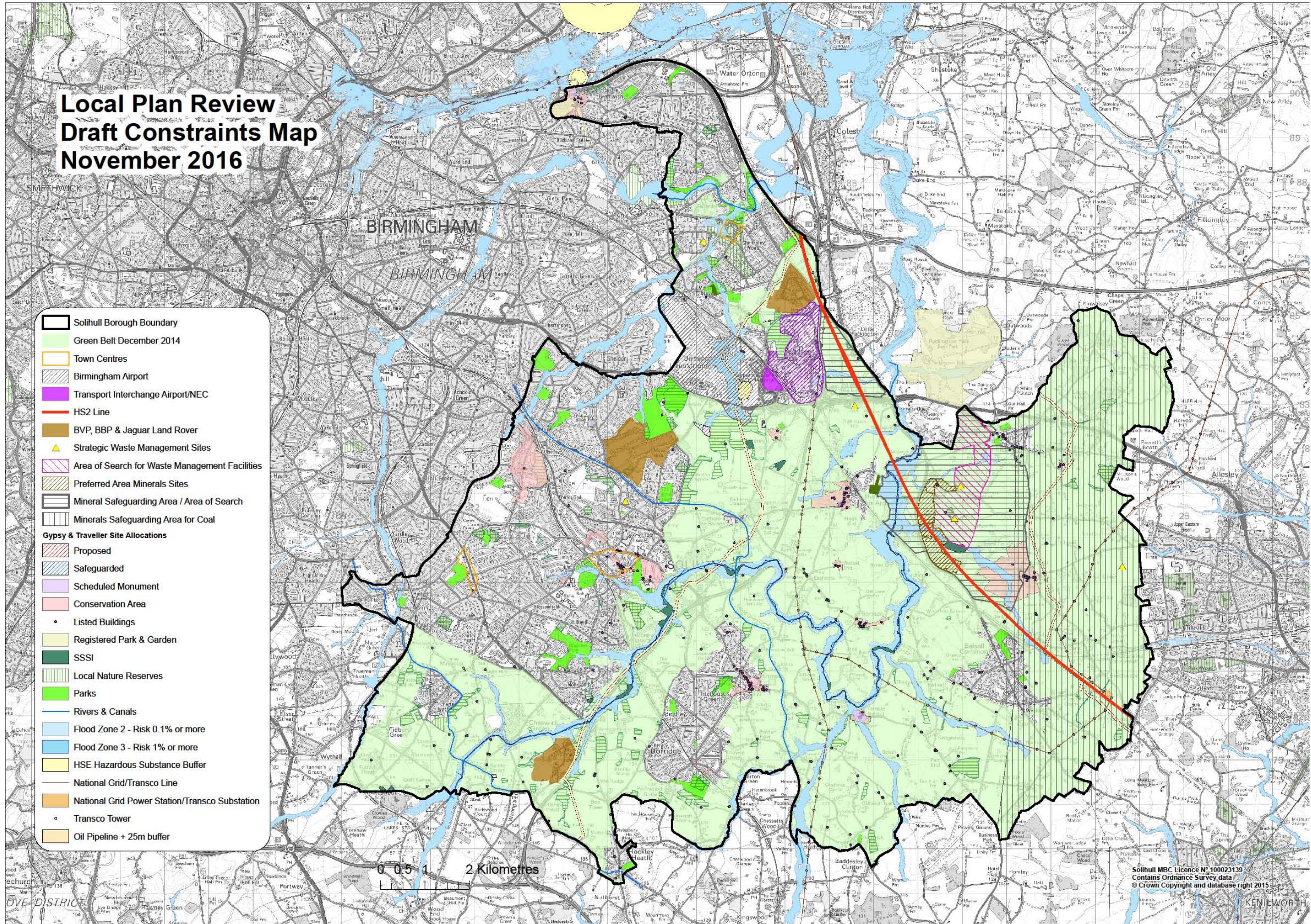
423. The Borough contains a number of smaller settlements where limited expansion is considered to be unsuitable, because of their size, inaccessibility, lack of services and/or Conservation Area status. Some of these settlements may be suitable for limited infilling within the defined settlement boundaries, whilst infilling is considered to be inappropriate in others.
424. The following settlements are considered suitable for limited infilling:
- Catherine de Barnes
 - Chadwick End
 - Millison's Wood
 - Tidbury Green
425. Infilling is considered to be inappropriate in the following settlements:
- Barston
 - Berkswell
 - Bickenhill
 - Temple Balsall
426. Policy P4 (b) sets out the policy relating to rural exceptions. It is anticipated that rural exception sites will be identified in Neighbourhood Plans.

28. Conclusion

427. This exercise has revealed that appropriate growth opportunities are available under these options. The locations where growth should be focussed and land released from the Green Belt are as follows:
- Growth Option E (The UK Central Hub Area & HS2):
 - Land to the east of the NEC
 - Growth Option F – Limited Expansion of Rural Villages/Settlements:
 - Land to the east of Hampton-in-Arden
 - Land to the west of Meriden
 - Land south and south east of Balsall Common
 - Growth Option G – Large Scale Urban Extensions:
 - Land to the north east of Damson Parkway
 - Land south of Shirley (either side of Tanworth Lane)
 - Land east of Solihull (between Lugtrout Lane and Hampton Lane)
 - Growth Option G – Significant Expansion of Rural Villages/Settlements:
 - Land west of Dickens Heath
 - Land south of Knowle
 - Land north east of Knowle
 - Land north east of Balsall Common
428. These are the locations for growth that have been included in the Draft Local Plan.

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29. Constraints Map



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