

Solihull Draft Local Plan: Shaping a Sustainable Future (Pre-Submission Draft)
Summary of Representations Received to Draft Local Plan

Solihull Local Development Framework
July 2012
DRAFT VERSION

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Introduction

This document follows the chapter order of the draft Local Plan and provides:

- i) List of respondents
- ii) Summaries of all representations received by Chapter/Policy Number

Representations have been summarised and in this draft document are listed in Chapter/Policy Number. Representations that were **received** after the 5pm deadline on 5th March 2012 have also been summarised, and given the prefix „PD’. These summaries are shaded in grey for easy reference.

The vast majority of representations received concerned Policy P5 – Provision of Land for Housing. A large number of these were sent on behalf of „BARRAGE’ (Balsall Against Rural Ruin And Greenbelt Erosion). Rather than list each representation separately, these have been collated together to reduce the size of the document.

Response details

690 responses were received by the deadline, discounting the 6 duplicate copies; 19 responses were received after the deadline.

The respondents have been categorised according to the person/organisation being represented, e.g. if a planning consultant sent in a representation for an individual, then it is categorised as an individual response.

Data organisation

Responses were received as emails, letters, reports and using the Council’s response form. Each respondent has been assigned a Person ID number, and their response split into representations according to the Policy/Paragraph. Due to the large size of the document, only the most essential information has been included in the tables below.

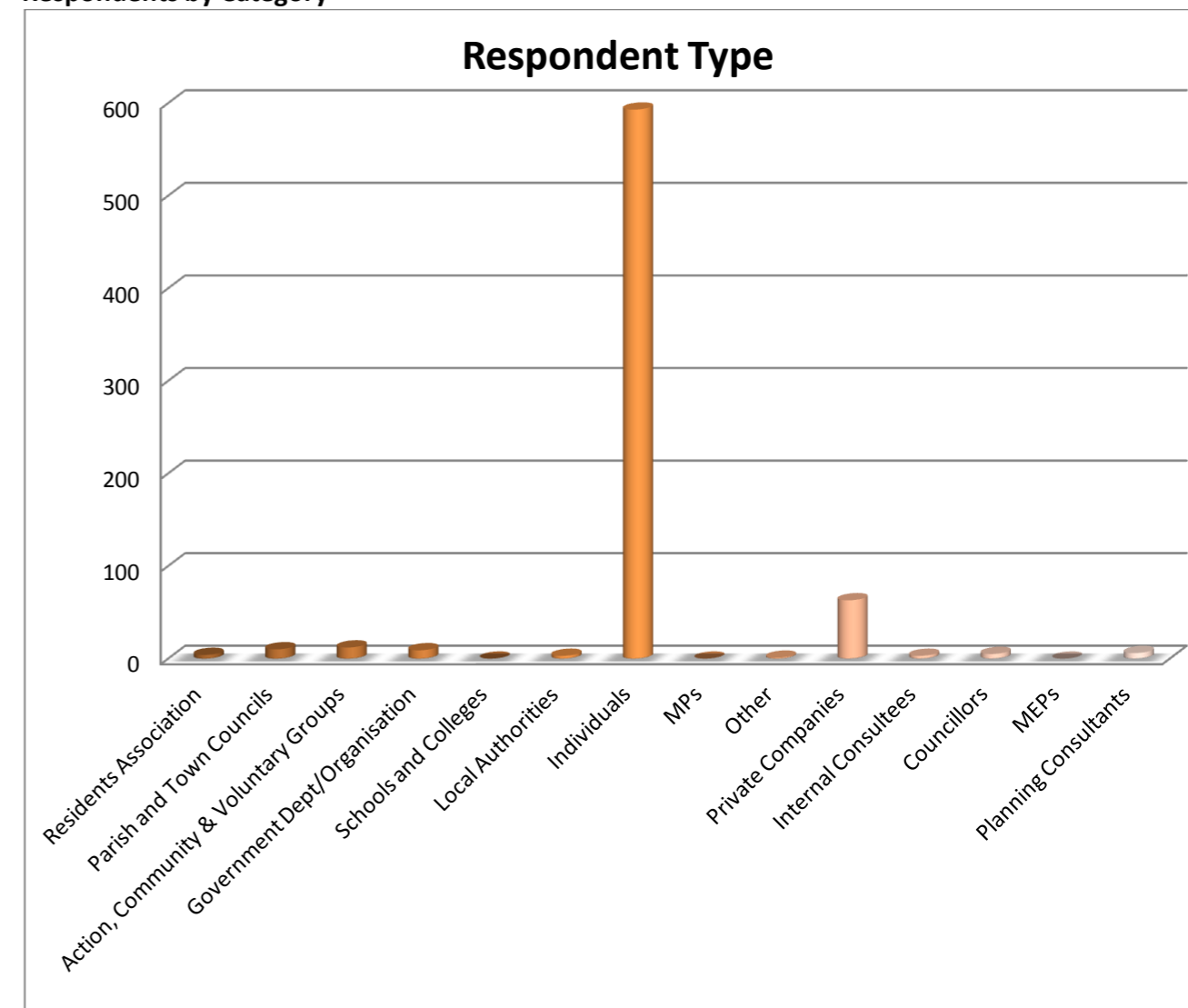
The following abbreviations have been used:

- Support/Object: S = Support O = Object
- Legally Compliant? N = Not compliant Y = Is Compliant
- Sound/Unsound S = Sound U = Unsound
- Tests of Soundness* J = Justified
- E = Effective
- N = Consistent with National Policy*
- Examination in Public E = Participate at the EiP
- Written Reps** W = Written Representations

*If found unsound, it is considered to fail these tests of soundness
 **Where it has not been explicitly stated, it has been assumed the response should be treated as a written representation.

Figure 1. Number of

Respondents by Category



Every effort has been made to ensure that all responses received have been summarised correctly and incorporated in this document. If you are aware of any errors or omissions, please contact the Spatial Planning team on:

Email: sustainabledevelopment@solihull.gov.uk

Tel: 0121 704 6395

Hard copies of the original representations are available to view on request at the above details.

Category Definitions:

1	Residents Association
2	Parish and Town Councils
3	Action, Community & Voluntary Groups
4	Government Departments/Organisations
5	Schools and Colleges
6	Local Authorities
7	Individuals
8	MPs
9	Other
10	Private Companies
11	Internal Consultees
11a	Councillors
12	MEPs
13	Planning Consultants

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
1	7	Pablo Sultana			
2	10	Diane Clarke	Network Rail		
3	7	Susan Farmer			
4	7	Adrian Jickells			
5	7	Andrew Burrow			
6	10		The Garden Centre Group	Michael Cole	Gregory Gray Associates
7	7	Gary Wintle			
8	10		Aero Engine Controls	Simon Pease	Ancer Spa (Midlands) Ltd
9	10		West Midlands HARP Planning Consortium	Meghan Rossiter	Tetlow King
10	11a	Councillor Evans			
11	7	Mark Mullally			
12	7	John B Greaves			
13	7	Mrs Helen Abbott			
14	7	Tim Hood			
15	7	Mrs Karen Oliver			
16	7	Mr Paul Woodward			
17	7	Mr James Langton			
18	7	Mr Graham Oliver			
19	7	Mr David Langton			
20	7	Mrs Diane Langton			
21	7	Mrs Donna Noble			
22	7	Mr Leslie Noble			
23	7	Mrs Karen Foster			
24	7	Mr Balbir Mann			
25	7	Dr Neil Cooke			
26	7	Mr Gianpiero Wyhinny			
27	7	Mrs Diane Wyhinny			
28	7	Mr Patrick Phillips			
29	7	Mr W E Davies			
30	7	Mr P Derrington			
31	7	Mrs Grace White			
32	7	Mr James Henry			
33	7	Mr Charles Vacy-Ash			
34	7	Miss Rachel Dove			
35	7	Mrs Joanna Marshall			
36	7	Mrs Joan Taylor			
37	7	Ms Natalie Taylor			
38	7	Mr Cliff Mildenhall			
39	7	Mr John Kerr			
40	7	Professor Dr Reza Ziarati			
41	7	Mrs Elaine Kerr			
42	7	Mrs Kate Low			
43	7	Mr John Jolly			
44	7	Mr Gary Nash			
45	7	Mr Henry Holleran			
46	7	Mr David White			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
47	7	Mrs Diane Holleran			
48	7	Mrs Julie Boyd			
49	7	Mr Simon Price			
50	7	Mr Mark Tattum			
51	7	Mr Terence Lee			
52	7	Mrs Anne Lee			
53	7	Miss Eleanor Lee			
54	7	Ms Linda Fenn			
55	7	Sheila Billingham			
56	7	Mrs Abbie Payton			
57	7	Mr Richard Wilson			
58	7	Mr Steven Burrows			
59	7	Mrs M Usher			
60	3	Mrs Alice de la Rue	Derbyshire Gypsy Liaison Group		
61	1	Mr George Burdett	Cheswick Green Residents Association		
62	4	Mr David Berry	The Coal Authority		
63	10	Mr Alan Volkaerts	Land Rover		
64	7	Mrs Carol Love			
65	1	Mr Paul McDonald	Cromwell & Duggins Lane Residents Association		
66	6	Mr Jonathan Parkhouse	Warwickshire County Council		
67	7	Mr Abbott			
68	7	Mrs Zena Ziarati			
69	7	Ms Hannah Rhodes			
70	7	Mr Geoffrey Wheeler			
71	7	Mr Noel Flemming			
72	7	Mr John Peat			
73	7	Mr Mark Whitfield			
74	7	Mrs Alison Field			
75	7	Mr David Shaw			
76	7	Mr Alan Daintith			
77	7	Mr Philip Colclough			
78	7	Mrs Janet Smith			
79	7	Mrs Karen Brooks			
80	7	Mr Paul Wyhinny			
81	7	Mrs Sally Franck			
82	7	Mrs Carol Colclough			
83	7	Mrs Barbara Daintith			
84	7	Mr Robin Ford			
85	7	Mrs Sandra Ford			
86	7	Miss Emily Ford			
87	7	Mrs Joy Fine			
88	7	Mrs Jocelyn Linton			
89	7	Mr David Abbott			
90	7	Mr William Cairns			
91	7	Mr Stephen Price			
92	7	Mr Stephen Marks			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
93	7	Miss Louise Oliver			
94	7	Mr Derek Smith			
95	7	Mrs Wendy Cairns			
96	7	Mr and Mrs Paul Watkins-Burke			
97	7	Mr Mike Beasley			
98	7	Mr Christopher Brittain			
99	7	Dr Bettina Kleine			
100	7	Mr Henning Kleine			
101	7	Mrs Chris Tang			
102	7	Mrs Sandra Heard			
103	7	Prof. Mark R D Johnson			
104	7	Mr Charles Fine			
105	7	Mr William Billingham			
106	7	Messrs White & Kimberley		Ms H Winkler	Tyler Parkes
107	7	Mr Norman Moore		Ms H Winkler	Tyler Parkes
108	10	Mr & Mrs Hogarth	Hogarths Hotel	Ms H Winkler	Tyler Parkes
109	7	Mrs Natalie Allison			
110	7	Ms Karen Adams			
111	7	Mr Robert Dalton			
112	7	Mr Teja Surinder			
113	7	Mr Julian Dimock			
114	7	Mr Michael Johnson			
115	7	Mrs Samantha Moore			
116	7	Mr Peter S Hill			
117	7	Mr Richard Payton			
118	7	Mr Lewis Quinn			
119	7	Mr Will Heard			
120	7	Mrs Barbara Hammonds			
121	7	Mr Philip Hammonds			
122	7	Mrs Felicity Wheeler			
123	7	Mrs Tracey Wilkins			
124	7	Mr Adam Wilkins			
125	7	Mr David Allison			
126	7	Mr Andrew Fine			
127	7	Mr Gary Muldoon			
128	7	Mr Mostyn Evans			
129	7	Mrs S Meechan			
130	7	Dr Moira Hill			
131	7	Mrs Bridget Harrison			
132	7	Mr Robert Harrison			
133	7	Mr John Ramplin			
134	7	Mr Graham Beason			
135	7	Miss Carol Clover			
136	7	Mrs Lynne Bell			
137	7	Mrs Annette Burrows			
138	7	Mr David Williams	Unison		

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
139	7	Mr Norman Stephens			
140	7	Mr Alan Heath	Alan Heath & Sons		
141	7	Mr Patrick Whitfield			
142	7	Mrs Mary Vines			
143	7	Mr Philip Vines			
144	7	Miss Natalia Read			
145	7	Prof. Christopher Read			
146	7	Mrs Françoise Read			
147	7	Mr James Collier	Fraser Heath		
148	10			Mr Peter Framptons	Framptons
149	7	Ms Amanda Green			
150	2	Neil Millard	Fordbridge Town Council		
151	7	Mrs Jane Carbray			
152	7	Miss Chloe Riley			
153	7	Mr Gordon W. Lewis	Roach Close & Pike Drive Residents Association		
154	7	Mr Peter Morbey			
155	7	Mr Neil Darlison			
156	7	Mr & Mrs Phillips		Helen Winkler	Tyler Parkes
157	7	Mr Joseph Cadden			
158	7	Mr Jeremy Harrison			
159	7	Mrs Kate Cooper			
160	10	Mrs Morris & Mr Goode	The Trustees of Whitlocks End Farm	Mrs Jill Davis	Davis Planning Partnership
161	7	Mrs Gladys Adams			
162	7	Mr & Mrs S Murphy			
163	3	Mr Trevor Eames	Solihull Ratepayers Association		
164	2	Ms Joanne Aske	Kingshurst Parish Council		
165	10		Baroda Consortium	Ms H Winkler	Tyler Parkes
166	7	Messrs McEvilly & Flynn		Ms H Winkler	Tyler Parkes
167	10		Halford Holdings	Ms H Winkler	Tyler Parkes
168	10		Balsall Common Properties	Ms H Winkler	Tyler Parkes
169	10		E H Smith/Olton Wharf	Ms H Winkler	Tyler Parkes
170	10		E H Smith/Shirley Station Depot	Ms H Winkler	Tyler Parkes
171	7	Mr Catton		Ms H Winkler	Tyler Parkes
172	7	Dr Anthony Ranger			
173	7	Mrs Christine Ranger			
174	7	Mrs A Heath	Alan Heath & Sons		
175	7	Mr Sean Pitt			
176	7	Mrs Alyson Warren			
177	7	Mr Edward Mitchell			
178	7	Dr P A Findlay			
179	7	Ms Sarina Wyhinny			
180	7	Ms Judith Stanley			
181	7	Mr Richard Franck			
182	7	Mrs Nicola Reddington			
183	7	Mr Malcolm Briggs			
184	7	Miss J A E Hawkins			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
185	7	Mrs Samantha Harrison			
186	7	Prof. Geoff Lindsay			
187	10		Granby Farms Ltd	Gill Brown	CP Bigwood - Town Planning & Development
188	7	Mr M Wheeldon		Gill Brown	CP Bigwood - Town Planning & Development
189	7	Mr J Maddock		Gill Brown	CP Bigwood - Town Planning & Development
190	7	Mr Ronnie Cashmore BA			
191	3	Rose Freeman	Planning Policy Officer, The Theatres Trust		
192	7	Mr Daniel Griffin			
193	7	Mrs Anna Griffin			
194	7	Mrs Rachel Collinson			
195	7	Mr David Bradford			
196	7	Mrs Karen Bradford			
197	7	Mr Daniel J E Ford			
198	7	Miss Aimee Bradford			
199	7	Ms Sue Webb			
200	7	Mr David Davenport			
201	7	Mrs Margaret Lewis			
202	7	Mrs Marion Davenport			
203	7	Mrs Nicolette Hobbs			
204	7	Mr Greg Hobbs			
205	7	Mr Douglas Summers			
206	4	Mr David McCann	Highways Agency		
207	6	Councillor Timothy Huxtable	Birmingham City Council		
208	2	Mrs Carol Cox	Bickenhill Parish Council		
209	7	Mrs Lynn George			
210	7	Mrs Linda Holland			
211	7	Mrs Penelope Morphew			
212	7	Mr David H. Smith			
213	7	Miss Emma O'Regan			
214	7	Miss Debra Kitching			
215	7	Mr James Duckett			
216	10		The Berkswell Estate, The Berkswell Trust & The Hornbrook Trust	Mr Geoff White	Geoff White Minerals
217	10		Shirley Estates (Developments) LTD	Mrs Jill Davis	Davis Planning Partnership
218	10		The Ards Partnership	Mrs Jill Davis	Davis Planning Partnership
219	7	Mr Palvinder Chahal			
220	7	Mr Anthony Warren			
221	7	Mr James Davenport			
222	7	Mr Kevin Vines			
223	7	Mrs Carol Vines			
224	7	Mr Andrew Vines			
225	7	Mr Roger Brazier			
226	7	Mrs Christine Keddie			
227	7	Miss Jayne Davies			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
228	3	Mr & Mrs John Wilson	BARRAGE		
229 = 206 duplicate	4	Mr David McCann	Highways Agency		
230	4	Miss Katherine Burnett	British Waterways		
231	4	Ms Maria-Pilar Machancoses	Centro		
232	10	Mr Jon Hockley	Birmingham Airport Limited		
233	3	Mr Brian Jameson	CTC Right to Ride		
234	11a	Councillor Karl MacNaughton	Solihull M B Council		
235	2	Mrs S Wyldbore-Smith	Berkswell Parish Council		
236	10	Mr Peter Wilkins	Penrow Developments Ltd	Mr Richard Cobb	Richard Cobb Planning
237	7	Mr Roger Taylor			
238	7	Mrs Margaret Gosling			
239	7	Mr William Keddie			
240	7	Mrs Lynda Beasley			
241	7	Mrs Claire Holton			
242	7	Mr Brian Holton			
243	10	Mr Nigel Bates	Bluemark Projects		
244	7	Mr Barry Desmond	Chadwick Developments Limited		
245	7	Mr Peter Lindsay			
246	7	Mrs Evelyn Lane			
247	7	Mr Arthur Lane			
248	7	Mr William Blakeman			
249	7	Mrs Christine Connelly			
250	7	Mr James Brown			
251	7	Mrs Anita Mann			
252	10	Mr Nightingale & Mrs Thompson		Mr John Wilson	Tyler Parkes
253	7	Mrs Carol Morbey			
254 = 694 duplicate	10		Bluemark Projects Limited	Mrs Joanne Hedgley	Pegasus Planning Group
255 = 690 duplicate	10		Miller Homes & Persimmon Homes	Mrs Joanne Hedgley	Pegasus Planning Group
256 = 693 duplicate	10		Miller Homes	Mrs Joanne Hedgley	Pegasus Planning Group
257 = 691 duplicate	10		Persimmon Homes	Mrs Joanne Hedgley	Pegasus Planning Group
258 = 692 duplicate	10		Crest Nicholson South West	Mrs Joanne Hedgley	Pegasus Planning Group
259	2	Mrs Marie Zizzi	Cheswick Green Parish Council		
260	10	Mr Robin Moxon	Goodman		
261	10		Land Lease Retail Partnership	Susie Rolls	GVA Grimley
262	7	Mr & Mrs J Dunleavy, Mr & Mrs R Dunleavy, Mr & Mrs SJ Dunleavy & Ms T Dunleavy	Properties 114-118 Widney Manor Road	Mr Philip Woodhams	Portland Planning Consultants Ltd
263	7	Mr Michael Carter			
264	7	Mrs Leona Carter			
265	7	Mr John Carter			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
266	7	Mrs Margaret Carter			
267	7	Mr Dennis Warner			
268	1	Mr David Felthouse	Balsall Common Village Residents Association		
269	7	Mrs Fiona Holland			
270	4	Mr Bob Sharples	Sport England		
271	7	Mr Neil Holland			
272	7	Mrs Amrit Teja			
273	3	Mr Ashley Mitchell	Widney Manor Action Group		
274	7	Revd. Peter Thomas	Church of England		
275	7	Mrs Alex Southgate			
276	7	Mr G Concanen			
277	7	Mrs Susan Cameron			
278	7	Mr Andrew Cameron			
279	7	Mrs Joan Tidmarsh			
280	7	Mrs Ann Plumb			
281	7	Mr David Lombard			
282	7	Mr Philip Hunt			
283	7	Mr Peter Westlake			
284	7	Mr David Browne			
285	7	Mr Richard Forrest			
286	7	Mr Stephen Hunt			
287	7	Mrs Jane Severn			
288	7	Rev Peter Allcock			
289	7	Mrs Dorothy Allcock			
290	7	Mr Gary Wells			
291	7	Mr Ele Jones			
292	7	Mr Frank Bonell			
293	7	Mr David Stretton			
294	7	Mrs Christine Coleman			
295	7	Mr David Coleman			
296	7	Mr Scott Meacham			
297	7	Mrs Lynne Meacham			
298	7	Mrs Janice Litchfield			
299	7	Mr Gerald Litchfield			
300	7	Mr R Tidmarsh			
301	7	Mrs Barker			
302	7	Mrs Patricia Lane			
303	7	Mr Barrie Goodman			
304	7	Miss Jessica Jones			
305	7	Mrs Mary Cassidy			
306	7	Miss Emily Severn			
307	7	Mr Craig Middleton			
308	7	Mr Stephen Southgate			
309	7	Miss Rachel Goodman			
310	7	Mrs Alison Vasey			
311	7	Mr Gregory Crofts			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
312	7	Mrs Anne Crofts			
313	7	Mr Des Lecuyer			
314	7	Mrs Marie Lecuyer			
315	7	Mrs Jayne Holmes			
316	7	Mr Brian Holmes			
317	7	Mr Andrew Holmes			
318	7	Mr Matt Holmes			
319	7	Mrs Denise Crowley			
320	7	Mrs Kaye Bell			
321	7	Mrs Yvonne Langton			
322	7	Mrs Sally Dhillon			
323	7	Mr Leslie Hough			
324	7	Mr Ronald Mackrell			
325	11	Dave Wigfield	Solihull M B Council		
326	10		Umberslade Securities	Geoff Wright	GW Planning Limited
327	7	Mrs Madeleine Peat			
328	7	Mr Jonathan Marlow			
329	10		Taylor Wimpey Land	Mr Philip Brown	Savills
330	1	Mr A. R. Laight	Marston Green Residents Association		
331	7	Mr J. W. Pettinger			
332	7	Miss Jean McKenna			
333	7	Mrs Christine Lance			
334	7				
335	7	Mr Martin Smyth			
336	7	Mr & Mrs J Tillet			
337	7				
338	2	Ms Hilary Goodreid	Hockley Heath Parish Council		
339	7	Mr Derek Byrne			
340	7	Mrs Susan Smith			
341	7	Mr Peter Wayne			
342	7	Mr & Mrs K Wright			
343	7	Mrs Ann Whitehouse			
344	7	Ms Catherine Savage			
345	7	Mr Roy Holloway			
346	7	Miss Jean Wareing			
347	7	Mr Gordon Walters			
348	7	Mrs Blanche Ashford			
349	13			Mr John Acres	Catesby Property Group plc
350	13			Mr John Acres	Catesby Property Group plc
351	11	Ms Helen Ellison	Solihull M B Council		
352	7	Mrs Debra Brown			
353	10		Arden Wood Shavings Ltd	Mrs Rachel Best	Stansgate Planning
354	7	Mr William Buckley			
355	7	Mr David Minett	Harben Barker Limited		
356	7	Mr David Fair			
357	7	Mrs Julie Fair			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
358	7	Mr Nicholas Larkin			
359	7	Mrs Myran Larkin			
360	7	Mrs Janice Whittlesey			
361	7	Mr Keith Allen			
362	3	Mr Ian Shearman	DROVS (Dorridge Residents Opposed to Village Superstore)		
363	7	Mr Neil Armes			
364	2	Dr Peter Lea	Balsall Parish Council	Mr David Deanshaw	Consultant
365	7	Mr Richard Hunter			
366	7	Ms Suzanne Johnson			
367	7	Mr John Bennett		Mrs Jill Davis	Davis Planning Partnership
368	3	Mr Andrew Marston	The Knowle Society		
369	7	Mrs Vivienne Wilkinson			
370	7	Mr P A Richards			
371	7	Mrs C M Richards			
372	10	Mr Richard Baily	Richard Baily Architects	Mr Richard Wood	Keyhaven Consulting Ltd
373	3	Mr G Goodall	Hampton-in-Arden Society		
374	10	Mrs Rachel Copping	Peel Environmental		
375	7	Mr Nightingale & Mrs Thompson		Ms Helen Winkler	Tyler-Parkes Partnership
376	10		Liberty Property Trust UK	Mrs Julie Warwick	JMW Planning Solutions Ltd
377	2	Mrs Rosie Weaver	Meriden Parish Council		
378	7	Mr David Johnson			
379	10	Mr D Lewis and Ms A Water		Miss L Stones	Fisher German
380	7	Mr P Farmer			
381	7	Mrs L Farmer			
382	10	Mr R Gardner	GVA		
383	10		Gallagher Estates	Mr A Jones	Marrons
384	10		Marie Curie Cancer Care	Mr F Thomas	Barton Willmore LLP
385	10		Notcutts	Mr P Rowe	Martin Robeson Planning Practice
386	10	Mr P McCann	Banner Homes Midlands		
387	10		Silkplan Limited	M R Crann	Pegasus Planning Group
388	7	Mrs Moya Melville			
389	7	Mrs Jacqueline Walters-Hutton	The Island Project School		
390	7	Dr Philip Henser			
391	7	Mrs Jean Henser			
392	7	Mr Iain Priestley			
393	7	Ms Elaine O'Brien			
394	7	Mr Chris Griffin			
395	7	Mrs Susan Applegate			
396	7	Mrs Elizabeth Cross			
397	7	Mr Michael Dawes			
398	7	Mr Peter Dawes			
399	7	Ms Sarah Dawes			
400	7	Mrs Linda Dawes			
401	7	Dr David Dawes			
402	7	Mr Richard Hansell			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
403	7	Mr Callum Franck			
404	7	Mr Joseph Brammer			
405	7	Mr Lloyd Brammer			
406	7	Mr Jack Malone			
407	7	Mr Christopher Malone			
408	7	Ms Rebecca Dale			
409	7	Ms Alexandra Dale			
410	7	Mr Jeremy Dale			
411	7	Mrs Gillian Dale			
412	7	Mr Thomas Joyner			
413	7	Mr Samuel Joyner			
414	7	Mr Josua Joyner			
415	7	Mr Paul Joyner			
416	7	Mr Barry Crooks			
417	7	Dr Christine West			
418	7	Miss Barbara Gibson			
419	7	Mrs Mary Dawson			
420	7	Mr Keith Clowe			
421	7	Mrs Gillian Clowe			
422	7	Dr Martin Hartley			
423	7	Mrs Betty Payne			
424	7	Mrs Sylvia French			
425	7	Mr Ronald John Payne			
426	7	Mrs Simone Morgan			
427	7	Mrs Lisa Walker			
428	7	Mr John Hollier			
429	7	Mrs Eve Clarke-Hughes			
430	7	Mr John Clarke-Hughes			
431	7	Mr Robert Court			
432	7	Mrs Julie Pearce			
433	7	Dr Celine Martin			
434	7	Dr Anthony Martin			
435	7	Mr Peter Crowley			
436	7	Mr John Hurst			
437	7	Ms Margaret Newby			
438	7	Mr David Higginson			
439	7	Mrs Kim Higginson			
440	7	Mr Andrew McLeod			
441	7	Mr Tim Davison			
442	7	Mr James Wale			
443	7	Mrs Jill Wale			
444	7	Mr Michael Dean			
445	7	Mrs Judith Dean			
446	7	Mr Ian Stutz			
447	7	Mrs Kay Stutz			
448	7	Mr A G Cunningham			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
449	7	Mrs M W Morgan			
450	7	Mr Neil Wilkinson			
451	7	Mr Brian Shanley			
452	7	Mr Patrick Neal			
453	7	Mr Michael Allbutt			
454	7	Mr Alex Tanquee			
455	7	Mrs Christine Tanquee			
456	7	Mrs Eileen Lamb			
457	7	Mr Paul Chambers			
458	7	Mrs Mary Green			
459	7	Mr Michael Millichamp			
460	7	Mrs Gladys Natts			
461	7	Miss M Carroll			
462	7	Mr Benito Scimeca			
463	7	Mr Barry Redshaw			
464	7	Mrs Valerie Smith			
465	7	Mr Geoffrey Butler			
466	7	Mrs Andrea Burton			
467	7	Mr Stanley Shakeshaft			
468	7	Mrs Diane Norman			
469	7	Mrs Julie Taylor			
470	7	Mrs Pat Perrett			
471	7	Mrs Sophie Dalton			
472	7	Mr Michael Southall			
473	7	Mrs B Fellow			
474	7	Mr Christopher Dean			
475	7	Mr Anthony Todd			
476	7	Ms Julia Gregory			
477	7	Mrs Pauline Todd			
478	7	Mrs Jill Bowman			
479	7	Mr Nicholas Bennett			
480	7	Mr Richard Pearson			
481	7	Mrs J A Smith			
482	7	Mrs Karen Ratcliffe			
483	7	Mrs Patricia Heath			
484	7	Mr Alan Fogarty			
485	7	Mr Ron Alcott			
486	7	Mr Daniel Dempsey			
487	7	Mr Roland Green			
488	7	Dr Jackie Goldsmith			
489	7	Mr Lee Carsley			
490	7	Mrs Patricia Lee			
491	7	Mr Frederick Lee			
492	7	Mr Paul Law			
493	7	Mrs Susan Law			
494	7	Mrs Maureen Watson			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
495	7	Mr Kevin Wintle			
496	7	Mr Will Bedder			
497	7	Mrs Caroline Joyner			
498	7	Mr Carl Stokes			
499	7	Mr Robin Easterby			
500	7	Mr Matthew Collinson			
501	7	Mrs Julie Snowdon			
502	7	Mrs Siobhan Charmer			
503	7	Mr Doug Timmis			
504	2	Ms Helen Marczak	Dickens Heath Parish Council		
505	10		McCarthy Stone	Ms Lisa Matthewson	The Planning Bureau
506	10		Prudential Property Investment Managers	Mr M Jones	Drivers Jonas Deloitte
507	7	Mrs J Hodgson			
508	10		Costco Wholesale UK	Ms McKeogh	RPS Planning and Development
509	7	Mr and Mrs Phillips			
510	3	Mr C Crean	West Midlands Friends of the Earth		
511	10		Taylor Wimpey UK	Ms K Ventham	Barton Willmore
512	2	Mrs C Tibbles	Castle Bromwich Parish Council		
513	10		Westmorland Limited	Miss R Crann	Pegasus Planning Group
514	10		Taylor Wimpey UK	Ms K Ventham	Barton Willmore
515	10		Taylor Wimpey UK	Ms K Ventham	Barton Willmore
516	10		Taylor Wimpey UK	Ms K Ventham	Barton Willmore
517	10		Barratt Homes / David Wilson Homes	Ms K Ventham	Barton Willmore
518	10		Aspen Retirement Ltd	Mr J Montgomery	Tanner and Tilley Planning Ltd
519	7	Mr R Lloyd			
520	10	Mr I Baxter	Chiltern Railways		
521	9		Diocese of Birmingham	Mr A McMullan	Knight Frank LLP
522	4	Mr J Milward	Woodland Trust		
523	10	Mr James Stevens	Home Builders Federation LTD		
524	7	Mr T Hodgson			
525	10	Mr R Jays	William Davis Limited		
526	7	Ms L Ashley			
527	11a	Councillor A Hodgson			
528	4	Ms L Perry	The Environment Agency		
529	7	Mr P Chambers			
530	4	Mr A Morgan	West Midlands Police		
531	10	Miss K James	The NEC Group		
532	7	Mr J Bright			
533	7	Mrs H Bright			
534	7	Mr Richard Field			
535	7	Miss Eleanor Broadhead			
536	7	Mr Henry Broadhead			
537	7	Mr Charles Broadhead			
538	7	Mr Peter Broadhead			
539	7	Mrs Elizabeth Broadhead			
540	7	Mr Steve Smales			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
541	7	Mr Daniel Nelson			
542	7	Ms Jane Lauriston			
543	7	Mrs Janet Stout			
544	10	Ms Emily Hall	Barchester Healthcare		
545	11a	Councillor David Bell			
546	7	Ms Heather Thomson			
547	7	Mr David Nelson			
548	10		National Grid	Mr Damien Holdstock	AMEC Environment & Infrastructure UK Limited
549	13		Owners of Tidbury Green Farm	Mr Robert Gardner	GVA
550	13		Owners of land at Hampton Lane	Mr Robert Gardner	GVA
551	7	Mrs Evelyn Foster			
552	7	Mr David Dunckley			
553	7	Mrs Judith Wilson			
554	7	Mr John McCann			
555	7	Mrs Jean Otton			
556	7	Mr Alan Jones			
557	7	Mr Geoffrey Foster			
558	7	Mrs Sally Walker			
559	7	Mr Dennis A. Walker			
560	7	Mrs Carol Walker			
561	7	Ms Rosemary Drinkwater			
562	7	Mr Nicholas Palmer			
563	7	Mr Anthony Trafford			
564	7	Mrs June Trafford			
565	7	Mrs Anne Green			
566	7	Mrs Caroline Hare-Scott			
567	7	Mrs Brenda Newman			
568	7	Mr Daz Long			
569	7	Mr Phil Stevens			
570	7	Ms Moira Gibbs			
571	7	Mrs Muriel J. Greer			
572	7	Mr Arthur C. Greer			
573	7	Mr & Mrs D. P. Freeman			
574	7	Mr Thomas B. Savery			
575	7	Mrs Hannah Savery			
576	7	Mr Gurmit Kelley			
577	7	Miss Emma Pinner			
578	7	Mrs Brigit Johnson			
579	7	Ms Wendy Boulton			
580	7	Mrs Vivien Browne			
581	7	Mrs Noreen Hatton			
582	7	Mr Roger Perrett			
583	7	Mrs Sheila Evans			
584	7	Mrs Jean Yeates			
585	7	Mr Andrew Smith			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
586	7	Mrs Kathryn Smith			
587	7	Mrs Louise Muldoon			
588	11a		Solihull Labour Councillors		
589	7	Mr M Biggs			
590	7	Mr R Green			
591	7	Miss E Lycett			
592	7	Ms R Deeley			
593	7	Ms S Deeley			
594	7	Mr J Smith			
595	7	Mr P King			
596	7	Mrs J King			
597	7	Mrs E Buckley			
598	7	Mrs J Lewis-Hood			
599	7	Mrs J Thomas			
600	7	Mrs C Calver			
601	7	Mrs E Gammon			
602	7	Mrs J Powell			
603	7	Mrs J Travis			
604	7	Mrs A Davies			
605	7	Mr P Calver			
606	7	Mr G Hewitt			
607	7	Miss A MacSkimming			
608	7	Mrs J Deeley			
609	7	Mrs T Garner			
610	7	Mr M Thomas			
611	7	Mr G Hancock			
612	7	Mrs S Wells			
613	7	Mr W Cooper			
614	7	Mr S Kelly			
615	7	Mr K Spray			
616	7	Mrs S Mills			
617	7	Mr S Mills			
618	7	Dr J Findlay			
619	7	Mrs N Fulham			
620	7	Mrs A Jarvis			
621	7	Mr L Tomnie			
622	7	Dr Laura May			
623	7	Mrs Miriam Griffiths			
624	7	Mr A Jones			
625	7	Mrs Winnifred Mears			
626	7	Mrs Kathy de la Fosse			
627	7	Mrs Christine Price			
628	7	Mrs Jillian Gauge			
629	7	Mr Michael Grice			
630	7	Mr Richard Gauge			
631	7	Mr A W Cliff			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
632	7	Mrs S A Evans			
633	7	Mr Blick			
634	7	Mrs Blick			
635	7	Mr Barry Standley			
636	7	Mrs Janet Veasey			
637	7	Mrs Alison Matthews			
638	7	Mrs Lisa Dove			
639	7	Mr Kevin Flanagan			
640	7	Mrs Monika Hayton			
641	7	Mrs Pamela Whitney			
642	7	Mrs I Freestone			
643	7	Mrs A G Sewell			
644	7	Mr D Harvey			
645	7	Mrs Claire Morgan			
646	7	Mr John Todd			
647	7	Mr Kenneth Acreman			
648	7	Mr Roger Snelson			
649	7	Mr Jason Morgan			
650	7	Mrs Lynda Dandy			
651	7	Mrs J Jarrett			
652	7	Mrs Susan Grice			
653	7	Mr J A Lane			
654	7	Mrs Alice Catterell			
655	7	Mrs E J Cliff			
656	7	Mr Edward Constable			
657	7	Mr John Billett			
658	7	Mrs Dorothy Hall			
659	7	Mrs Jane Lynch			
660	7	Mrs Audrey Johnson			
661	7	Mrs Dorothy Scrivener			
662	7	Mrs Gill Harrison			
663	7	Mr David Tiffalls			
664	7	Mrs Valerie Allen			
665	7	Mr Sidney Allen			
666	7	Mrs Tina Gaynor			
667	7	Mrs Jennifer Harris			
668	7	Mrs Margaret Witham			
669	7	Mr Raymond Witham			
670	7	Mr Lewis Walker			
671	7	Mrs Janet Bradshaw			
672	7	Mrs Diana Sanderson			
673	7	Mrs Jillian Brassil			
674	7	Mrs Joanne Heggarty			
675	7	Mrs Barbara Flanagan			
676	7	Mrs Sheila Raybone			
677	7	Mr David Couchman			

Person ID	Category	Consultee Name	Consultee Organisation	Agent Name	Agent Organisation
678	7	Mrs Mary Couchman			
679	7	Mr John Dallow			
680	7	Mrs Irene Burgess			
681	7	Mrs Sylvia Dallow			
682	7	Mrs Wendy Wilson			
683	7	Mrs Angela Finning			
684	7	Mr and Mrs K Allt			
685	7	Ms H Dawes			
686	7	Mr Phillip Taylor			
687	7	Mr A Hodgetts			
688	7	Mrs C Price			
689	7	Mrs Pamela Jolly			
690	10		Miller Homes & Persimmon Homes	Mrs Joanne Hedgley	
691	10		Persimmon Homes	Mrs Joanne Hedgley	
692	10		Crest Nicholson South West	Mrs Joanne Hedgley	
693	10		Miller Homes	Mrs Joanne Hedgley	
694	10		Bluemark Projects Limited	Mrs Joanne Hedgley	
695	13	Mr David A. Thompson	Sunderlands & Thompsons		
696	7	Miss Susan Holmes			
PD1	7	Ms Jayne Deasley			
PD2	7	Ms Jenny Cockcroft			
PD3	7	Ms Suzanne Johnson			
PD4	7	Mr Neil Walters			
PD5	10	Mr Nick Barlow	Packington Estate Enterprises Limited		
PD6	10	Mr Chris Still	Gladman Care Homes Limited		
PD7 = 513 duplicate	10	Mr Tony Bateman	Pegasus Planning Group		
PD8	6	Dave Barber	Warwick District Council		
PD9	11	Bernie Higgins	Landscape Architects		
PD10	10		Aviva Investors Limited	Mrs Claire Stephenson	Nathaniel Lichfield & Partners
PD11	Jan-00	Mr Rohan Torkildsen	English Heritage West Midlands Region		
PD12	10	Mr Ian Mercer	Bruton Knowles		
PD13 = 512 duplicate	10		The Anglican Diocese of Birmingham	Andy McMullan	Knight Frank
PD14 = 160 Substitution	10	Trustees of Whitlocks End		Mrs Jill Davis	Davis Planning Partnership
PD15	7	Anonymous			
PD16	3	Mr Richard Wheat	Warwickshire Wildlife Trust		
PD17	3	Miss Davies	BRAID		
PD18	7	Miss Sarah Richards			
PD19	7	Mr Andrew Burrow			
PD20	13	Ms Donna Savage	Donna Savage Planning Ltd		
PD21	10	Mr Nick Barlow	Packington Estate Enterprises Limited		

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206	Para. 1.3.1	O	No comment	U	No comment	• The evidence list should include reference to transport evidence commissioned to inform the local plan.	• Include reference to transport evidence commissioned to inform the local plan.	E	No comment
523	Introduction	O	No comment	No comment	No comment	• Should clearly state what plan period is covered.	No comment	E	To debate matters.
691	Para.'s 1.13 & 1.3.1	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Plan does not provide sufficient new housing to meet Borough's needs • Submission draft should be reviewed to ensure consistency with NPPF • No policy with any formal status relating to joint Metropolitan commitment to urban renaissance 	• Should have referred to draft , made clear role of national guidance, and delete reference to Metropolitan commitment to urban renaissance	E	• Importance to soundness
692	Para.'s 1.13 & 1.3.1	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Plan does not provide sufficient new housing to meet Borough's needs • Submission draft should be reviewed to ensure consistency with NPPF • No policy with any formal status relating to joint Metropolitan commitment to urban renaissance 	• Should have referred to draft , made clear role of national guidance, and delete reference to Metropolitan commitment to urban renaissance	E	• Importance to soundness
693	Para.'s 1.13 & 1.3.1	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Plan does not provide sufficient new housing to meet Borough's needs • Submission draft should be reviewed to ensure consistency with NPPF • No policy with any formal status relating to joint Metropolitan commitment to urban renaissance 	• Should have referred to draft , made clear role of national guidance, and delete reference to Metropolitan commitment to urban renaissance	E	• Importance to soundness

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66	Para. 2.3.1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Query wording in paragraph Suggest change to Figure 6 	<ul style="list-style-type: none"> Suggests the first sentence is moved to the end of the paragraph. Suggests Fig. 6 could be expanded to show the settlement patterns since the late 19th century. 	W	No comment
206	Para 2.7.1	O	No comment	U	No comment	<ul style="list-style-type: none"> References to Active Transport Management should be modified 	Replace 'Active Transport Management' (in for example 2.7.1) with 'Managed Motorways'	E	No comment
232	Para. 2.2.1	S	Y	Y	No comment	<ul style="list-style-type: none"> Supports reference to Airport as a principal gateway to Region 	No comment	W	No comment
232	Section 2.7	S	Y	Y	No comment	<ul style="list-style-type: none"> Supports inclusion of M42 Economic Gateway and key assets, including Airport and its expansion. 	No comment	W	No comment
351	p. 17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Query spelling 	Correct spelling is 'Walsal End'	W	No comment
373	Spatial Portrait	O	No comment	No comment	No comment	<ul style="list-style-type: none"> The section refers to locations which are not shown on any of the diagrams e.g. railway stations. Need consistency between the diagrams and text. 	No comment	W	No comment
387	Para. 2.7.1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Importance of the Local Economic Partnership is acknowledged in para 2.7.1. The para should also say what the LEP is and say how the Economic Gateway has been defined. 	No comment	E	No comment
513	Spatial Portrait	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Important that M42 Economic Gateway is recognised as a major economic growth driver Para. 6 of Circular 01/2008 outlines that motorway service areas perform an important road safety function by providing opportunities to break journeys and reduce fatigue-related accidents. Need online MSA to accord with M42 Economic Gateway objectives. 	No comment	W	No comment
519	Para. 2.2.7	O	No comment	U	J	<ul style="list-style-type: none"> High levels of greenhouse gas emission are attributed to high levels of car ownership. This is false, necessary to study fuel consumption, not car numbers and to know whether M42 pollution was due to local or long-distance traffic. Level of greenhouse gas emission by private vehicles is a result of Government policy, which dictates availability of technologies and fuel sources. Depicting multiple deprivation is not explained. What parameters are measures? Are they relevant? Colour coding gives a potentially misleading view of needs, resources and planning objectives. 	<ul style="list-style-type: none"> Delete or fully explain. Any conclusions drawn should be corrected. 	W	No comment
520	Spatial Portrait	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Should recognise highly competitive economic advantage of Solihull Borough's 2 existing high speed rail connections to London along Chiltern Main Line (1 hr 22 mins) and West Coast Mainline (1 hr 14 mins). 5 trains per hour collectively. 	No comment	W	No comment
520	Para. 2.6.1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Support recognition that accessibility between Solihull Town Centre and Solihull Station with its associated bus interchange is poor. 	<ul style="list-style-type: none"> Relationship of Solihull Station to the Town Centre should feature more strongly and in an integrated manner throughout the LDF 	W	No comment
521	Spatial Portrait	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support reconsideration of greenbelt boundaries to meet regeneration objectives to deliver local housing needs. 	No comment	W	No comment
691	Figure 1 and Para. 2.2.2	O	Y	U	J, E	<ul style="list-style-type: none"> Plan should make clear evidence used to define Meriden Gap, and that all Green Belt areas are of equal status 	No comment	E	<ul style="list-style-type: none"> Importance to soundness
691	Para. 2.2.4	S	Y	S	No comment	<ul style="list-style-type: none"> Support reference to evidence of acute shortage and affordable housing 	<ul style="list-style-type: none"> Delete reference to number of houses delivered or amend to accurate figure 	E	<ul style="list-style-type: none"> Importance to soundness
691	Para. 2.4.3	O	Y	U	J	<ul style="list-style-type: none"> Statement that North Solihull regeneration has delivered 1,000 new homes is not supported by evidence 			
691	Para.'s 2.7.1	O	Y	U	J	<ul style="list-style-type: none"> Lack of explanation for Local Enterprise Partnership and how Economic Gateway is defined, or justification for new job estimates 	<ul style="list-style-type: none"> Further explanation and justification required to Para. 2.7.1 	E	<ul style="list-style-type: none"> Importance to soundness

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692	Para. 2.2.4	S	Y	S	No comment	• Support reference to evidence of acute shortage and affordable housing	• Delete reference to number of houses delivered or amend to accurate figure	E	• Importance to soundness
692	Para. 2.4.3	O	Y	U	J	• Statement that North Solihull regeneration has delivered 1,000 new homes is not supported by evidence			
692	Para. 2.8.2	S	Y	S	No comment	• Support reference to severe shortage of affordable housing in rural areas as evidenced by SHMA	No comment	E	• Importance to soundness
692	Para.'s 2.4.3 & 2.7.1	O	Y	U	J	• Lack of explanation for Local Enterprise Partnership and how Economic Gateway is defined, or justification for new job estimates	• Further explanation and justification required to Para. 2.7.1	E	• Importance to soundness
693	Figure 1 and Para. 2.2.2	O	Y	U	J, E	• Plan should make clear evidence used to define Meriden Gap, and that all Green Belt areas are of equal status	No comment	E	• Importance to soundness
693	Para. 2.2.4	S	Y	S	No comment	• Support reference to evidence of acute shortage and affordable housing	• Delete reference to number of houses delivered or amend to accurate figure	E	• Importance to soundness
693	Para. 2.4.3	O	Y	U	J	• Statement that North Solihull regeneration has delivered 1,000 new homes is not supported by evidence			
693	Para. 2.8.2	S	Y	S	No comment	• Support reference to severe shortage of affordable housing in rural areas as evidenced by Strategic Housing Market Assessment	No comment	E	• Importance to soundness
693	Para.'s 2.4.3 & 2.7.1	O	Y	U	J	• Lack of explanation for Local Enterprise Partnership and how Economic Gateway is defined, or justification for new job estimates	• Further explanation and justification required to Para. 2.7.1	E	• Importance to soundness

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66	Challenge A	O	No comment	No comment	No comment	• Generally Supports. Suggests including a reference to poor access to the historic environment.	• Add ,poor access to historic environment assets leading to lack of belonging to/pride in the area'.	W	No comment
188	Challenges and general comments on chapters 1-6	O	No comment	No comment	No comment	• Review chapters 1-6 so that policies can be referred back to objectives. Should focus on Vision, then strategic objectives. Critical of deriving objectives from challenges (suggests ,challenges' should be ,strategic problems'). Order Challenges/objectives to show priorities.	No comment	W	No comment
232	Challenge D	S	Y	Y	No comment	• Vital to support key economic assets to maintain competitiveness and contribute to economic growth.	No comment	W	No comment
232	Challenge A	S	Y	Y	No comment	• Supports aims/principles of the objective to the challenge. Airport expansion will create jobs and improve links to North Solihull.	No comment	W	No comment
351	Challenge F (h)	O	No comment	No comment	No comment	• Query wording	• Suggest re-wording "Where appropriate encourage the mitigation and adaptation of existing buildings to climate change."	W	No comment
373	General	O	No comment	No comment	No comment	• Lack of justification for challenges and objectives, a number of which are not town and country planning matters	No comment	W	No comment
374	Challenge I	S	No comment	No comment	No comment	• Support identification of need to address capacity gap between waste arising and capacity of facilities.	No comment	W	No comment
376	Challenge D, objective a)	S	Y	S	No comment	• Support because, together with other parts of the Plan, reflects the economic importance of the M42 Economic Gateway in which Blythe Valley Park is one of the key economic assets of major regional importance where investment needs to be encouraged to drive economic growth and job creation. They also reflect the need to reinvigorate Blythe Valley Park by broadening the range of uses enabled.	No comment	W	No comment
376	Challenge C, objective a)	S	Y	S	No comment	• Support because, together with other parts of the plan, envisages Blythe Valley Park as a mixed use sustainable community with exemplar standards of design and construction with a distinctive sense of place and as a location for high quality housing to meet the needs of key economic assets.	No comment	W	No comment
385	Challenge D. Key Economic Assets	O	Y	U	E, N	• Highlight in Challenge D the need to maximise the potential of existing economic assets and give greater impetus for growth to accord with remainder of the Local Plan. Without this plan won't be sound because will not properly reflect national policy. Amend to give stronger growth impetus.	No comment	W	No comment
385	Challenge D. Shirley Town Centre	O	Y	U	J, E, N	• Town Centre retailing and out of centre retailing can complement each other to meet retail needs and provide choice and competition, retaining shoppers locally and reducing the need to travel. Plan is unsound because Criterion i) views out of centre retailing as detrimental and isn't justified, effective or in compliance with national policy.	• Delete Shirley Town centre criterion I) – ,Pressure from out of centre retail development' - in challenge D.	E	To raise important issues on soundness that need to be tested.
387	Challenge D	O	No comment	No comment	No comment	• The challenge acknowledges the need to enable key assets to meet aspirations. Green Belt land release will be necessary to enable this. Land (submitted site) near Jaguar Land Rover should be used to enable economic success.	No comment	E	No comment
510	General	O	No comment	No comment	No comment	• Some objectives lack consistency and indicators how will be delivered.	No comment	W	No comment
513	Objective A	O	No comment	No comment	No comment	• Provision of motorway service areas on M42 would support achievement of Objective A.	No comment	W	No comment
513	Challenge D	O	No comment	No comment	No comment	• Provision of motorway service areas on M42 would assist meeting Challenge D.	No comment	W	No comment

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520	General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Should note requirements of enhancement of local highway network that are necessary to support modal shift from road to rail. To gain maximum benefit from the high speed rail service along the Chiltern Mainline to London, enhancement of the highway network to Solihull Station/Bus Interchange accessibility should be a clearer objective within the LDF. 	No comment	W	No comment
520	Challenge D	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Should note benefit of 2 high speed rail routes under Key Economic Assets. Relationship of Solihull Station to the Town Centre should feature more strongly and in an integrated manner throughout the LDF 	<ul style="list-style-type: none"> Should include clear reference to Solihull station, its presentation as a Gateway to and from town, as a key means of securing sustainable economic growth. Include benefit of 2 high speed rail routes under Key Economic Assets. 	W	No comment
520	Challenge F	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Should note beneficial environmental opportunities of modal shift to rail 	No comment	W	No comment
520	Challenge H	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Solihull Station's car park is currently full well before 9am, which is a clear reason for Chiltern's investment in 186 new spaces opening in April 2012. Should be more explicit in support for growth of car parking provision/expansion as limited car park capacity at railway stations suppressed demand. Should be more explicit about LDF's support for station car park expansion. 	No comment	W	No comment
528	Challenge F	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Welcome addition of adaptation with objective Questions what data or research exists to show possible future effects of climate change. Suggest study into heat impact. 	No comment	W	No comment
528	Challenge K	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Blue green corridors associated with Borough's river network are ideal conditions for protection and enhancement of assets. 	<ul style="list-style-type: none"> Recommend that river network is shown on the spatial strategy diagram to show where restoration or enhancement is required or encouraged. 	W	No comment
691	General	S	Y	S	No comment	<ul style="list-style-type: none"> Support Challenges A, B, C, E, F, G and H and their attendant objectives 	No comment	E	<ul style="list-style-type: none"> Importance to soundness
692	General	S	Y	S	No comment	<ul style="list-style-type: none"> Support Challenges A, B, C, E, G and H and their attendant objectives 	No comment	E	<ul style="list-style-type: none"> Importance to soundness
693	General	S	Y	S	No comment	<ul style="list-style-type: none"> Support Challenges A, B, C, E, F, G and H and their attendant objectives 	No comment	E	<ul style="list-style-type: none"> Importance to soundness
PD10	Challenge C	O	Y	U	E	<ul style="list-style-type: none"> Enhancement of Mell Square should be specified in Objective C as it is integral to the attractiveness of the town as a whole Reference should be made to the rejuvenation and redevelopment of Mell Square 	Propose an additional bullet point (bold): "v. Enhancing the attractiveness of Solihull Town Centre, in particular the redevelopment and rejuvenation of Mell Square."	E	<ul style="list-style-type: none"> Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square
PD10	Challenge D	O	Y	U	E, N	<ul style="list-style-type: none"> Support challenge of meeting aspirations of key businesses Development at NEC and other out of centre retail locations should not be at the expense of town centres or the retail hierarchy, as this is contrary to national policy Local Plan does not refer to need to balance and prioritise future development within the town centre to maximise benefits from major development opportunities such as Mell Square revitalisation and Touchwood II 	<p>Amend wording of Challenge D (additional text in bold):</p> <p>Key Economic Assets</p> <ul style="list-style-type: none"> ii. 'Meeting aspirations of key businesses ... and supporting the established retail hierarchy.' <p>Solihull Town Centre</p> <ul style="list-style-type: none"> i. 'Pressure for redevelopment ... through phased enhancement and redevelopment opportunities.' 	E	As above

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231	Vision	S	No comment	No comment	No comment	Support in general the vision, emerging spatial strategy and transport strategy underpinning it.	No comment	E	No comment
232	Para. 4.1.10	S	Y	S	No comment	Supports vision and specific Airport references in the paragraph	No comment	W	No comment
259	Para. 4.1.9	O	No comment	U	J, E	<ul style="list-style-type: none"> Releasing land at BVP for a broad range of uses is inconsistent with the vision which seeks to realise the potential of the M42 Economic Gateway without harming countryside. The Plan anticipates BVP as a mixed-use sustainable community with exemplar development and supporting facilities but no evidence to demonstrate this will be achieved. Housing would not be for local needs. Broadening the range of uses to include B8 and B2 is contrary to the RIS concept and the vision of the plan. 	No comment	E	To present to the inspector on the issues raised.
349	Vision	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Supports reference to market and affordable housing in Balsall Common 	No comment	E	Present Case for Development
350	Vision	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Supports reference to market and affordable housing in Dickens Heath 	No comment	E	Present Case for Development
351	p.29	O	No comment	No comment	No comment	Amend spelling of Walsal End	Correct spelling is 'Walsal End'	W	No comment
373	Vision	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Delete reference to the LEP area unless it is defined and justified. There are no references to the LEP area within Section 4. 	No comment	W	No comment
374	Vision	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support vision of providing the area of Catherine-de-barnes, Hampton-in-Arden and Meriden sand and gravel and waste facilities assimilated into the countryside. 	No comment	W	No comment
379	Vision	O	No comment	U	E	<ul style="list-style-type: none"> Provision for affordable housing only in Meriden no sustainable or viable. Should include provision for market housing in Meriden. Consider land north of Meriden Primary School for market and affordable housing, and to enable transfer of land to school for future expansion. 	Add market housing to vision for Meriden	W	No comment
383	Vision	O	No comment	U	J	<ul style="list-style-type: none"> Proposed change to Green Belt contrary to RSS 2008. Provision for housing at Blythe Valley Park is contrary to economic policies in RSS 2008 and to realise the economic potential of the M42 Gateway. Support emphasis on sustainable economic growth, sustaining the environment, protecting the Green Belt, in particular the Meriden Gap, and increasing the range of housing in rural settlements. 	Delete housing sites 19, 22, 23, and 24.	E	Housing and long term needs.
385	Vision	O	Y	U	J, E	<ul style="list-style-type: none"> Vision fails to express a clear direction for Solihull. Needs to encompass what is to be achieved by 2028. Needs to reflect strengths and opportunities of the area. Amend vision (overview) to better reflect plans objectives. 	No comment	E	To raise important issues on soundness.
387	Para.'s 4.1.1, 4.1.9, 4.1.10	O	No comment	No comment	No comment	<ul style="list-style-type: none"> The vision emphasises economic growth. Green belt land release will be needed to achieve this. The land put forward (by objector) near Land Rover should be released from the GB to help achieve the vision. 	No comment	E	No comment
510	Para.'s 4.1.1, 4.1.3, 4.1.4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> M42 is a corridor of 'national movement' and should not be allowed to become a corridor of unsustainable growth. Facilitating sustainable economic growth, making the borough more accessible by public transport, realising ambitions for sustainable development and protecting the Meriden Gap and the green belt are challenging. Unclear how addressing these will reduce waste, increase recycling /reuse, provide for adequate sand and gravel supplies, reduce CO2 emissions and minimise impacts on climate change. Implementation will be followed with interest. 	No comment	E	No comment
691	Para.'s 2.4.3 & 2.7.1	O	Y	U	J	<ul style="list-style-type: none"> Lack of explanation for Local Enterprise Partnership and how Economic Gateway is defined, or justification for new job estimates 	<ul style="list-style-type: none"> Further explanation and justification required to Para. 2.7.1 	E	<ul style="list-style-type: none"> Importance to soundness

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513	Vision	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Support identification of M42 Economic Gateway within Section 4. Support Para. 4.1.1, but suggest adding reference to MSA to conform to Circular 01/2008 policies 	"... the potential for managed growth within the M42 Economic Gateway is unlocked and the ambitions for the economic asset contained within it are fully realised, without undermining the qualities that make the Borough attractive to people and investment. Essential infrastructure, including provision of a Motorway Service Area, will be delivered to facilitate and underpin sustainable economic growth..."	W	No comment
520	Vision	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Should recognise highly competitive economic advantage of Solihull Borough's 2 existing high speed rail connections to London along Chiltern main line (1 hr 22 mins) and West Coast main line (1 hr 14 mins). 5 trains per hour collectively. 	No comment	W	No comment
523	Vision	O	N	U	N	<ul style="list-style-type: none"> The Local Plan is not in conformity with national policy as it fails to address cross-boundary issues and the statutory duty to co-operate. It does not demonstrate that it has considered development requirements including unmet requirements from neighbouring authorities such as; Coventry, Warwick, North Warwickshire, Nuneaton & Bedworth and Stratford. Uncertainties over neighbouring authorities' plans means that planning for a level of housing which accords with the West Midlands Regional Strategy may no longer be appropriate. This is compounded by the fact that Solihull is not providing for its own objectively assessed housing requirement. 	No comment	W	No comment
530	Vision	O	Y	U	E, N	<ul style="list-style-type: none"> The Vision envisages the development of an enlarged evening economy in Solihull Town Centre, but does not acknowledge the problems of alcohol consumption linked with crime that could be significantly exacerbated in the process. See p.8 of the Sustainable Community Strategy for Solihull (2008-2018). and p. 14 of the Solihull Safer Communities Plan (2008-2011) for evidence. This part of the Vision is ineffective and wholly inconsistent with guidance contained in Para. EC4.2 of PPS4. 	Suggested re-wording of Para. 4.1.8: <ul style="list-style-type: none"> "... It will have become a mixed and sustainable community, providing for town centre living and a vibrant safe evening economy which is actively managed. It will also cater for the shopping..." 	W	No comment
691	Vision	O	Y	U	E, N	<ul style="list-style-type: none"> Generally support Vision as according with guidance of contents Reference to wider Local Enterprise Partnership means little to wider community Insufficient recognition of need to accommodate housing requirement of Borough, both affordable and market 	<ul style="list-style-type: none"> Delete reference to Local Enterprise Partnership Area Include acknowledgement of need to deliver sufficient market and affordable housing 	E	• Importance to soundness
692	Vision	O	Y	U	E, N	<ul style="list-style-type: none"> Generally support Vision as according with guidance of contents Reference to wider Local Enterprise Partnership means little to wider community Insufficient recognition of need to accommodate housing requirement of Borough, both affordable and market 	<ul style="list-style-type: none"> Delete reference to Local Enterprise Partnership Area Include acknowledgement of need to deliver sufficient market and affordable housing 	E	• Importance to soundness
693	Vision	O	Y	U	E, N	<ul style="list-style-type: none"> Generally support Vision as according with guidance of contents Reference to wider Local Enterprise Partnership means little to wider community Insufficient recognition of need to accommodate housing requirement of Borough, both affordable and market 	<ul style="list-style-type: none"> Delete reference to Local Enterprise Partnership Area Include acknowledgement of need to deliver sufficient market and affordable housing 	E	• Importance to soundness

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106	Para. 5.4.10	S	No comment	No comment	No comment	• Support recognition that whilst it is important to protect the green belt, it will be necessary to make adjustments to the boundary to facilitate delivery of essential regeneration and to meet the Borough's housing needs.	No comment	To be decided	To be decided
106	Para.'s 5.4.5 – 5.4.7	O	Y	U	J, E, N	• Support the Spatial Strategies recognition of the need to focus on housing needs in addressing the Government's ambition for increased house building by maximising opportunities for affordable, supported and specialist housing, recognising the role of housing and construction in economic growth. • To achieve the proven levels of affordable housing needed in rural areas, it may be necessary, particularly in the current constrained economy, to allow an element of facilitating market housing on sites which might otherwise be considered unsuitable for housing, such as where on the outskirts of a rural settlement in the countryside but accessible to local services and facilities.	• Supporting text of 5.4.6 should be reworded to remove reference to 100% affordable housing on rural exceptions sites. Unduly restrictive and contrary to NPPF "LPAs should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable e housing to meet local needs".	To be decided	To be decided
107	Para. 5.4.11	S	No comment	No comment	No comment	• Support recognition that whilst it is important to protect the green belt, it will be necessary to make adjustments to the boundary to facilitate delivery of essential regeneration and to meet the Borough's housing needs.	No comment	To be decided	To be decided
107	Para.'s 5.4.5 – 5.4.8	O	Y	U	J, E, N	• Support the Spatial Strategies recognition of the need to focus on housing needs in addressing the Government's ambition for increased house building by maximising opportunities for affordable, supported and specialist housing, recognising the role of housing and construction in economic growth. • To achieve the proven levels of affordable housing needed in rural areas, it may be necessary, particularly in the current constrained economy, to allow an element of facilitating market housing on sites which might otherwise be considered unsuitable for housing, such as where on the outskirts of a rural settlement in the countryside but accessible to local services and facilities.	• Supporting text of 5.4.6 should be reworded to remove reference to 100% affordable housing on rural exceptions sites. Unduly restrictive and contrary to NPPF "LPAs should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable e housing to meet local needs".	To be decided	To be decided
156	Para. 5.4.9	S	No comment	No comment	No comment	• Support recognition that whilst it is important to protect the green belt, it will be necessary to make adjustments to the boundary to facilitate delivery of essential regeneration and to meet the Borough's housing needs.	No comment	To be decided	To be decided
165	Para. 5.4.9	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
166	Para. 5.4.10	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
167	Para. 5.4.11	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
168	Para. 5.4.12	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the	To be decided	To be decided

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							requirement beyond the Plan period.		
169	Para. 5.4.13	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
171	Para. 5.4.14	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
187	Chapters 1-6	O	No comment	No comment	No comment	• Lack of systematic and strategic approach	No comment	W	No comment
189	Chapters 1-6	O	No comment	No comment	No comment	• Lack of systematic and strategic approach	No comment	W	No comment
206	Para.'s 5.4.1, 5.4.7, 5.4.8	O	No comment	U	No comment	• Spatial Strategy should emphasise that congestion requires a focus on sustainable transport linked to new Public Transport infrastructure and modal shift mechanisms. Development should mitigate unacceptable impacts through close liaison with stakeholders/Highways Authority and use planning conditions S106 obligations or community infrastructure levy.	No comment	E	No comment
206	Para 5.5.2	O	No comment	U	No comment	Clarify intentions for Town Centre Area Action Plans to establish level of Town Centre development so transport issues can be identified, including affects on Strategic Rail Network, support for public transport and traffic management.	No comment	E	No comment
206	Para 5.5.5	O	No comment	U	No comment	• Capacity of public transport routes should be examined to identify infrastructure/funding needed and how provided and when.	No comment	E	No comment
207	Whole Plan	S	No comment	No comment	No comment	Birmingham City Council supports overall approach in Draft Local Plan.	No comment	W	No comment
231	Spatial Strategy	S	No comment	No comment	No comment	Support in general the vision, emerging spatial strategy and transport strategy underpinning it.	No comment	E	No comment
231	Spatial Strategy, p.33	O	No comment	No comment	No comment	Centro would like to see proposed alignments of proposed Birmingham Airport Rapid Transit routes identified in indicative form on Spatial Strategy Diagram. Centro would welcome opportunity to discuss these schemes in detail with SMBC, Birmingham City Council and other stakeholders.	No comment	E	No comment
232	5.4.1	S	Y	S	No comment	Supports reference to Airport and acknowledgement that Airport offers potential for economic growth/jobs.	No comment	W	No comment
232	5.4.8	S	Y	S	No comment	Supports Airport reference to role in future growth. HS2 and its station can promote economic growth, adding to connectivity.	No comment	W	No comment
232	5.5.4	S	Y	S	No comment	Supports spatial strategy for M42 Economic Gateway and references to Airport development.	No comment	W	No comment
233	Local Plan Strategy	S	Y	U	E	Plan not deliverable without considerable support from external resources.	No comment	W	No comment
259	5.5.4	O	No comment	U	E, J	• Employment opportunities on Blythe Valley Park should be B1 only as in the original concept. Release of the park for other purposes, including b8 and housing, will lose the scope for a range and choice of sites to meet economic objectives. • Proposals to widen the employment uses on BVP and for housing on BVP should be omitted.	No comment	E	To present to the inspector on the issues raised
260	5.5.4	O	Y	U	J, E, N	• Enable housing at Birmingham Business Park (see representation under Policy P1 and P5). Amend 5.5.4 8 th Bullet to include reference to enable housing at Birmingham Business Park.	No comment	E	Objector owns Birmingham Business Park

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349	Spatial Strategy	S	No comment	No comment	No comment	• Supports reference to market and affordable housing in Balsall Common	No comment	E	Present Case for Development
350	Spatial Strategy	S	No comment	No comment	No comment	• Supports reference to market and affordable housing in Dickens Heath	No comment	E	Present Case for Development
373	Spatial Strategy	O	No comment	No comment	No comment	• Should not include High Speed 2 in absence of approval by parliament. • Key elements of strategy should be numbered for clarification. • Area spatial strategies should use sub-headings.	No comment	W	No comment
374	Spatial Strategy	S	No comment	No comment	No comment	• Support rural area strategy recognition that waste management activities can contribute to economic growth.	No comment	W	No comment
375	Spatial Strategy Para. 5.4.15	O	Y	U	J, E, N	• Support recognition that whilst it is important to support green belt it will be necessary to make adjustments to facilitate delivery of essential regeneration to meet the Borough's housing needs.	• Comprehensive green belt review needed to ensure green belt land in the most appropriate locations is identified to meet the housing requirement during the plan period as well as identifying land which should be safeguarded to meet the requirement beyond the Plan period.	To be decided	To be decided
375	Spatial Strategy Para. 5.4.9	S	No comment	No comment	No comment	Support adjustment to Green Belt boundary to meet housing need and facilitate regeneration. Need for comprehensive Green Belt review as well as identifying long-term safeguarded housing land.	No comment	W	No comment
387	Para 5.4.10	S	No comment	No comment	No comment	• 5.4.10 is supported because it supports growth in the M42 Economic Gateway. Meeting aspirations of key businesses will require release of green belt land. Q4d: The need for such land release should be made more explicit.	No comment	E	No comment
387	Para 5.5.4	S	No comment	No comment	No comment	• Supports the bullet point objectives in the para.	No comment	E	No comment
510	Spatial Strategy	O	No comment	No comment	No comment	• Lack of recognition of need for sustainable economic activity. • Overemphasis on M42 Airport area. • Support commitment to urban renaissance.	No comment	E	No comment
510	Part 5.2, Para.'s 5.4.1, 5.5.4	O	No comment	No comment	No comment	• There should be stronger recognition of sustainable economic activity. There should be a better balance between the Plan and the need for growth and sustainability. • There is overemphasis on certain key areas for development such as the key economic assets. Overemphasis on M42 , Birmingham Airport and HS2/new station. These present challenges for sustainable development. • Development along the M42 is carbon intensive. Adding housing to Blythe Valley Park will not make it more sustainable.	No comment	E	No comment
513	Spatial Strategy	O	No comment	No comment	No comment	• Provision of a motorway service area on the M42 could assist in achieving number of key elements of Spatial Strategy. • Given Green Belt Meriden Gap washes over all available land adjacent to M42 motorway between Jn 3A and 7, it is vital that Draft Local Plans provide for appropriate MSA development • Para. 5.4.10 should refer to providing for MSA and weight afforded to such proposals	Suggested wording: "... The particular needs of businesses located within or immediately adjacent to the Green Belt, including the specific growth aspirations associated with future investment of Jaguar Land Rover and other important employers, will be given weight when considering proposals for expansion. In addition, in order to address a significant need for a Core MSA, weight will be afforded to such proposals between junctions 5 and 6 that seek to provide for the gap in service provision. The role of farmer..." Add a bullet point to Para. 5.5.4: "Recognising and facilitating the provision of a MSA on the M42 Motorway between junctions 5 and 6 to improve safety and	W	No comment

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							reducing potential delay on the network associated with accidents.”		
520	Section 5 - Spatial Strategy	O	No comment	No comment	No comment	• Should explicitly articulate role of rail networks to spatial planning in Borough, beyond mere reference to Solihull station and protection of HS2 route.	No comment	W	No comment
520	Section 5.4.1	O	No comment	No comment	No comment	• Support statement that Solihull Town Centre offers significant potential for economic growth and job creation.	No comment	W	No comment
520	Section 5.5.3	O	No comment	No comment	No comment	• Should be more ambitious for improvement of Solihull railway station and bus interchange as a gateway to Solihull with a commitment to aspirations of partners such as Chiltern Railways and Centro.	No comment	W	No comment
691	Spatial Strategy	O	Y	U	J, E, N	• Support much of Strategy as sound • Lack of reference to meeting overall housing needs for Borough and to balance emphasis on jobs and economic growth	• Include clear reference to meeting housing needs	E	• Importance to soundness
692	Spatial Strategy	O	Y	U	J, E, N	• Support much of Strategy as sound • Lack of reference to meeting overall housing needs for Borough and to balance emphasis on jobs and economic growth	• Include clear reference to meeting housing needs	E	• Importance to soundness
693	Spatial Strategy	O	Y	U	J, E, N	• Support much of Strategy as sound • Lack of reference to meeting overall housing needs for Borough and to balance emphasis on jobs and economic growth	• Include clear reference to meeting housing needs	E	• Importance to soundness
PD10	Spatial Strategy	O	Y	U	E	• Our client welcomes that the redevelopment and revitalisation of Mell Square is supported by the Local Plan • Necessary that redevelopment of Mell Square is prioritised over the Touchwood Extension in order to ensure a comprehensively delivered project	• 4th bullet point should be expanded (additional text in bold): “Phasing development to manage ... whilst also giving due consideration to the implications for investment. ”	E	• Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square

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8	P1, Para.'s 7.1.9, 7.2.13	O	Y	U	E	• Only supports Birmingham Business park extension for appropriate high quality employment use. Policies P1/ P3 too vague regarding acceptable uses and could enable inappropriate large-scale B8/waste management on the Park.	• Policies should be more specific and require Birmingham business Park development to comply with an approved design (and use) guide.	W	No comment
63	P1	S	No comment	No comment	No comment	• Welcomes „the approach’ that looks at the aspirations and infrastructure needs of businesses that support economic growth. Provides the context within which Land Rover can operate. Welcomes provision for expansion of Land Rover plant subject to economic need and mitigation of impacts.	No comment	W	No comment
108	P1	O	No comment	U	N	• Hotel development needs to be able to serve international and domestic visitors, visitors/business fraternity through a wide range of facilities within and outside Airport/NEC/business parks. There is no background evidence to the Local Plan in regard to the visitor economy, contrary to national policy requirements. Plan should provide scale and type of provision required. • A hotel/tourism policy should be included. This should permit a flexible approach to additions to existing hotels in the green belt/countryside otherwise such hotels may decline, harming the local economy, contrary to government aims for economic growth. Hogarth Hotel near Dorridge needs such flexibility. • Hotels should not be restricted to NEC/Birmingham Airport/Business Parks. Supports hotels on business parks but separate policy should enable appropriate levels of hotel development (new build and expansion) to support Airport/NEC/Business Parks and domestic visitors. Should recognise viability issues of hotel businesses and acknowledge potential contribution to economic growth. • New policy should enable expansion in the green belt to support economic success. Localism agenda would enable this type of policy to meet local circumstances. Policy should enable renovation or extension of rural hotels, including in the green belt, where additional employment or economic growth would be created or where needed to support viability.	Include the following in a new hotels policy. 'Opportunities for the renovation or extension to existing visitor accommodation will be encouraged where it is required to upgrade the quality of the existing stock to meet changing customer demands. Favourable consideration will be given to proposed extensions to hotels in rural areas and in the green belt where it would generate additional employment or economic growth or where viability information is sufficient to demonstrate that without the proposed development the existing business would be put at risk.'	W	No comment
188	P1 - Site 30	O	No comment	No comment	No comment	• Supports thrust of Policy P1 including Birmingham Airport proposals but text should reference „employment site 30’ back to Policy P1. Objects to lack of clarity, reasoned justification for and stipulated use of site 30. Boundary of site 30 is „peculiar’ because it lacks definition and doesn’t relate to field boundaries. • Runway extension requires more Birmingham Airport supporting facilities. Strategic approach needed based on understanding of longer-term expansion that would require more land for Airport activities. Review Airport long-term strategic needs and provide further land to the west to support the Airport. This should include land put forward at Damson Parkway.	• A new policy needed identifying site 30 and its use.	W	No comment
208	P1 - Site 30	O	No comment	U	No comment	• Site 30 (Airport runway extension land) should be developed for B1 purposes	No comment	W	No comment
208	P1 - Site 31	O	No comment	U	No comment	• Objects to Birmingham Business Park extension: loss of Green Belt, forms part of buffer. Blackfirs Lane access harmful to amenity, access should be from within Birmingham Business Park. Previously identified site is preferred.	No comment	W	No comment
231	P1	O	No comment	No comment	No comment	• Generally supportive. Both policy and policy justification could provide additional detail on nature of public transport improvements required to further support business. Should explicitly reference need to improve range and frequency of public transport services serving each of destinations covered by Policy. Should be revised so that all new development will need to make a reasonable and proportionate contribution to cost of transport infrastructure requirements. Centro would like to discuss further with SMBC.	No comment	E	No comment
232	Para.'s 7.1.1- 7.1.4	S	Y	S	No comment	• Supports the introduction, the purpose of the planning system, and references to positive growth, economic, environmental and social progress. Supports references to key assets. Sustainable growth is an important driver of recovery/employment.	No comment	W	No comment
232	Para 7.1.6	S	Y	S	No comment	• The Airport is a national Airport able to drive the Region's economy as acknowledged.	No comment	W	No comment

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232	P1	S	Y	S	No comment	<ul style="list-style-type: none"> • Welcomes support for Airport. Vital to support economic assets in M42 Economic Gateway to create employment and help regeneration. 	No comment	W	No comment
232	Para.'s 7.2.2 - 7.2.6	S	Y	S	No comment	<ul style="list-style-type: none"> • Usefully introduces Airport and policy on Airport growth/expansion . 	No comment	W	No comment
234	Para 7.1.6 and 7.2.1	O	Y	U	J, N	<ul style="list-style-type: none"> • Increased Airport capacity is not compatible with sustainability. Increased airport capacity/air miles is inconsistent with national policy to reduce greenhouse emissions. • Should consider wider implications of increased airport capacity and accept that Airport growth/development is not sustainable. Vital to adopt a holistic approach or each agent/authority will see it as someone else's problem. 	No comment	W	No comment
259	Para.'s 7.2.10 and 7.2.11	O	No comment	U	J, E	<ul style="list-style-type: none"> • Objects to B8 and B2 use of Blythe Valley Park as contrary to original concept. No evidence to support broadening of use. Will generate traffic and amenity problems with HGVs instead of cars. Impact of HGVs on M42 not assessed. No transport, sustainability or environmental assessment has been done. Broadening of uses would not help employment opportunities or economic aims. Insufficient evidence to show that traffic impacts would not be harmful to amenity or local road network. Parish Council supports the preparation of a Masterplan to show integration between planned facilities and the network of villages and would like to be involved in it, but connectivity and sustainability are important principles to be assessed. Proposals need to be reviewed through assessment and full public consultation. 	<ul style="list-style-type: none"> • Proposals not justified or effective and should be omitted. 	E	To present to the inspector on the issues raised
260	Para 7.2.12. 7.2.13	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Supports the principle of extending Birmingham Business Park. Objects to the small size of the allocation as insufficient to deliver economic and public transport benefits. This limits the contribution of the Park to North Solihull regeneration. A larger allocation is needed to deliver more business space and jobs. Alternatively, retain the allocation and provide an additional area for housing to diversify the mix of uses and enhance sustainability. • Modify site allocation 31 to reflect the plan submitted with the Birmingham Business Park representation. Modify Fig. 14 to reflect the changed site. • Modify Policy P1 to delete the requirement to develop the Park extension in an integrated way and that reflects the aim of making the park more attractive to investors through better amenities supported by residential development that will improve sustainability (proposed wording provided). • Modify the wording to 7.2.13 to reflect the alternative allocation put forward at Birmingham Business Park. That includes high quality residential development (proposed wording provided). • P1 needs a full explanation of the exceptional circumstances for altering the green belt boundaries to accommodate the Birmingham Business Park extension. Exceptional circumstances were accepted at the „buffer zone‘ appeal in 2008 and the Plan should amend the green belt around the Park. There is evidence of employment land need. The changes are needed to improve soundness. 	<ul style="list-style-type: none"> • Modify P1 (b) to say 'The Council will support the expansion of Birmingham Business Park to the south-west as indicated on the Proposals Map. The Council encourages the delivery of additional employment floorspace by improving the attractiveness of the park to investors through an improved range of amenities , supported by well planned residential development that will create a more sustainable location through the delivery of public transport improvements and widened housing choice in line with the regeneration objectives of North Solihull'. • Modify paragraph 7.2.13. Substitute second sentence with: 'To supplement the land offer of the Business Park and potentially accelerate the delivery of new employment opportunities and enable stronger links to North Solihull, especially by public transport, it is proposed that land to the south-west corner of the Business Park is allocated for development with a buffer zone of high quality residential development and green space between the Business Park and the existing residential development along Coleshill Heath Road and Blackfirs Lane.' 	E	The objector is the owner of Birmingham Business Park
261	P1	O	Y	U	No comment	<ul style="list-style-type: none"> • Supports P1 in principle but seeks to exclude from NEC the part enabling „appropriate leisure and other supporting development‘ because this could harm Town Centres. 	<ul style="list-style-type: none"> • Amend P1 to delete reference that enables leisure and other supporting development at the NEC. 	W	No comment

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262	P1	O	Y	U	J, E, N	<ul style="list-style-type: none"> Residential will not reinvigorate Blythe Valley Park and is against sustainable development principles. Blythe Valley Park housing allocation is not supported by Sustainability Appraisal. Insufficient evidence in support. Transport improvements needed are not adequately set out. No indication of time scales or delivery mechanisms for transport infrastructure. Residential use at Blythe Valley Park is inconsistent with national policy that seeks access by a choice of transport modes. SMBC is a „funder’ to the owner of land at Blythe Valley Park and may retain a „fiduciary’ interest. In these circumstances a strong transparent evidence base is needed. 	<ul style="list-style-type: none"> Delete the Blythe Valley Park residential proposal. 	E	To respond to matters tabled at the EIP
270	P1	O	N	U	N	<ul style="list-style-type: none"> Lack of robust playing pitch strategy Loss of playing fields at ex-Civil Service sports ground not justified 	No comment	W	No comment
330	Para 7.2.13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Objects to bus link into Birmingham Business Park from Blackfirs Lane which is narrow and used by walkers, cyclists and horse riders. All site traffic should be via Solihull Parkway. 	No comment	W	No comment
330	P1 - Site 31	O	No comment	No comment	No comment	<ul style="list-style-type: none"> A buffer strip is needed between Birmingham Business Park extension and Blackfirs Lane. 	No comment	W	No comment
350	P1	S	No comment	S	No comment	<ul style="list-style-type: none"> Supports Policy for its positive approach to economic growth, particularly Birmingham Business Park expansion which is within a short drive of Balsall Common. 	No comment	W	No comment
373	P1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Provide evidence to support 'future aspirations' of NEC/Airport and for the importance of 'a high quality managed business park' (Blythe Valley Park). Provide evidence for supporting Birmingham Business Park extension and JLR into green belt. Acknowledge Council's freehold and leasehold land ownership of the 5 key sites. Consider the inclusion of a series of 'Proposals' as in the UDP and justify why the Council supports development by reference to only 4 specified matters. Ensure P1 is a policy and doesn't include elements of justification. 	No comment	E	No comment
376	P1	S	Y	S	No comment	<ul style="list-style-type: none"> Supports Policy, particularly regarding Blythe Valley Park where a broader range of business uses will be enabled. B1 only is too restrictive if Blythe Valley Park is to support diversification and modernisation of the Region's economy. Enabling ancillary/complementary uses is also welcomed and suggest that medical, educational and research uses should also be accepted as part of those uses included. Flexibility of use is vital to competitiveness and relevance and for promoting sustainability. Fully endorses aim of providing a major quantum of employment floorspace through improved amenities, supported by residential development to create sense of place and promote sustainability 	No comment	W	No comment
385	P1	O	Y	U	E, N	<ul style="list-style-type: none"> Policy too focussed on 4 key economic assets. Ignores potential of other employment sites. Greater balance needed between different economic drivers, not just a few favoured sites. 	<ul style="list-style-type: none"> Amend P1 to emphasise importance of wider M42 area. 	E	To raise important issues on soundness
385	P1	O	Y	U	J, E, N	<ul style="list-style-type: none"> Enabling a broad range of uses on Blythe valley Park and ancillary uses could undermine ability to control development. Placing houses adjacent to offices will not necessarily create sustainable development. Non-employment use could squander an important employment resource. 	<ul style="list-style-type: none"> Delete references to none employment uses at Blythe Valley Park 	E	To raise important issues on soundness
387	P1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Supports key assets identified in Policy P1 and acknowledgement that green belt land will need to be developed. The submitted site should be released from the Green Belt to meet policy ambitions. 	No comment	E	No comment
510	P1 & Para.'s 7.2.5 & 7.2.6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> FOE not convinced that there are sufficient policies to resist developments that may emerge from the expansion of key businesses in the M42 corridor. Development of the Airport and HS2 could threaten the Meriden Gap. Not enough in Policy P1 to resist development along the M42 and at Birmingham Airport. Text needs to be firmer on Airport expansion. Development in the M42 corridor is unsustainable and wastes large areas of land for car parking. 	<ul style="list-style-type: none"> Should Include a statement that the Plan is opposed to a second runway and to further Birmingham Airport development beyond that in the „current planning agreements’. The Plan should say how the HS2 station will be dealt with and a tighter policy is needed to avoid threats from unsustainable development. 	E	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
528	P1	O	No comment	No comment	No comment	• The airport extension land is adjacent to or within Low Brook flood plain and a detailed flood risk assessment will be necessary.	No comment	W	No comment
531	P1	O	Y	S	No comment	• Mixed-use and tourism related development is appropriate within the NEC. P1 should be amended to reflect this.	Substitute 4th Para. of P1 a) with: 'The Council will support a broad range of ancillary and complimentary facilities needed to enhance visitor experience and support operational needs. These will include hotels, administrative offices, warehouses, catering, meeting space, appropriate leisure, mixed use and tourism related development and other supporting development, providing that it is justified in terms of scale, its support for the NEC as a whole and is appropriately located within the NEC'	W	No comment
PD9	P1	O	No comment	No comment	No comment	• What is meant by „reasonable’ in the context of „The reasonable expansion of the Green Belt will be given positive consideration where the economic need can be demonstrated and appropriate mitigation secured’? • How will the economic need be demonstrated and assessed against the environmental and social values of the Green Belt (in this instance Elmdon Park, a Green Flag Park and one of the largest pieces of open space in the Borough, almost meeting regional ANGSt requirements)?	No comment	W	No comment
PD10	P1	O	Y	U	E, N	• No objection to the Local Plan supporting the continued development of the NEC, but Policy P1a and supporting text should emphasise requirement for any development to accord with established retail hierarchy • Not including these clarifications would cause the Local Plan to be unsound on basis that it conflicts with PPS4 and compromises the deliverability of Solihull town centre enhancements	• Policy P1a should be expanded (additional text in bold) “Development the Council will support and encourage ... subject to the other Local Plan objectives ” “The Council will also support a broad range of ancillary ... and does not conflict with other Local Plan objectives or compromise the vitality or viability of designated centres. ” • Para. 7.2.9 . A sentence should be added at the end (additional text in bold): “There is therefore a need ... In assessing development proposals at the NEC consideration will be given to other policies within the Local Plan in order to ensure that the development does not conflict with aspirations including the maintenance of strong and competitive town centres (Policy P2). ”	E	• Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square
PD21	P1	O	No comment	No comment	No comment	• Too exclusive to certain business parks and major employer locations without encouraging small development sites in rural settlements	No comment	W	No comment

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138	P2 Para 7.4.8	O	Y	U	No comment	<ul style="list-style-type: none"> • Touchwood opportunity site could result in demolition of the Council house and displace Council House staff to less sustainable out of centre location, reduce Town Centre patronage and disadvantage staff without access to a car. • Plan should not 'hide' Council House demolition because of effects on staff. Study is needed of public transport /town centre shopping implications. Public transport/urban hubs should be encouraged Relocation of staff elsewhere would not help poorer workers without cars. 	No comment	W	No comment
191	P2	O	No comment	U	E	<ul style="list-style-type: none"> • Failure to reflect key strategic role of town centre • Lack of information on deficiencies • Lack of policy guidance on evening economy • Lack of protection of theatre venues 	<ul style="list-style-type: none"> • Ensure provision of cultural infrastructure • Protect existing facilities • Support evening economy 	W	No comment
231	P2	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Support principle of relocating Solihull Railway Station to a new site on Monkspath Hall Road. Policy should also include need to improve existing town centre public transport infrastructure. Amend Policy to provide commitment to improvement of pedestrian links between existing railway station and Solihull Town Centre. Recognise need to bring forward proposals to enhance passenger interchange facilities in Town Centre. Centro will continue to work with SMBC and would like to work on AAP for Town Centre and the IDP. 	No comment	E	No comment
261	P2	O	Y	U	No comment	<ul style="list-style-type: none"> • Amend Policy P2 to increase comparison retail floorspace for Town Centre to 38,900 sqm (gross) by 2021 and 34,500 sqm (gross) by 2026, and set the amount of convenience retail floorspace to be planned for in the Town Centre at 2,400 sqm (gross) to 2021 and 2,800sqm (gross) by 2026. 	No comment	E	No comment
261	P2	O	Y	U	No comment	<ul style="list-style-type: none"> • Touchwood opportunity site should embrace the area within High St, Churchill Rd, Homer Rd and Jubilee Gardens (attaches a plan). Deliverability of the Touchwood extension depends on the whole site and should be a planned extension of the PSA into the site. Evidence is submitted on the deliverability of the site and how it would be brought forward. • Appropriate uses for the site should be defined including retail, offices, leisure (including food and beverage), residential and civic accommodation. • Amend the Plan to enable The Touchwood opportunity site based on the submitted plan and enable the uses put forward on it. 	No comment	E	No comment
262	P2	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Housing unlikely to come forward in the Town Centre prior to phase 2. Insufficient justification to suggest it will. Alternatives should be considered. Delivery of housing should not be assumed prior to phase 2. • There is uncertainty over town centre developments and they may not come forward in phase 1. • Timescales for development are not realistic creating an inconsistency with Policy P5 and delivery mechanisms are unclear. • Policy P2 inconsistent with national policy that seeks a 5-year land supply for housing. Uncertainty over Town centre housing suggests it can't be relied on as part of this supply. 	<ul style="list-style-type: none"> • Plan should relocate town centre housing to beyond phase 1 and accept that other alternative land should be permitted in phase 1 such as site put forward at 114-118 Widney Manor Road. 	E	To raise important issues on soundness that need to be tested.
351	P2 p. 57	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Homer Road Triangle 2. Design Principles (i) question whether 'design' should be added to list (scale, height, massing etc) 	No comment	W	No comment
373	P2	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Is the Town Centre Strategy Map the same as the Spatial Strategy Diagram? If not, when was the strategy published. • Ensure Policy P2 doesn't contain elements of justification. 	No comment	E	No comment
385	P2	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Inadequate evidence base to support Policy P2. No evidence that identified Town Centre. Sites are deliverable. There are flaws in the retail study, particularly the assessment of retail needs. • Acknowledge flaws in retail study and that it should be updated. 	<ul style="list-style-type: none"> • Delete references to development opportunities. 	E	To raise important issues on soundness that need to be tested.
385	P2	O	Y	U	N	<ul style="list-style-type: none"> • Policy should not restrict retailing outside the town centre. A plan of the Primary Shopping Area and Primary Frontages should be included. 	<ul style="list-style-type: none"> • Delete reference to restricting retailing outside Shirley Town Centre and identify primary retail frontage. • Should include plan of Primary Shopping Area and Primary Frontages 	E	To raise important issues on soundness.

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512	P2	O	Y	U	J	<ul style="list-style-type: none"> Note 40 pages on the topic of retail but insufficient attention to address the identified needs for traffic safety improvements in Castle Bromwich and better parking at the Chester Road/Hurst Lane and Hurst Lane North shopping area. It fails to address the findings identified by the Borough in the Chester Road Smart Study for Safer routes consultation and the Parish Council is disappointed that solutions and a timescale are still awaited. It is also noted that the proposed extension to the cycle route will not address the above concerns of this local community. 	No comment	W	No comment
520	Para. 7.1.11	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support recognition of Solihull Town Centre as strategically important and the focus of community, civic and business activity in the Borough. 	No comment	W	No comment
520	Para. 7.2.6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Could pay more attention to Birmingham International Station 	No comment	W	No comment
520	P2	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Potential of new Solihull Station at Monkspath Hall Road should not prevent focus of enhancement of the existing Solihull Station. 	No comment	W	No comment
530	P2	S	Y	S	No comment	<ul style="list-style-type: none"> As stated in the Council's Draft IDP, the capacity of the Solihull Police Station will need to be enhanced to meet additional demands for policing services arising from new development. We support the inclusion of the Police station on Homer Road as an opportunity site for development and its inclusion in the Solihull Town Centre spatial strategy diagram. 	No comment	W	No comment
PD9	P2	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Green Infrastructure has not been explicitly referenced as suggested by the Sustainability Appraisal 	No comment	W	No comment
PD10	Opportunity Sites	O	Y	U	E, N	<ul style="list-style-type: none"> Support new development for a range of uses at Touchwood, Homer Road Triangle and Mell Square, but insufficient consideration is given to phasing of development Should prioritise re-development of Mell Square ahead of Touchwood extension Hotel and leisure development are also appropriate land uses in Mell Square 	<ul style="list-style-type: none"> Add hotel and leisure development to list of appropriate land uses in Mell Square Mell Square re-development should be phased ahead of Touchwood extension 	E	As above
PD10	Para. 7.4.10	O	Y	U	N	<ul style="list-style-type: none"> Only defines frontages and not Primary Shopping Areas contrary to PPS4 	<ul style="list-style-type: none"> Local Plan should also define Primary Shopping Areas 	E	As above

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PD10	P2	O	Y	U	E	<ul style="list-style-type: none"> • Policy P2(v) needs to be explicit as to whether the floorspace proposed is gross or net. We assume gross figures from reading the 2011 DTZ Study update. • Policy P2 (vi) needs to be explicit as to whether the floorspace proposed is gross or net. • Need for redevelopment and rejuvenation of Mell Square before Touchwood II • Mell Square redevelopment will require significant proportion of new floorspace to 2021, greater than 10,000 gross sqm envisaged by GVA study • Need to phase development to ensure both possible town centre schemes are brought forward in sustainable and commercially viable way: <ul style="list-style-type: none"> o Phasing of housing development within Town Centre (Fig. 16) is unachievable without also phasing main town centre development o Taking the Local Plan figures as gross, the retail provision would increase by ca. one third by 2021 and over 50% by 2026 o Scale of development risks upsetting balanced network of centres in West Midlands Region o Over-provision of comparison floorspace – current lack of retailer demand in town o Could lead to large number of vacant units, poorer retail mix, decline in quality of offer and local distinctiveness o Any major scheme will detract from town's attractiveness in short-term during construction phase – more difficult if both schemes progress concurrently o Touchwood II proceeding first will unbalance Town Centre and threaten the long-term viability of Mell Square o Original GVA study supported Mell Square redevelopment commencing first • Para. 7.4.5 is supported but should be expanded to ensure Solihull Town Centre contributes to vitality and vibrancy in long and short term • Para. 7.4.7 should place greater emphasis on need to modernise and redevelop the outdated parts of the Town Centre and be incorporated in the Policy P2 text • Object to final sentence in Para. 7.4.7. which suggests Touchwood extension could come forward early. This would undermine the strategy of balanced development in Town Centre. Reference should be deleted in Local Plan. 	<ul style="list-style-type: none"> • Amend Para. 7.4.5. Add 'long term' before 'vitality and vibrancy' • Delete final sentence of Para. 7.4.7 • Amend Policy P2 to add text (in bold): "The timing of development will pay due regard ... The area to the south of the High Street has been the focus of activity in more recent times, however parts of the Centre to the north of the High Street are becoming outdated in appearance and would benefit from significant new development and investment to modernise it, increase its attraction and secure the wider improvements of the public realm." • Amend P2 to clarify whether floorspace figures in (v) and (vi) are gross or net • Amend P2 to identify phasing requirements for development in order that Mell Square is delivered in advance of Touchwood II. 	E	<ul style="list-style-type: none"> • Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
208	P3 - Site 28	O	No comment	U	No comment	• George Higginson site not suitable for housing. Should be an employment site.	No comment	W	No comment
208	P3 - Site 29	O	No comment	U	No comment	• North of Clock land should be B1 employment use.	No comment	W	No comment
217	P3 - Site 27	S	Y	S	No comment	• Representation relates to employment site 27 (plan submitted with the representation does not correctly identify the boundaries of site 27). Supports business use of the site but Policy 3 should enable a broader range of sustainable uses on the B1 „Fore’ employment site. This should include non-employment use if employment use proves unviable. • Amend P3 wording to enable broader range of uses including non business use (i.e. suggests delete „and will directly support employment locally’ in criterion iv). • Acknowledge that whole site is „readily available’ (not just 0.5ha).	No comment	E	To put case to Inspector if amendment is not included.
330	P3 - Site 31	O	No comment	No comment	No comment	• Buffer strip needed between site (Birmingham Business par Extension) and Blackfirs Lane.	No comment	W	No comment
373	P3	O	No comment	No comment	No comment	• What is Table 1. Is it Fig 14. • Protecting land for employment purposes conflicts with providing houses at Blythe Valley Park. • Definition is needed of ‘small and medium sized enterprises’.	No comment	E	No comment
385	P3	O	Y	U	J, E, N	• P3 needs to be strengthened to better protect employment land. Criterion ii) should clarify proof is needed if it is claimed that there is no longer a need to retain business use. Criterion iii) should clarify that vacant premises that are no longer attractive to the market should not necessarily be lost to employment use without investigating redevelopment potential.	• Amend criterion ii) and iii) to strengthen retention of land premises in employment use.	E	To raise important issues on soundness that need to be tested.
506	P3	O	No comment	U	N	• National policy seeks to encourage sustainable economic growth. The Green (TRW) has significant development potential but the economic climate requires greater flexibility of use in order for it to maximise its regeneration benefits. Broadening the range of uses on the site will help the economic aims of the LP and the aims of national guidance that requires a flexible approach to economic development. • The policies should enable a broad range of development on The Green (TRW) that would go beyond the business use classes. Types of development to include are hotel, residential and non-residential institutions, assembly and leisure, car showrooms and retail of an appropriate scale.	No comment	W	No comment
508	P3 Para 7.7.9, Fig. 14	O	No comment	No comment	No comment	• By allocating employment sites, and protecting employment sites generally, for development in the business use classes, the Plan is excluding Costco which is a sui-generis use. Costco’s generate significant employment and are more akin to a B8 use and should therefore be enabled on business sites. Costco’s are commonly found on such sites. National guidance requires greater flexibility of use than the Plan enables. • Amend the Plan so that it enables sui-generis uses such as Costco on business sites.	• Modify Policy P3 a) as follows: Substitute the first para with „to ensure that an adequate supply of land remains available for employment purposes, sites will be protected for employment generating uses within classes B1, B2, B8. Alternative uses may be allowed where the following criteria are met;’ add a new criterion as follows: (i) the use is an employment generating sui generis use that would generate employment which is quantitatively and qualitatively comparable to uses within B Classes; or’ continue with text as currently in the draft local plan but renumber as appropriate. Alternatively, define appropriate employment site uses in the plan as follows: ‘Employment use, for the purposes of this plan comprises all business falling within classes B1, B2, B8 and closely related uses not falling within a use class, sui generis uses, (such as cash and carry businesses and builders merchants) but which are commonly found in industrial estates’ The plan would then not make specific reference to	E	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
							B Class uses.		
510	P3	O	No comment	No comment	No comment	• Potential impacts on green belt needs monitoring . There could be huge amounts of unsustainable development in Solihull.	No comment	E	No comment
520	Para. 7.2.6	O	No comment	No comment	No comment	• Could pay more attention to Birmingham International Station	No comment	W	No comment
528	P3	O	No comment	No comment	No comment	• TRW and Chep sites have some surface water issues. • Solihull Business Park and The Clock Interchange are adjacent or within a watercourse flood plain and a detailed flood risk assessment will be required.	No comment	W	No comment
PD9	P3 - Site 27	O	No comment	No comment	No comment	• Employment site is a Local Wildlife Site • Although this is a non-statutory designation, the LPA has a biodiversity duty as part of the NERC Act 2006 • Where is the evidence to demonstrate the reasons that this development clearly outweighs the nature conservation value of the site and its contribution to wider biodiversity objectives • How and where is it feasible to mitigate for this site so that those affected locally may benefit – if this is not feasible, is it acceptable.	No comment	W	No comment
PD16	P3 - Site 27	O	No comment	U	E, N	• Object to allocation of a County-important Local Wildlife Site for employment purposes • Inconsistent with national policy on biodiversity - loss of LWS would be contrary to PPS9 • Conflicts with Challenge K and P10 in the plan which aim for an ecosystem approach • Principle of sustainable development as stated in draft NPPF should be at core of plan • Should recognise „Natural Capital’ of such sites and unseen adverse economic issues in allocating them • In 2011, LWS only comprised 3.2% of Borough, therefore further loss would significantly compromise their role and function	• Delete Site 27 from Policy P3	W	No comment
PD21	P3	O	No comment	No comment	No comment	• Fig. 14 unclear – one of principle difficulties within Green Belt is the ability for existing businesses to expand • Agree with proposal to disperse some housing around rural settlements, but should include employment sites as well.	• Amend P3 (b) so that SME’s are encouraged to expand, not just remain	W	No comment

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9	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Broadly Support Concerned by lack of Viability Assessment Without evidence the ambitious affordability target is open to challenge Should relax Part b) on rural exception sites to allow element of open market housing 	No comment	W	No comment
60	P4	O	No	U	J, E, N	<ul style="list-style-type: none"> Inappropriate for Gypsy and Traveller sites to provide affordable pitches against same criteria as mainstream housing. Requirement should only be placed on larger sites intended for more than just family groups Policy therefore not justified and unlikely to deliver affordable pitches. 	Delete reference to Gypsy and Traveller sites as qualifying sites in Policy P4.	W	No comment
106	P4 (b)	O	Y	U	J	<ul style="list-style-type: none"> Support inclusion of a rural exception policy. 	<ul style="list-style-type: none"> Recommend caveat to, where appropriate, permit an element of market housing to make the rural affordable schemes viable and to ensure that an identified local affordable housing need can be successfully addressed. Recommend that a final paragraph be added to part b as follows: "The Council are prepared to accept that there may be instances where an element of market housing development is required to facilitate a rural affordable housing scheme which would otherwise satisfy the above criteria" 	To be decided	To be decided
107	P4 (b)	O	Y	U	J	<ul style="list-style-type: none"> Support inclusion of a rural exception policy. 	<ul style="list-style-type: none"> Recommend caveat to, where appropriate, permit an element of market housing to make the rural affordable schemes viable and to ensure that an identified local affordable housing need can be successfully addressed. Recommend that a final paragraph be added to part b as follows: "The Council are prepared to accept that there may be instances where an element of market housing development is required to facilitate a rural affordable housing scheme which would otherwise satisfy the above criteria" 	To be decided	To be decided
156	P4 (a)	S	No comment	No comment	No comment	Welcome the inclusion of part iii which states that account will be taken of the economics of provision, including particular costs that may threaten the viability of the site when expecting 40% affordable housing.	No comment	To be decided	To be decided
156	Para. 8.2.11	O	Y	U	J	No comment	<ul style="list-style-type: none"> Recommend supporting text at 8.2.11 needs to specifically state that the affordable housing requirement on the three sites brought forward in Phase 1 of the Plan at Four Ashes Road, Hampton Road and Middlefield would not be expected to make a significant contribution towards affordable housing given their requirement to make a significant contribution towards addressing school capacity problems. 	To be decided	To be decided

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163	P4 (a)	O	Y	U	J	<ul style="list-style-type: none"> • Too restrictive on the use of very small (infill) sites. Does not allow reasonable flexibility for development appropriate to the scale and character of the local area. <ul style="list-style-type: none"> • Imposes unreasonable financial and practical burden on very small developments that will significantly increase the cost of open market new build provision, discourage small infill sites being brought forward and/or lead to under utilisation of small available infill sites to meet Plan targets. • Existing affordable housing policy of sites of 0.5ha or 15 or more homes should be retained to encourage release of small infill sites in a manner compatible with sound economic market based development that also respects the character of surrounding areas and the local environment, essential to carrying support from the established community. • Believe small sites do not lend themselves to affordable provision by virtue of location, lack of services and a likely high price escalation after an initial period. <ul style="list-style-type: none"> • Involves complex socio-economic factors that need to be explained in the context of the LPA attempting to micro-manage very small sites within its overall strategy for housing provision in urban Solihull locations. 	<ul style="list-style-type: none"> • Retain existing affordable housing policy of sites of 0.5ha or 15 or more homes 	E	The policy involves complex socio-economic factors that need to be explained in context of the planning authority attempting to micro-manage very small sites within its overall strategy for housing provision in urban Solihull locations.
187	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Housing strategy should start from a Borough-wide assessment down to individual plots. 	<ul style="list-style-type: none"> • Policy 5 should precede Policy 4 – review of housing land supply and proposals for provision before meeting housing need. 	W	No comment
187	P4	O	No comment	No Comment	No Comment	<ul style="list-style-type: none"> • Takes no account of implications of providing individual or a small number of houses on small sites. RSLs will not consider purchasing individual or small groups of affordable housing because of the economics of property management and supervision. • “At least 40% affordable housing units” is unacceptable, would lead to the LA insisting on up to 100%, unreasonable, potentially uneconomical and unsupported by Government guidance. Will send the wrong message, in a considerable number of instances sites will not be brought forward for appropriate housing development. • Rural Exceptions - Support thrust of policy. • Market Housing – Support thrust of policy. 	<ul style="list-style-type: none"> • Rural Exceptions - Developer or applicant should be required to submit their own Housing Needs Survey. • Market Housing – Would be better ordered referring to development briefs for each of the strategic sites and set a profile for the required housing as a generality. On unidentified sites the developer/applicant will need to satisfy criteria i) to vi). • Remove 'at least 40%' 	W	No comment
189	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Housing strategy should start from a Borough-wide assessment down to individual plots. 	<ul style="list-style-type: none"> • Policy 5 should precede Policy 4 – review of housing land supply and proposals for provision before meeting housing need. 	W	No comment
189	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Takes no account of implications of providing individual or a small number of houses on small sites. RSLs will not consider purchasing individual or small groups of affordable housing because of the economics of property management and supervision. • “At least 40% affordable housing units” is unacceptable, would lead to the LA insisting on up to 100%, unreasonable, potentially uneconomical and unsupported by Government guidance. Will send the wrong message, in a considerable number of instances sites will not be brought forward for appropriate housing development. • Rural Exceptions - Support thrust of policy. • Market Housing – Support thrust of policy. 	<ul style="list-style-type: none"> • Rural Exceptions - Developer or applicant should be required to submit their own Housing Needs Survey. • Market Housing – Would be better ordered referring to development briefs for each of the strategic sites and set a profile for the required housing as a generality. On unidentified sites the developer/applicant will need to satisfy criteria i) to vi). 	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
230	P4	O	Y	U	E	<ul style="list-style-type: none"> • Should not apply to residential moorings. • Failed to justify why Policy should apply to residential moorings. • SPD states that affordable housing obligations under the Policy on arise from planning applications for dwellings houses (Use Class C3) with no exclusions. Then advises also includes residential moorings. All residential moorings with the exception of holiday moorings will be treated as affordable under this policy. Appears moorings are to be subject to affordable housing obligations, rather than them being considered as an affordable housing product. • Use is not development. When planning permission is required for change of use, residential moorings are sui generis. • CLG take the view that residential moorings cannot be considered to be affordable housing. 	No comment	W	No comment
262	P4	O	Y	U	J, E	<ul style="list-style-type: none"> • Objects to reference to Supplementary Planning Documents/development briefs because this bypasses providing the evidence needed to justify the policy. • Strategy not effective because seeks to control type of affordable housing and mix of housing on main sites, without sufficient evidence. Include evidence to support the policy. 	Exclude reference to SPD and development briefs from the policy.	W	No comment
268	Para 8.2.11	O	N	U	J	<ul style="list-style-type: none"> • Balsall Common Village Plan indicated that the local need expressed as a desire to move or reunite families was in the order of 100. There is no finer detail available, a figure of that order could be seen as credible. 	No comment	E	Tacking on additional housing only exacerbates existing infrastructure problems.
349	P4	O	N	U	J, N	<ul style="list-style-type: none"> • Wording is far too onerous and prescriptive to provide a basis for the successful housing delivery. • Lowering the threshold to 3 dwellings (0.2ha) will reduce output from windfall housing with a major impact on housing delivery. • May be fairer to impose S106 costs across the board, could create serious problems in managing odd affordable homes, creating inefficiencies for housing providers. • A threshold of 5 might be more realistic. Smaller sites will contribute through CIL. • Proposal for at least 40% is unrealistic and inconsistent against criterion that delivery will be dependent on the economics of provision. Contradictory, cannot have at least when viability may reduce percentage. Should state 'a target of 40%' for realism and flexibility. Should be adjusted in fig. 19. • Specification for type, size and mix of market housing based on the SHMA is far too prescriptive with insufficient justification. Advice is welcome, but wrong to dictate bearing in mind markets and tastes can change rapidly. Builders must trust their judgement on viability and meet market needs at any time. Development brief must emerge from consultation with developers. 	No comment	E	To represent interests of developer/landowner

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
350	P4	O	N	U	J, N	<ul style="list-style-type: none"> • Wording is far too onerous and prescriptive to provide a basis for the successful housing delivery. • Lowering the threshold to 3 dwellings (0.2ha) will reduce output from windfall housing with a major impact on housing delivery. • May be fairer to impose S.106 costs across the board, could create serious problems in managing odd affordable homes, creating inefficiencies for housing providers. • A threshold of 5 might be more realistic. Smaller sites will contribute through CIL. • Proposal for at least 40% is unrealistic and inconsistent against criterion that delivery will be dependent on the economics of provision. Contradictory, cannot have at least when viability may reduce percentage. Should state 'a target of 40%' for realism and flexibility. Should be adjusted in fig. 19. • Specification for type, size and mix of market housing based on the SHMA is far too prescriptive with insufficient justification. Advice is welcome, but wrong to dictate bearing in mind markets and tastes can change rapidly. Builders must trust their judgement on viability and meet market needs at any time. Development brief must emerge from consultation with developers. 	No comment	E	To represent interests of developer/landowner
364	Para 8.2.12	O	N	U	J	<ul style="list-style-type: none"> • Balsall Common Village Plan indicated that the local need expressed as a desire to move or reunite families was in the order of 100. There is no finer detail available, a figure of that order could be seen as credible. 	No comment	E	Tacking on additional housing only exacerbates existing infrastructure problems.
368	P4	O	N	U	J	<ul style="list-style-type: none"> • The SPD should have completed its consultation before it was included in the DPD. The DPD suggests consultation has been completed which is untrue, reference should be made on the basis that it is subject to consultation. • Consequently the DPD is not up to date because it is not based in up to date evidence. • The SPD is subordinate to the DPD and should be consistent with it, rather than the situation that exists at present. • Incomplete consultation process means that the inclusion of the SPD is not in accordance with the SCI • Suggests the Council's intention remains a possibility for affordable housing provision to be reduced or removed altogether from Knowle as a consequence of a financial contribution from a developer of a housing site. This has been the case in the past, with no affordable housing provision in Knowle for many years. Existing and future residents require a full range of affordable housing to ensure aspirations of all who wish to live in Knowle are not denied as a result of market values. 	<ul style="list-style-type: none"> • The Council should complete its consultation on Affordable housing before setting out and adopting a policy on affordable housing within the local plan. 	E	To demonstrate the concern on this matter
373	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Who will approve village, parish or neighbourhood plan? • What site size or number of houses will be involved in rural exceptions? 	<ul style="list-style-type: none"> • Affordable housing SPD should be referenced in an appendix. 	W	No comment

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505	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Plan acknowledges the projected significant rise in the elderly population and the issue of appropriate accommodation for the elderly is raised consistently throughout the Local Plan and the benefits, particularly releasing under-occupied family housing are acknowledged. Therefore commend a positive approach to providing accommodation. Policy promotes affordable housing for the elderly, but neglects the role of private sheltered accommodation, particularly concerned by the following statement: "Because of the age and disability of many of those who require specialist or supported housing, the required provision is most often social or affordable rent. Insofar as this is the case on any development the provision will be part of the affordable housing requirement." Assumption that older persons will require affordable or social housing simply by virtue of their age is erroneous and does not reflect the issues facing many older persons. SHMA highlights that the vast majority of people over retirement age are owner occupiers and Solihull is an affluent Borough with many older home owners in substantial equity. Capital rich, revenue poor are often discouraged from releasing capital by the paucity of housing options for elderly householders and will be extremely hesitant to downsize from ownership to social rent. Individuals often move as a result of a life changing event, leaving their home unsuitable. With no suitable option in the area they have no choice but to move into social rent, artificially inflating demand for this type of housing. Private specialised accommodation is a proven housing choice for elderly people, providing comfort, security and the ability to manage independently in the community with needed support with a much improved life. Assisted living Extra Care aimed at enabling the frail elderly to live independently is also of critical importance. Provides day-to-day care tailored to individual needs. Helps support local shops, services and facilities with residents tending to prefer to shop locally. Acknowledge the role of owner-occupied sheltered housing in meeting older person housing needs and providing choice for the wide community by freeing up valuable, under-occupied family homes in the local area. 	No comment	W	No comment
514	P4	O	N	U	J	<ul style="list-style-type: none"> Requirement for 40% is unproven in the absence of any viability assessment, appears decisions are deferred to SPD. • Concerned Council is attempting to define the mix of tenure of market and affordable housing much too precisely. • Carry out a viability appraisal and make any necessary adjustments. 	Carry out a viability appraisal of the impact of 40% affordable housing and make any necessary adjustments.	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the EiP
515	P4	O	N	U	J, N	<ul style="list-style-type: none"> Requirement for 40% is unproven in the absence of any viability assessment, appears decisions are deferred to SPD. • Concerned Council is attempting to define the mix of tenure of market and affordable housing much too precisely. • Carry out a viability appraisal and make any necessary adjustments. 	Carry out a viability appraisal of the impact of 40% affordable housing and make any necessary adjustments.	E	As above
516	P4	O	N	U	J, N	<ul style="list-style-type: none"> Requirement for 40% is unproven in the absence of any viability assessment, appears decisions are deferred to SPD. • Concerned Council is attempting to define the mix of tenure of market and affordable housing much too precisely. • Carry out a viability appraisal and make any necessary adjustments. 	Carry out a viability appraisal of the impact of 40% affordable housing and make any necessary adjustments.	E	As above

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517	P4	O	N	U	J, N	<ul style="list-style-type: none"> Requirement for 40% is unproven in the absence of any viability assessment, appears decisions are deferred to SPD. Concerned Council is attempting to define the mix of tenure of market and affordable housing much too precisely. Carry out a viability appraisal and make any necessary adjustments. 	Carry out a viability appraisal of the impact of 40% affordable housing and make any necessary adjustments.	E	As above
518	P4	O	Y	U	E, N	<ul style="list-style-type: none"> Aging population, many will experience a long-term period of deteriorating health. DoE research 2009 revealed people feel trapped in their own homes, lack social interaction and feel lonely and isolated. Under occupation of family housing is a significant problem. Plan should include specific policies to ensure the delivery of specifically designed accommodation for older people, including sheltered accommodation, extra care development and continuing care retirement communities in appropriate and suitable locations. Policies should recognise specific characteristics including location, environment, amount, layout and design. Plan recognises that, the number of over 75s is projected to increase by 7,000 2008-2023 to comprise 21% of all households, the demand for development and the challenge to address the imbalance. Imperative that this is recognised in policy. 	<ul style="list-style-type: none"> Policy P4c should contain a specific criterion regarding the need to provide specifically housing for older people. 	W	No comment
521	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> As the issue of neighbourhood plans is in transition, part i should include provision for being in compliance with the adopted local plan: "The development proposal is consistent with the approved village, parish or neighbourhood plan, or in the absence of such an adopted document, the adopted local plan." 	<ul style="list-style-type: none"> Part i should include provision for being in compliance with the adopted local plan: 	W	No comment
523	P4	O	No comment	No comment	No comment	<ul style="list-style-type: none"> 40% requirement is unproven by an economic viability assessment. Appear that the question of viability will be addressed in the SPD, but must be tested as part of the local plan examination. If drawing on evidence from the SHMA to support the target, then it follows that the full requirements of the SHMA should be reflected including the need to provide 904 net additional dwellings pa. to address need across the Borough. Planning to provide less than half the level of overall need (market and affordable) will not address the challenge of affordability. Undersupply will make affordability even worse making more groups dependent on affordable housing. The Council cannot argue the SHMA requirement cannot be met then chose to dictate so precisely the type of tenure to be supplied. Need to explain which groups the Council is not proposing to cater for and how their needs will be met if not through the Plan. Rural Exceptions – May no longer be national policy under the NPPF. Need to consider whether some market housing to facilitate the supply of affordable homes is required. Unclear what the justification is for only allowing affordable housing and whether this is commercially viable. Market Housing – If the Council wishes to stipulate exact tenure mix in accordance with SHMA indicators, can only be justifiable if reflects full range of SHMA requirements, otherwise certain groups will be excluded, fuelling unsustainable increases in housing costs. If 70% of newly forming households are unable to meet their needs in the market, reducing supply by 50% will make the challenge of affordability worse. SPD will defer much of the detail of approach and implementation, including the definition. SPDs should only be used where they can facilitate development at a faster rate and must not be used to add financial burdens on development. The Councils approach could impede delivery these matters must be addressed in the Local Plan so they can be thoroughly examined. Concerned the Council is attempting to define the mix and tenure of market and affordable housing much too precisely. Tenure is likely to change over the Plan period. Council has no way of controlling this, it will not even be able to control the tenure of its own social housing 	No comment	W	No comment

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						stock. Does not account for complexities of affordable rent, since it is a flexible tenure the Council cannot control this. Should not attempt to dictate tenure beyond an objective to provide X amount of affordable housing. • Resorting to site specific viability assessments to resolve viability is unacceptable. Would impose unreasonable financial burdens on development to the detriment of housing delivery and economic growth.			
525	P4	O	Y	U	J, N	• An affordable housing economic viability assessment is required, testing thresholds and proportions. This will result in a considerably smaller proportion of affordable housing required. • In the current market 40% requirement would be extremely constraining to viability.	• Affordable housing viability assessment should be carried out and included within the evidence base for the Local Plan. Findings of the assessment should be incorporated into thresholds and proportions of affordable housing required.	E	Feel we can positively assist the Inspector
691	P4	O	Y	U	E	• Lack of reference to contribution that market housing can make to delivery of affordable housing • Section c) on market housing is unnecessary	• Include reference to contribution of market housing • Delete section c) on market housing	E	• Importance to soundness
692	P4	O	Y	U	E	• Lack of reference to contribution that market housing can make to delivery of affordable housing • Section c) on market housing is unnecessary	• Include reference to contribution of market housing • Delete section c) on market housing	E	• Importance to soundness
693	P4	O	Y	U	E	• Lack of reference to contribution that market housing can make to delivery of affordable housing • Section c) on market housing is unnecessary	• Include reference to contribution of market housing • Delete section c) on market housing	E	• Importance to soundness
PD10	P4	O	Y	U	No comment	• Concerned by requirement for financial contribution for affordable housing when on-site provision is not viable, as Commuted sums may be unviable for the same reasons	• Add text (in bold) to P4 to read "... Where on site provision is not feasible ... elsewhere within the Borough, subject to viability considerations... "	E	• Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square
PD21	P4	O	No comment	No comment	No comment	• 0.2ha probably workable, but housing development of 3+ are too small	• Should increase affordable housing threshold	W	No comment

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1	P5 - Site 1	O	N	U	J, E, N	<ul style="list-style-type: none"> Exceeds density recommendations, area severely overpopulated Loss of green space in area that lacks recreation space Impact on wildlife and environmental assets Lack of consultation 	Delete site 1	E	To ensure views heard
3	P5 - Site 3	O	N	U	J	<ul style="list-style-type: none"> Why use name Simon Digby when more recently North Solihull College? Scholars Walk already has inadequate road widths & parking spaces Concern about vehicular access - Local Plan should explain Loss of green space Recent river flooding 	No comment	W	No comment
4	P5 - Site 13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Adverse effect on footpaths Existing footpaths should be maintained as rural footpaths and not roads Should be planted to retain rural, open aspect Protect existing trees Adverse impact on transport issues, especially Hampton Lane junction with Knowle High Street 	No comment	W	No comment
4	P5 - Site 14	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Adverse effect on footpaths Existing footpaths should be maintained as rural footpaths and not roads Should be planted to retain rural, open aspect Protect existing trees Adverse impact on transport issues, especially Hampton Lane junction with Knowle High Street 	No comment	W	No comment
5	P5 - Site 19	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Least bad of proposals to meet housing need 	No comment	W	No comment
5	P5 - Site 22	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Distant from village centre and railway station Railway station car park already full on weekdays Create additional rush hour traffic and add to congestion No pedestrian crossing at Kenilworth Road/Kelsey Lane junction Highway safety issues Harm the openness of the Green Belt and Meriden Gap and create indefensible boundary Creates „domino scenario‘ whereby adjacent land under more pressure for development, as already happened at Riddings Hill Council failed to fully consider brownfield or partly developed sites before considering Green Belt 	No comment	W	No comment
5	P5 - Site 23	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Distant from village centre and railway station Railway station car park already full on weekdays Create additional rush hour traffic and add to congestion Have attached photo to demonstrate problem Highway safety issues Harm the openness of the Green Belt and Meriden Gap and create indefensible boundary Creates „domino scenario‘ whereby adjacent land under more pressure for development, as already happened at Riddings Hill Council failed to fully consider brownfield or partly developed sites before considering Green Belt 	No comment	W	No comment

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6	P5 - General	O	No comment	No comment	No comment	<p>• Draft NPPF encourages LAs to base housing supply requirements on migration data and demographic changes. PPS12 also confirms Core Strategies must be justifiable and based on a robust and credible evidence base. • Solihull population is anticipated to increase by 20,000 to 2028, requiring 14,000 homes. However Draft Local Plan only identifies land and broad locations for 11,162 new homes to 2028, indicating more new homes will be required than presently targeted to meet increasing population. Emerging NPPF requirement to provide 20% additional housing provision further indicates a need to identify a higher housing target. • Brownfield land and existing commitments will not provide the level of housing required to meet the needs of a growing population: o Estimated housing capacity includes SHLAA sites and sites with planning permission. A proportion of committed sites will comprise flats which in many cases are no longer viable to deliver as demand has decreased. Sites may not come forward/expire, ultimately leading to shortfalls in housing supply totals. SHLAA appears to exclude viability assessments to determine the extent of land that could be developed, so potentially greater number of units than can realistically be achieved identified, further reducing supply totals. o Range of brownfield sites and North Solihull RZ sites proposed, could be contaminated and prove unviable, further reducing supply and placing pressure on green belt land. o Changing lifestyles indicate demand for larger family housing, thus lower density, requiring more land than presently identified. o New housing should be more evenly distributed across the authority area to help alleviate development pressure within the main towns, placing less strain on existing infrastructure. Increased provision outside of the main urban areas would lead to further investment in the more rural areas of the Borough, enabling improvements to existing infrastructure, public transport services and employment opportunities, as well as maximising opportunities for affordable and family housing in the more rural communities, particularly pertinent where an increasing population is identified and would reduce potential disparities between the rural and urban areas of Solihull. o Sites will be needed in the green belt outside of the urban area to accommodate increasing population and associated infrastructure. Should reconsider opportunities large previously developed sites within the green belt can provide to ensure new housing and essential infrastructure is brought forward in a sustainable manner to help avoid speculative schemes at a later date brought forward as a result of undersupply. • Should reconsider phasing programme, avoiding a piecemeal approach at a later date. Could identify a reserve list of potential green belt sites suitable for release should the strategy fail to deliver the required level of housing over the Plan period.</p>	No comment	W	No comment
6	P5 - Other Sites	O	No comment	No comment	No comment	<p>• Blooms Garden Centre, Kenilworth Road is previously developed land in the green belt with covered buildings and a large expanse of hard standing areas. Could provide a suitable housing site in an accessible location. If developed for a care home, footprint could be reduced with less impact on the openness of the green belt, without leading to further urban sprawl and without impact on the openness of the wider green belt.</p>	No comment	W	No comment
7	P5 - Site 7	O	No comment	No comment	No comment	<p>• Already lost too much green space • Should spend money on elderly care, not just education</p>	No comment	W	No comment
9	P5 - General	O	No comment	U	N	<p>• Inclusion of windfall allowance is contrary to national guidance</p>	No comment	W	No comment
10	P5 - Site 1	O	No comment	No comment	No comment	<p>• Loss of green space for wildlife, recreation and children's play</p>	No comment	W	No comment

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11	P5 - Sites 1-7	O	No comment	U	J	<ul style="list-style-type: none"> • How can you justify building more houses in an area that already has a higher density than the overwhelming majority of the Borough? • Chelmsley Wood is in the bottom 10% of the entire UK for wealth and this strategy to erode living standards even further cannot be justifiable. • Cannot believe creating an inner city wall of housing at the edge of the conurbation is an appropriate strategy for an area bordering the green belt. • Public transport links to the rest of the City are limited and work available in Chelmsley Wood even more limited, is the strategy to create a densely packed ghetto where only car owners can escape to the jobs outside of the area on a daily basis? 	No comment	W	No comment
12	P5 - Site 3	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • I rent from Waterloo Housing Association, views from my French doors are outstanding, overlooking fields and beyond, strongly object to building on this land. Have lived here 4 years, I'm disabled and unemployed. Previously lived in Worcester House and was moved because of demolition, for over 12 months I had to put up with redevelopment of the surrounding area. I will have to move if these proposals are successful and have completed a housing application form. 	No comment	W	No comment
13	P5 - Site 1	O	Unsure	U	J	<ul style="list-style-type: none"> • Destruction of part of Local Nature Reserve • Impact on local amenity • Loss of recreation and play area • Lack of consultation 	No comment	W	No comment
14	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development on Greenfield sites is totally unjustified when you consider how many brownfield sites are available. • Excessive development outwards from Balsall Common into greenbelt land will ultimately lead to Balsall Common being the centre of a massive Coventry/Kenilworth/Birmingham conurbation. 	No comment	W	No comment
16	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Further development is unsustainable without investment in infrastructure, services, shops, schools, parking etc. Lived in the village for 26 years and the area for 32. Existing over-development has gradually diminished quality of life, water pressure had diminished to a serious level. With ever longer queues of traffic, getting around the village has become a nightmare. 	No comment	W	No comment
21	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Don't believe current infrastructure can accommodate such large scale development without increased negative social and environmental impact. • Carbon footprint in the area will be dramatically increased, alternative sites must be sought. • Traffic situation of the area is already stretched, increased development will add to this, potentially cause accidents and put too much pressure on current amenities. • Development of these sites will create further pressure to develop other green belt sites and infills. • Visual impact of the approach to the village will be negatively impacted. • Pressure on the village centre, particularly for car parking, will become intolerable. Residents will be encouraged to drive elsewhere to shop, depriving shopkeepers of much valued custom and adding to carbon footprint. 	No comment	W	No comment

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22	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Don't believe current infrastructure can accommodate such large scale development without increased negative social and environmental impact. • Carbon footprint in the area will be dramatically increased, alternative sites must be sought. • Traffic situation of the area is already stretched, increased development will add to this, potentially cause accidents and put too much pressure on current amenities. • Development of these sites will create further pressure to develop other green belt sites and infills. • Visual impact of the approach to the village will be negatively impacted. • Pressure on the village centre, particularly for car parking, will become intolerable. Residents will be encouraged to drive elsewhere to shop, depriving shopkeepers of much valued custom and adding to carbon footprint. 	No comment	W	No comment
23	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Local schools are already struggling to cope with the volume of children. Most people living in the village have young families. Additional housing of the level suggested would only make the schooling situation worse, schools performance levels will potentially suffer as a result of overcrowding. • Complete lack of public transport is a huge problem already in the village, it would only get worse. • Balsall Common is a village, it should remain so and not be forced to be a town. 	No comment	W	No comment
24	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Feel village is already over-developed and eradication of our countryside is unnecessary. Brownfield sites should be redeveloped to preserve the country's green belts. 	No comment	W	No comment
25	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Kenilworth Road traffic is currently horrendous and has a negative impact on the quality of life of Balsall Common. Heavy commuter and freight use impact on pedestrian safety, noise and pollution. Road effectively splits the village down the middle. That the centre of the village is an uninhabitable traffic island speaks volumes. • In opinion of someone who lives on Kenilworth Road with two children, any further increase in population, particularly along Kenilworth Road, must be preceded by building the bypass around the village or suitable traffic reducing strategies. 	No comment	W	No comment
26	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village Plan makes only passing reference to affordable housing. It makes six recommendations and 21 actions, none of which relate to housing or release of green belt land. Therefore, no exceptional circumstances to justify release for housing or any other development. • Not been a thorough review of alternative sites, there are several alternative brownfield sites or sites with derelict buildings that are better placed and would be more suitable for development. • No investment in infrastructure has taken place to cope with additional housing built over the last 10-15 years. • This is a developer led initiative, with no support from residents, cannot justify green belt erosion, particularly as the sites have no defensible boundary. Would set a precedent for release of other green belt which is unacceptable. • Access onto Kenilworth Road or Kelsey Lane is dangerous at peak times. 	No comment	W	No comment

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27	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • No proven demand for the scale of housing proposed. Planning is supposed to be developed under the localisation policy, meaning village plans should form the basis of any development. The village plan doesn't call for any major housing development and certainly does not condone the consumption of green belt land, especially land in totally the wrong location for village amenities. • Sites have indefensible boundaries, this must be contrary to the Council's own policy. • The Local Plan make s 100 mentions of green belt, the majority relating to protection, so how can it then conclude that the development of these sites is justifiable. There are no exceptional circumstances. • Alternative sites that already have some form of development on them exist and are a complete eyesore, these should be used before the use of Greenfield sites. • Listen to the voters, tax and rate payers, the residents who live with the consequences of imposed development, not developers. 	No comment	W	No comment
28	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • No objection to new housing providing it doesn't encroach on existing green belt and infrastructure is adequate to meet needs. 	No comment	W	No comment
30	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Do not develop on green belt when brownfield sites are available. 	No comment	W	No comment
31	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Insufficient parking in the village. Inadequate shops. Can't cope with the recent developments as it stands now. 	No comment	W	No comment
32	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Major intrusion into the green belt, loss of amenity (spoil our enjoyment of the country). • Village has not got enough infrastructure (drainage, roads, schools, shops, leisure facilities etc.) to support the extra population and housing. • Character of the village would drastically change to the point of becoming a small town. 	No comment	W	No comment
33	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Living on Kenilworth Road, already have to rely on traffic to stop to let me out of my drive, can take considerable time. Car sits running on fuel rich mixture for minutes, pumping pollution pointlessly into the atmosphere. A huge number of additional vehicles leaving and arriving during rush hour will add to this problem. 	No comment	W	No comment
34	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Living on Kenilworth Road, already have to rely on traffic to stop to let me out of my drive, can take considerable time. Car sits running on fuel rich mixture for minutes, pumping pollution pointlessly into the atmosphere. A huge number of additional vehicles leaving and arriving during rush hour will add to this problem. 	No comment	W	No comment
35	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • No justification of this size in Balsall Common. If SMBC can justify, would be interested to hear if S106 to improve education and recreational facilities to cope with demand. Do not believe with current infrastructure the village could sustain this level of development. 	No comment	W	No comment
36	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Loss of green space when there are alternatives available, even then would create considerable infrastructure problems with severe negative impacts on lives of residents, current infrastructure is already inadequate. 	No comment	W	No comment

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38	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Object to proposal for 200 Council houses, although I recognise a need in general for housing in Solihull. Very precious little green land as it is near where I live. Adverse affect on the environment and deprive families of a place to stroll, walk pets, play with children in a healthy environment. No local outdoor alternatives and a lot of people can't afford to run a car or travel miles for some privacy and enjoy surroundings. Worked hard, as have neighbours, to own property in a nice area of Solihull, totally unfair to create a blot on our landscape and devalue property, take away great and safe environment. Little green belt, should nurture it, not destroy it. 	No comment	W	No comment
42	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Increased pressure on the village centre and already dangerous walk to the local primary school. 	No comment	W	No comment
43	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Would add nothing to the village, would cause traffic chaos on an already dangerous road, lack of school spaces and additional sports facilities which would necessitate considerable investment. Parking problem in the village centre and the railway station would need to be addressed. Inadequate public bus services would compound this problem with the inevitable increase in car usage. All causing frustration to local people, their well being should be first priority. People have chosen Balsall Common because of its pleasant environment and village character which will be severely jeopardised by the extension into the green belt. Already been development in the past two years and appears to be a wide variety for sale in the village, so why the need for building when there is a slump in the market? PM stated in the Daily Telegraph (10th January 2012), housing estates will not be plonked on the edge of villages against the opposition of local people under planning reforms: "villages will be able to designate new green spaces in their local plans, that they want to keep. I care deeply about our countryside and environment. Our vision is one where we give communities much more say, much more control". Under the new planning proposals, due to be published shortly the PM has stated: "we are not changing green belt, we are not changing areas of outstanding natural beauty, we are not changing SSSIs – all these protections that are there" Presumably the PMs words will be taken into account when further considering the draft proposals for Balsall Common within the DPD. DPD proposals do not satisfy the Government's defined criteria for sustainability. The amenities, transport services and infrastructure of Balsall Common will require significant investment to meet the additional needs created by the proposed housing stock. The development of green belt land will detract significantly from the attractiveness of the approach to Balsall Common from Kenilworth and create increased traffic congestion and safety hazards at peak times on a route which is already difficult to access from driveways and side roads, something I have experienced personally. Village character will be irreparably damaged by the proposed expansion, much to the detriment of local residents, who's strongly help views should be taken into account under this Government's desire for "localisation" of debate on planning proposals and the statement that creeping expansion of village boundaries into the green belt should be resisted. 	No comment	W	No comment
46	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> The area has been saturated with residential properties beyond that which it is capable of coping until parking and other facilities are improved. 	No comment	W	No comment

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47	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • What possible point it there building all these houses to cause more traffic on surrounding roads as bus services are not good for working hours. • All facilities are outgrown now, without any more houses. • To save petrol/diesel Councils should use buildings in cities and towns to save the environment, rather than building 10 miles or so outside any towns as people will drive to work/shops etc. 	No comment	W	No comment
48	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Likely to create major traffic issues in an already busy village with infrequent and unreliable public transport resulting in most households with 3+ cars. • Kenilworth Road is already congested around drive times, any additional traffic will increase noise and I'm sure incidents. 	No comment	W	No comment
49	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • A452/A4101 junction cannot safely manage current traffic volume so how will it cope with more users. At least 1 significant accident every week. Risk to life and property is unsustainable. • Why are the Council even considering greenbelt when brownfield sites are available within the village. • Village infrastructure couldn't sustain the Riddings Hill development, what changes/considerations have been made to further expand the community? 	No comment	W	No comment
50	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village is already congested , particularly the south part, development would lead to dangerous traffic levels. Many residents walk dogs along the roads and cross them, do not want to see any increase in traffic on already very busy local roads. Increase in traffic would be a serious negligence of planning for the safety of children walking to and from school and residents walking dogs. • Pay premiums to live in a village for a rural way of life. Do not have the level of services within the built up area. Already beyond residential capacity for services provided. Essential appropriate balance is maintained within village boundary by limiting residential development, there has already been significant development along Kelsey Lane within the village boundaries. • If green belt development is required, Council must consider sites adjacent to service intensive metropolitan area within the M42 ring. Should be no further development within the Meriden gap east of M42 and west of Coventry which is already significantly diminished by HS2. • Council must meet the needs of village residents and preserve the countryside for future residents and the wider community by protecting the valuable green-belt land around Balsall Common. 	No comment	W	No comment
51	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development contravenes Policy 7(i), site is not within 800m of a surgery, food shop or rail station or within 400m of a high frequency bus service. 	No comment	W	No comment
52	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development contravenes Policy 7(i), site is not within 800m of a surgery, food shop or rail station or within 400m of a high frequency bus service. 	No comment	W	No comment
53	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development contravenes Policy 7(i), site is not within 800m of a surgery, food shop or rail station or within 400m of a high frequency bus service. 	No comment	W	No comment

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54	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Quite clear the village is unable to accommodate any additional housing. Moved to Balsall Common to live in a village location with countryside on our doorstep. Development will spoil the landscape of the village completely. (54, 98) • Devaluing of property is unacceptable, plans were not mentioned when purchased in January 2011. (54, 98) • If village continues to grow at current rate, will lose its village status, should be protected at all costs. Schools will not be able to cope with additional housing and no local employment for additional people. Infrastructure unable to accommodate any additional housing and cars. Shops would not cope with demand for parking. (54, 98) • Brownfield sites should be investigated first. Isn't blight of HS2 enough destroying the environment and wildlife as it rips through the countryside? Need to hold on to greenfields that are left for the good of everyone living in and around the village. 	No comment	W	No comment
55	P5 - Site 23	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Support the allocation • Live adjacent to the site and recognise that there is a lack of affordable homes for young families. • Jobs would be available with the new nursing home opposite. • Development would be in keeping with the area and look forward to approval of the application. 	No comment	W	No comment
56	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development will cause a huge amount of disruption to adjacent families during building and in the future. 	No comment	W	No comment
57	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Significant development in Balsall Common in recent years without adequate improvements to infrastructure and services. Kenilworth Road carries high traffic volumes with significant congestion at peaks, a danger to pedestrians crossing. Meeting House Lane is used as a detour, volume and speed of traffic is already too high for narrow lane with no footpaths, anything that would worsen is unacceptable. 	No comment	W	No comment
58	P5 - Site 2	O	Unsure	U	J	<ul style="list-style-type: none"> • Area is over populated as it is and regeneration is in progress. Many homes boarded and empty, adding people to the waiting list for rehousing, so the waiting list has increased automatically. • If more homes are built in this over populated area we will never be able to increase quality of life for Kingshurst residents. • Schools have been integrated and rebuilt to meet needs as they stand now, increase in population will drain resources. • Park land is a requirement for good health and recreation, don't take the best part of Kingshurst. • The Kingfisher is tenant of the River Cole, deserves a safe home without houses encroaching parkland 	<ul style="list-style-type: none"> • Collect data on all unoccupied Council properties with a view to refurbishing and rebuilding on site • Build elsewhere (East?) without destroying badly needed local amenity 	W	No comment
59	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Open space provided for children, families and dog walkers in an already built up area. • Part of the Kingfisher Trust Cole Valley environmental area, legislation that anything detrimental to healthy living, flora and fauna cannot take place. • Increased traffic on Cooks Lane which is already exceedingly heavy. Access roads will cause more backlog. • Facilities families need are already full and exhausted, e.g. doctors, schools, shops. • The number of houses proposed in a small space is criminal, as are numbers proposed in other areas. Homes will be small with tiny gardens and hardly fit for families to have adequate living space. Families in cramped conditions breeds contempt and dissatisfaction with life, bringing the area down even further (documented and presented on TV by Psychologists). • Don't take away open space and subject more people to cramped misery and polluted atmosphere from traffic. 	No comment	W	No comment

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61	P5 - Site 21	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Over 150 residents attended a public meeting 02/12/10, exceptionally attendance of over 130 residents. Vast majority object to large scale residential development that will enlarge the village. Part of site (SHLAA site 177) would be suitable for appropriate retirement housing and affordable intermediate housing. Strongly object to SHLAA site 17, this view is given greater weight with proposals for Blythe Valley Park to have residential content. Cheswick Green residents wish site to be given full green belt status. 	No comment	W	No comment
61	P5 - Site 10	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Residents have concerns, but no strong objection because consider it inevitable. 	No comment	W	No comment
64	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Concerned about the continuing growth and geographical spread of the village (which already feels like a small town) and the associated pressure of local schools threatening the quality of education both at primary and secondary level. There has been little attempt to improve village infrastructure to keep pace with the number of houses built over the past decade or so and quality of life has steadily declined. Object to erosion of the green belt, now or in the future. There must be alternatives, I urge you to explore these further. 	No comment	W	No comment
67	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Area of great natural beauty in an already hugely built up area, should be conserved as such. Many people utilise the open space all throughout the year and don't deserve to have this facility taken from them. Great amount of wildlife in the area which can only suffer from the unavoidable increase in pollution and decrease of natural habitats. Completely understand need for suitable housing on a large scale, already unused and derelict properties, previously built upon spaces no longer being used in Solihull and Birmingham. Should be commonplace to use all this space initially before building on open spaces to improve visual appeal of built up areas as well as leaving us with spaces such as Babbs Mill to be enjoyed as long as possible. 	No comment	W	No comment
68	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Oppose to use of green belt when there are other sites available as I feel this will add to congestion in the area. 	No comment	W	No comment
70	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Intrusion into green belt land. If designation means anything at all it must be used to ensure that any developments of this kind are prevented. Precedent will be established which could eventually see a continuous built up area from Coventry to Wolverhampton and beyond. Must strenuously defend green belt against all attempts to abuse it and I strongly object. 	No comment	W	No comment
71	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Not enough infrastructure to accommodate more housing. Kenilworth Road is already too busy and more housing will only worsen the rush hour. 	No comment	W	No comment
72	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Don't relish prospect of an enhanced version of the noise and disruption we experienced when the Welsh Road scheme was built. Do not want even more difficulty than at present in getting my car out on to Kenilworth Road if several score more households feed their vehicles into the system. Certain current drainage and sewerage systems are overloaded and will not cope with another development. Drainage is poor, even on undeveloped grassland of our own garden, extensive building will make it much worse. Large, estate-type development is not in keeping with the present rural aspect of this end of the village and will appear as urban blight. 	No comment	W	No comment

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73	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Lived in Balsall for nearly 20 years, children brought up here attending local schools. Witnessed expansion with hundreds of houses and no corresponding infrastructure or facility improvements. Village centre is in a perpetual state of congestion, yet addition of 100 houses proposed. No local industry, so all new residents will be commuters, adding further to congestion and carbon footprint. Expect to see decimation of the green belt with HS2, can be no justification for additional pillage and rape of the green belt (quote Councillor Stuart Davis). Housing is not needed, unnecessary to meet the Council's commitment, plenty of brownfield locations within Solihull where the required amount of housing can be sited. 	No comment	W	No comment
74	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Ruin precious green belt, currently there for residents to enjoy. Increased pressure on local amenities such as schools, medical services, roads. Grown so much, will lose village and small community feel if allowed to grow so much more. 	No comment	W	No comment
75	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Extremely concerned regarding plans to build on green belt land. Would have a significant impact on road safety, traffic congestion and put additional pressure on local amenities and services. Will have an unimaginable detrimental effect on local wildlife as well as causing irreversible damage by its carbon footprint. Sincerely hope SMBC will recognise significant shortcomings and seek alternative arrangements for affordable housing at a new site. 	No comment	W	No comment
76	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Development in Balsall has reached saturation point. Building continues with no thought for infrastructure that is currently totally inadequate. Consequent increase in cars will impact heavily on all sections of the village. Should be rejected in its entirety. 	No comment	W	No comment
77	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Completely unacceptable proposal when there is no transparency on whether brown field sites have been considered as a first option. Should not erode green belt simply to line the pockets of developers. Primary school operates at double its originally planned capacity and the traffic and parking chaos it brings is already a major problem for local residents. Same issue exists with the local secondary school with unacceptable levels of nuisance caused by traffic and parking. Local public transport services are inadequate, any increase in population on this scale will mean more private cars and congestion within the central area which already has inadequate provision for parking near the shopping/commerce area. 	No comment	W	No comment
78	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Dover past 15 years there has been a drip effect of additional housing throughout Balsall Common with hardly any supporting infrastructure. Adding the number of houses proposed would have an intolerable effect on the village centre, roads, schools and shops. 	No comment	W	No comment
79	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall is already home to one incomplete building project which may have provided housing in smaller flats. There are increasing numbers of larger houses available for rent, it appears people with property are not able to sell at a price they want and are therefore letting. We do not need more building, especially on green fields. 	No comment	W	No comment
80	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall is a beautiful village surrounded by green belt. No justification or need to erode this green belt with housing. 	No comment	W	No comment
81	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Village centre is dying, expansion plans on the periphery are making the village too large for current facilities. Imperative to maintain green belt, limiting size will have a devastating impact on landscape and land usage. 	No comment	W	No comment

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82	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Building anything on green belt seems paradoxical. Why have Councils and Governments given their time to make green belt sites i.e. not suitable for development/to retain some countryside for future generations and then completely ignore the status and award planning permission for houses. • Has any investigation into brownfield sites been carried out, beggars belief that there are none in an area the size of Solihull. • Infrastructure is bursting at the seams, parking at the village shops, primary school, secondary school, railway station proved more difficult every day. With new housing will come more cars, where will they all park? 	No comment	W	No comment
83	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development in Balsall has reached saturation point. Building continues with no thought for infrastructure that is currently totally inadequate. Consequent increase in cars will impact heavily on all sections of the village. Should be rejected in its entirety. 	No comment	W	No comment
84	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Lovely to go on one of the beautiful walks surrounding the village. Surprised by the proposal on a green belt site. Should consider some of the available brownfield sites before looking at green belt sites. Don't spoil the countryside with another housing development. • Why do we need more houses when there are so many up for sale? 	No comment	W	No comment
85	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Impressed by the beautiful countryside that surrounds the village, astounded to hear of housing proposal on a green belt site. Why spoil the landscape when there are other brown belt sites in the village that can be utilised. We must protect our environment for future generations and look for alternative solutions. 	No comment	W	No comment
86	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Love to look out on the open countryside, was aghast to find a builder is trying to get permission on a green belt field. Understand there are a number of brownfield sites that could easily be used if additional houses are needed. What future is there for my generation if all green belt sites are gradually eroded, it is time to think of the environment and the future. 	No comment	W	No comment
87	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Is there really a need to develop yet more green belt land, a small step that will lead to more infill and more snagging up of the road infrastructure. 	No comment	W	No comment
88	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • 1990s UDP did not include present land, why have SMBC now decided to include. Within the last 15 years or so the village has already had two large housing developments within its boundaries and no additional infrastructure was included. Lack of planning and forethought causes huge difficulties with no additional facilities for parking and traffic movement and this can only be increased if further development is allowed. 	No comment	W	No comment
89	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Area of great natural beauty in an already hugely built up area, should be conserved as such. Many people utilise the open space all throughout the year and don't deserve to have this facility taken from them. Great amount of wildlife in the area which can only suffer from the unavoidable increase in pollution and decrease of natural habitats. • Completely understand need for suitable housing on a large scale, already unused and derelict properties, previously built upon spaces no longer being used in Solihull and Birmingham. Should be commonplace to use all this space initially before building on open spaces to improve visual appeal of built up areas as well as leaving us with spaces such as Babbs Mill to be enjoyed as long as possible. • Example of brownfield land is Texaco Garage, Cooks Lane, formally a garage, now demolished with rubble everywhere. Also alarming to note a large number of boarded up properties in the north of the Borough belonging to SCH which remain unoccupied. North Solihull is recognised as a socially deprived area and on SMBCs own website it claims to consider retaining green spaces to support social deprivation. • Once developed there is no 	No comment	W	No comment

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						going back, residents remain convinced use for housing is not for the greater good.			
90	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Proposals seem to be at odds with policies and inferred intentions of SMBC. Defensible green belt – will be difficult to defend, no real structure, does not correspond with any naturally existing development. Piecemeal and likely to fall if challenged by developers in the future. Does not have any strategic purpose or merit. Traffic and safety – A452 is heavy at peak times, would only add to present difficulties. Does not address infrastructure needs of Balsall/Berkswell clustered around the A452. No merit, a flawed attempt to find additional housing to meet demands put on SMBC by central Government on a piecemeal basis with little thought to the whole or the impact on local amenities. Similar development adjacent to Hall Meadow Road can only add strain to existing local amenities. 	No comment	W	No comment
91	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Proposal will be increasing demand on local social infrastructure. Schools, shops and local services are inadequate to service additional housing and residential growth. Access to the site will add too heavy a burden to access main A and B roads which are already heavily congested. 	No comment	W	No comment
92	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Failure to provide improved infrastructure to support developments. Ongoing failure to utilise brown field sites and apparent lack of consideration of the impact of HS2 in the area. 	No comment	W	No comment
94	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Have watched SMBC incrementally erode green belt policy over recent years while failing to develop village infrastructure, given considerable development that has taken place. Proposal is a significant further step in damaging the green belt, significantly increasing the call on local resources and changing the nature of Balsall Common. I have little confidence in SMBC taking a balanced decision in this regard. 	No comment	W	No comment
95	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Nothing more than poor planning, looks like erosion of the green belt by stealth without any real consideration how to formulate a green belt boundary that is defensible which I thought was a Solihull policy. A452 is a nightmare as it is at peak times especially, this will only make it worse. Many people put a lot of effort into the village plan, it seems to have been ignored on many counts. Infrastructure and amenities are under strain already, proposals will only make it worse, they are not addressed in these proposals. 	No comment	W	No comment

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96	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Field behind our property is subject to flooding and assists in preventing our property and garden from flooding, further building would create more of a problem. Brought house with a view of fields, wildlife and peace would all disappear with development, only to create over-crowding and boggy lands and we would be forced to sell our home. 	No comment	W	No comment
97	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Proposal will put at very serious risk any opportunity to retain green belt in a very vulnerable area around Balsall Common. 	No comment	W	No comment
98	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Clear that the village is unable to accommodate any additional housing stock. Moved 	No comment	W	No comment
98	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Quite clear the village is unable to accommodate any additional housing. Moved to Balsall Common to live in a village location with countryside on our doorstep. Development will spoil the landscape of the village completely. (54, 98) Devaluing of property is unacceptable, plans were not mentioned when purchased in January 2011. (54, 98) If village continues to grow at current rate, will lose its village status, should be protected at all costs. Schools will not be able to cope with additional housing and no local employment for additional people. Infrastructure unable to accommodate any additional housing and cars. Shops would not cope with demand for parking. (54, 98) Brownfield sites should be investigated first. Isn't blight of HS2 enough destroying the environment and wildlife as it rips through the countryside. Need to hold on to greenfields that are left for the good of everyone living in and around the village. 	No comment	W	No comment
99	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Rural context of Balsall Common will be damaged severely. Infrastructure does not match with such development. Understand schools' capacities are already overstretched, thus quality and reputation of village schools may be damaged severely. 	No comment	W	No comment
100	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Rural context of Balsall Common will be damaged severely. Infrastructure does not match with such development. Understand schools' capacities are already overstretched, thus quality and reputation of village schools may be damaged severely. 	No comment	W	No comment
101	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destroying green belt will destroy the natural countryside environment, habitats and economically destroy the value of area around green belt land. 	No comment	W	No comment
102	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Proposal will further detract from village atmosphere which has been considerably eroded by large new developments in the 23 years I have lived here, particularly in recent years. As brownfield sites are available these should be considered for moderate development to enable the rural nature of the outskirts of the village to be retained and restrict over-development, with the resultant increase in traffic volume, pressure on schools and local shops. 	No comment	W	No comment
103	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> 30+ years living in the village, love of its few remaining green areas and historic sites (such as the windmill) and footpaths which are increasingly further from the village and harder to enjoy. 	No comment	W	No comment

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104	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common is already substantially outgrown its infrastructure, quality of life has been threatened as a consequence. Any further housing should be considered as part of plan that ensures adequate schools, traffic, community facilities etc are provided first. There is no justification for the use of green belt land. 	No comment	W	No comment
105	P5 - Site 23	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Welcome the development, apart from the need for housing for younger people the building of the nursing home opposite with high dependency residents will requires one to one staffing which will give a pool of jobs on the doorstep. Site could have many vehicular accesses and the relevant land is owned by the same family. I note with dismay that the main objectors to the site are new residents in new houses (within the last 5 – 10 years) and I fear it is for personal reasons that they are opposing it. 	No comment	W	No comment
106	P5 Para. 8.2.23	O	Y	U	J	<ul style="list-style-type: none"> Support allocation of Meriden Caravan Storage and adjoining land for affordable housing 	<ul style="list-style-type: none"> Recommend a caveat to permit an element of market housing to make rural schemes viable. 	To be decided	To be decided
107	P5 Other Sites - Land adjacent to Bakehouse Lane/ Wheeler Lane (SHLA A Site Ref 11)	O	Y	U	J	No comment	<ul style="list-style-type: none"> Recommend allocation as a rural exceptions site to support the community and maintain the vitality of the settlement. Ideally located to form a natural extension to the rural settlement, lying adjacent to existing residential properties and close to bus stops on the A4141. Vital to ensure a pool of affordable housing for the local younger generation to ensure the settlement and community does not effectively stagnate and die. Important to provide homes for local people to support communities and maintain vitality or rural settlements through retaining population which supports local services and facilities. Not in an area liable to flood risk and there are no hard constraints. Available, suitable and achievable. 	To be decided	To be decided
109	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Insufficient justification, ramifications of building on greenbelt and in a rural commuter village would be detrimental to the local population and environment when there are other locations more suitable for development. 	No comment	W	No comment
110	P5 - Site 23	S	No comment	No comment	No comment	Lived in the area for more than 40 years, would like to think people who have grown up in the village and wish to stay, having moved from the parental home, could afford to do so. They would benefit from school and location and we would benefit from a thriving local community.	No comment	W	No comment
111	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Village is being ruined by the amount of housing and housing estates being built, stretching shops, medical centres and generally overpopulating everything. 	No comment	W	No comment
114	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Concerned about our small village centre, unable to park outside pharmacy today and yesterday to pick up scripts, further development will create more havoc. Heard about green belt issue and how we must save and protect it's when I moved to England. We are a village on the edge of large towns and merging or reducing the gap with the town would reduce the beauty of the village and worse increase traffic on an already heavily used road. 	No comment	W	No comment

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115	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Stress how important it is to keep the village as it is. A large number of additional houses without more schooling would be totally inappropriate. Have children due to start school, would be unhappy if class sizes are larger than they are already, wouldn't want to struggle to get children into the school. Would have a massive impact on shops, space in the village. It just wouldn't cope with extra volumes of people and traffic. 	No comment	W	No comment
116	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Lived in village for 40 years, watched it grow from a village into almost a small town. Very little infrastructure put in place to cope with great increase in population. Would seem only a step away from developing the whole triangle between Kenilworth Road and Windmill Lane. Unnecessary encroachment on green belt with no published plans to improve facilities for another increase in population, an undesirable and unwanted project. 	No comment	W	No comment
117	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> No justified need for development on this site, would be unsustainable. Will ruin essentially rural nature of the local area and add too much pressure to local amenities and infrastructure. No reference to this in the village plan. Increased traffic will put children's safety at risk. 	No comment	W	No comment
118	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Village has so many sites that are either derelict or would be better suited to development without having to build on green belt. 	No comment	W	No comment
119	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Cannot sustain developments of this nature within existing infrastructure. Already bursting at the seams, tacking on more development will attract families of four to five with at least two cars and children of school age. These are the greatest consumers of educational facilities, roads and parking. Roads are tantamount to rat running for commuters let alone adding more pressure. Parking in the centre is laughable and schools are under major pressure. What are you going to do about those vital components of expansion? Nothing if the last twenty years is anything to go by. This is unacceptable. 	No comment	W	No comment
120	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Concerned about the volume of traffic this size of development will create. Kenilworth Road is already busy and divides the village. Infringes on green belt which we need to work hard to preserve. Is there really need for more housing without providing more services. 	No comment	W	No comment
121	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Infrastructure is already inadequate for existing population and there is no compelling evidence that this shortcoming will be addressed. 	No comment	W	No comment
122	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Intrusion into green belt land. If designation means anything at all it must be used to ensure that any developments of this kind are prevented. Precedent will be established which could eventually see a continuous built up area from Coventry to Wolverhampton and beyond. Must strenuously defend green belt against all attempts to abuse it and I strongly object. 	No comment	W	No comment
123	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Significant further development is unnecessary. Traffic and local public resources can barely cope at present let alone with additional housing. 	No comment	W	No comment
124	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Significant further development is unnecessary. Traffic and local public resources can barely cope at present let alone with additional housing. 	No comment	W	No comment
125	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> There is no proven demand, building on green belt in this scenario is ludicrous, especially as there are brownfield sites available. Hopefully common sense will prevail. 	No comment	W	No comment

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126	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Will not increase my chances of buying my first home as no doubt you will be planning more big houses to get maximum council taxes to feather your nest. You are supposed to protect the green belt, not fill it. 	No comment	W	No comment
127	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Main issues are the effect on the local primary school and noise and traffic pollution. 	No comment	W	No comment
128	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village has increased substantially over the years with little or no expansion of basic facilities to sustain such an increase. Shopping, parking and other basic amenities are insufficient for today's levels, let alone for numbers envisaged. • Traffic on Kenilworth Road will be horrific at rush hour, traffic lights won't cope. Meeting House Lane will be used to get through to Kelsey Lane. Will also be additional traffic generated by development at the equestrian centre. • Schools are said to be near capacity, additional pupils, especially from families envisaged by the type of housing proposed and encourage families to move areas for the sake of children's education. • Village cannot accommodate increase in numbers proposed and plan should be scrapped. 	No comment	W	No comment
129	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Proposal would increase traffic volume on roads which are unable to cope at the moment. Schools, shops and station are already struggling, parking will become more of an issue. Increasing community with a lack of facilities could increase crime. 	No comment	W	No comment
130	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Only one GP at the Berkswell end of the village, general medical facilities will be inadequate for the increase in population. • Primary school is already one of the largest in Solihull and traffic congestion in Balsall Street East, Wilton and Asbury Roads is already intolerable and dangerous. Will get worse with an increase in population. • With previous developments we have been promised sports facilities and additional shops. This has never happened and Balsall Common has increasingly become a little more than a dormitory residential area with no facilities. 	No comment	W	No comment
131	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Significant explosion of developments and residents over last 10 years with no corresponding increase in services required by enhanced population. Consequently, desirability of village as a "nice place to live" is no longer true. House prices in relative terms with say, Dorridge, have fallen away. Now too many people living in the village and wanting services not designed for such numbers. This is now, if anyone thinks for a moment the impact if 500 houses are built. 1,000 more people, it would be madness. Village would be ruined forever and never recover its reputation as nice place to live in the Borough. 	No comment	W	No comment
132	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Since the Hallmeadow Road development, village has creaked in every facet of village life, e.g.. traffic in around the village, particularly Meeting House Lane has increased considerably. At certain times the lane is like an A road. Parking at shops is a nightmare, library services stretched, amount of litter in and around the village is a constant problem I communicate to the Council on a weekly basis, all from a development of 150 houses. To think of 500 houses with 1,000 cars, 1,000 adults, 1,000 children, all extra would not just create the creaking impact that Hallmeadow Road had would just suffocate the village and make living here intolerable. 	No comment	W	No comment

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133	P5 - Site 3	O	N	U	N	When the old school was developed the area was designated green belt. We were informed it would never be built on. Had it not been green belt original developer would certainly have built on the land. Seems to have been conveniently re-designated from green belt for the benefit of the new development company. Green belt, open land is too valuable to the lives of existing residents to be lost to housing development. Proposal is unsustainable, should it go ahead we will require a large amount of compensation to allow us to move which we are reluctant to do.	No comment	W	No comment
133	P5 - Site 3	O	N	U	J	<ul style="list-style-type: none"> • New access does not appear in draft, essential as access through Hawkesworth housing is not possible, roads are narrow with no footpaths with no additional safety development for pedestrians and children proposed. There should be no vehicular access from the existing estate to the new development as a matter of public safety now or in the future. • Kitegreen Road is a signposted no through road and should remain so. • Financial and detrimental effects of noise and safety with additional traffic on the lives of residents of existing estate had not been given prominence. 	No comment	W	No comment
134	P5 - Site 1	O	No comment	U	J	<ul style="list-style-type: none"> • Loss of local nature reserve • Why this site and not another from the SHLAA? • Loss of green space • Use brownfield land first • Impact on local infrastructure 	No comment	W	No comment
135	P5 - Site 6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Amount of houses should be reduced. • Removal of trees and hedges along and around Chester Road will help destroy an important wildlife corridor. • Even with a new pedestrian crossing on Chester Road junction it will be more dangerous to cross at the Forth Drive junction. • We have too few green spaces as it is, we cannot afford to lose them. 	No comment	W	No comment
136	P5 - Sites 1-7	O	No comment	No comment	No comment	We are such a tight community, we don't want new houses to overrun us, this will cause overdevelopment and traffic problems. At the moment we are a very quite area and the green areas we have around us are a joy. We would be losing wildlife as well.	No comment	W	No comment
137	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Kingshurst is very overpopulated and deprived, regeneration is in progress. Many homes are boarded up and empty, people have been added to the waiting list for re-housing, due to this the waiting lists are larger than usual. • If more homes are built in this over populated area we will never be able to increase quality of life for Kingshurst residents. Schools have been integrated and rebuilt to meet our needs as they stand now. The increase in population will drastically drain resources. • Parkland is required for good health and recreation, don't take the best part of Kingshurst. • Kingfisher is tenant on the river Cole and deserves a safe home, without houses encroaching its parkland. 	No comment	W	No comment
137	P5 - Site 6	O	Unsure	U	J	<p>Object as:</p> <ul style="list-style-type: none"> • Lack of notification of residents and reliance on ICT means 6 weeks an insufficient consultation period • Agree North of Borough faces challenges set out in Para 3.1.2. • Loss of Babbs Mill Conservation Area will exacerbate health concerns • Previously occupied properties should be re-built/re-furbished before building on green belt • Loss of green space in North will not close inequality gap Unsure if legally compliant because: • All local residents should have been notified of proposals • Should have given a simplified response form for affected households • Give full 6 weeks notification • DO not rely on everyone having a computer in a deprived area Not justified because: Contradicts Objective B Goes against Challenge D 	<ul style="list-style-type: none"> • Collect data on all unoccupied Council properties with a view to refurbishing and rebuilding on site • Build elsewhere (East?) without destroying badly needed local amenity 	W - but would like to be present when decisions made.	
139	P5 - Sites 22 &	O	Y	U	J	<ul style="list-style-type: none"> • Village centre and services are already stretched beyond their limits. Green belt was introduced to avoid developments reducing landscape and heritage. 	No comment	W	No comment

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	23								
140	P5 - Sites 22 & 23	O	Y	U	J	• Current infrastructure is hardly enough to support existing population, let alone any increased population.	No comment	W	No comment
141	P5 - Sites 22 & 23	O	Y	U	J	• Lived in Balsall my entire life and seen it expand beyond recognition with no development or expansion of infrastructure and facilities. No development helping youth, often find streets are crowded with youths with nowhere to go and nothing to do. Encourages antisocial behaviour, intimidates much of the public and causes other inconveniences such as vast littering and graffiti, examples of which can be found outside „Drinks World‘, corner of Meeting House Lane and Station Road every Saturday. Huge lack of facilities for youths has a negative impact on entire residence of the village, an increase in population will exacerbate and lead to unnecessary overcrowding.	No comment	W	No comment
142	P5 - Sites 22 & 23	O	Y	U	J	• Protect green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
143	P5 - Sites 22 & 23	O	Y	U	J	• Protect green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
144	P5 - Sites 22 & 23	O	Y	U	J	• Protect green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
145	P5 - Sites 22 & 23	O	Y	U	J	• Protect green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
146	P5 - Sites 22 & 23	O	Y	U	J	• Protect green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
147	P5 - Sites 22 & 23	O	Y	U	J	• Amazed to hear of proposal on a blatantly green field site. There are many other brownfield sites overdue development in the area so why on earth have these not been considered and prioritised for development ahead of this pleasant piece of countryside. Being used by local business and a livery which would have to move, surely deprived and derelict areas of the borough would have a far beneficial effect to the community as well as creating additional homes. • Plain to see the knock on effect on traffic will be significant disruption creating another busy exit onto the already busy main road. This will be detrimental to the area as well as hazardous. • Why not be different, say no to development and direct developers towards a brown field derelict site that will have the basic infrastructure in place, improve community and provide more accessible accommodation where the need for cars will be less at the same time as help preserve the rural feel of Balsall Common.	No comment	W	No comment

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148	P5 - General	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Understand rationale of Phase 1 sites focusing on the North Solihull Regeneration Area to support improvements and a mix of housing provision and social and community infrastructure and of Phase 2 sites focussing on the main urban area of the Borough. • With regard to phasing Policy 5 states “ and the annual monitoring process has reviewed site deliverability and indicates that the trajectory is unlikely to recover over the next five years without additional land releases.” There is a popular misconception that sizable areas of land for housing can be brought forward, promptly on demand. Generally takes up to 12 months to achieve planning permission and almost inevitable that further matters of detail will be subject to pre-commencement conditions and other statutory provisions have to be achieved. So, 5 year trajectory period is too long for the judgement on whether additional land should be brought forward. Binging forward land on the basis the delivery trajectory is unlikely to recover within three years will achieve a more effective management of housing land supply and give weight to national planning objective to increase housing and affordable housing land supply. 	No comment	W	No comment
148	P5 - Site 22	S	No comment	No comment	No comment	Support allocation. Relates well to the existing pattern of the settlement and represents a logical direction for the accommodation of future housing growth. Site is deliverable now, available, suitable and achievable for housing and can be brought forward to meet housing requirements.	No comment	W	No comment
149	P5 - Site 19	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Disappointed residents of Riddings Hill have not been advised on the plan to build and sell and I had to hear of the proposal from neighbours. Last piece of green belt land at Riddings Hill, used by dog walkers, children and wildlife. • Loss of country habitat, destroyed hedgerows, loss of birds, rabbits and bats. Always seen bats in my garden and hope this is not going to change. • Alternative brownfield sites have not been fully evaluated prior to putting forward the Greenfield sites. This site should be preserved, maybe a flower meadow. • Additional traffic of at least 1 car per household will cause further village congestion at prime time. Additional traffic on Hall Meadow Road will cause congestion on a road that already has problems and we do not know what impact the opening of the health centre will add to these problems. • Access off Watson Way will cause congestion, already difficult to enter or leave the estate. Possible danger to drivers, children and pets. Already problems will get worse with increased car numbers. • Lived is Riddings Hill for 10 years and gradually watched green belt land to the front and back of my house being developed. • Have building of HS2 to look forward to and views across the skyline of the viaduct and now possibly another building site to disrupt wildlife and overload the village. 	No comment	W	No comment

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150	P5 - Site 2	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Estate originally developed to give people moving from slum clearance a better quality of life and amenity, which is continuously being eroded by additional development. Loss of significant areas of open space, loss of valuable recreational land and visual amenity, reducing quality of life. • Density is higher than original development and comparable developments elsewhere in the Borough, increasing impression of a concrete jungle. Local people were assured that open space developed through regeneration would be offset by the creation of new open spaces, but this is not happening. Proposals are no different, will reinforce impression that increased development in this urban area is an easy option and will continue regardless of impact on the community and their views. • Unhappy that there has been no specific consultation with local people affected by these proposals during identification of sites. Significant sections appear to have a high water table, inevitably leading to problems during development. • Potentially detrimental impact of development on local infrastructure and facilities and heightened security concerns for local residents. 	No comment	W	No comment
150	P5 - Site 6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Estate originally developed to give people moving from slum clearance a better quality of life and amenity, which is continuously being eroded by additional development. Loss of significant areas of open space, loss of valuable recreational land and visual amenity, reducing quality of life. • Density is higher than original development and comparable developments elsewhere in the Borough, increasing impression of a concrete jungle. Local people were assured that open space developed through regeneration would be offset by the creation of new open spaces, but this is not happening. Proposals are no different, will reinforce impression that increased development in this urban area is an easy option and will continue regardless of impact on the community and their views. • Unhappy that there has been no specific consultation with local people affected by these proposals during identification of sites. Significant sections appear to have a high water table, inevitably leading to problems during development. • Potentially detrimental impact of development on local infrastructure and facilities and heightened security concerns for local residents. 	No comment	W	No comment
151	P5 - Site 20	O	No comment	U	E	<ul style="list-style-type: none"> • Not demonstrated sites are suitable. Plan is not therefore effective as it may not be deliverable. • No consultation on release of the site from the green belt and no green belt assessment to justify the best location for development. Site was rejected as having a significant impact on green belt functions and openness, this has been put aside in the January 2012 update with increase in housing requirement and because it will have less impact on the green belt than other sites, but no comparative assessment of other green belt sites available to justify this. • Council has not done a traffic survey. Site assessment makes reference to suitable and achievable, it does not provide evidence to demonstrate that the site can be satisfactorily developed within the constraints of current infrastructure, i.e. highways, schools, open space. Ecological issues are referred to but no assessment of the extent of constraints is made. • Concept of Dickens Heath included traditional village attributes including homes, employment, recreation, social and wildlife facilities. Carefully master planned new settlement with a high density urban core and shared surfaces for pedestrians and vehicles. • Planned with limited parking and facilities and services within walking distance to reduce the need for a car. Reality is car has become dominant, insufficient parking space and vehicles left on village roads. Significantly reduces capacity of the highway network. New allocations need to demonstrate that they can be accommodated within the constraints of the highway network, this has not been done. 	No comment	W	No comment

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151	P5 - Site 17	O	No comment	U	E	<ul style="list-style-type: none"> • Not demonstrated sites are suitable. Plan is not therefore effective as it may not be deliverable. • Council has not done a traffic survey. Site assessment makes reference to suitable and achievable, it does not provide evidence to demonstrate that the site can be satisfactorily developed within the constraints of current infrastructure, i.e. highways, schools, open space. Ecological issues are referred to but no assessment of the extent of constraints is made. • Concept of Dickens Heath included traditional village attributes including homes, employment, recreation, social and wildlife facilities. Carefully master planned new settlement with a high density urban core and shared surfaces for pedestrians and vehicles. • Local services and facilities already under considerable strain, evident from intensification of development not originally planned. There is a waiting list for the primary school and after school club. Doctor's surgery is also under considerable strain, waiting time of 1.5-2 weeks for routine appointments and not possible to get a same day appointment for urgent cases. Need to demonstrate new housing sites can be accommodated within existing constraints of local services and facilities and this has not been done. • Planned with limited parking and facilities and services within walking distance to reduce the need for a car. Reality is car has become dominant, insufficient parking space and vehicles left on village roads. Significantly reduces capacity of the highway network. New allocations need to demonstrate that they can be accommodated within the constraints of the highway network, this has not been done. • Encompasses Local Wildlife Site – boundary ditch. No assessment of the extent of constraints, have the Warwickshire Wildlife Trust been consulted? Extended Phase 1 habitat survey would be required to determine presence of any protected species; amphibian surveys of adjacent ponds; assessment of hedgerows; bat survey prior to felling and pollarding of trees. 	No comment	W	No comment

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151	P5 - Site 18	O	No comment	U	E	<ul style="list-style-type: none"> • Not demonstrated sites are suitable. Plan is not therefore effective as it may not be deliverable. • Council has not done a traffic survey. Site assessment makes reference to suitable and achievable, it does not provide evidence to demonstrate that the site can be satisfactorily developed within the constraints of current infrastructure, i.e. highways, schools, open space. Ecological issues are referred to but no assessment of the extent of constraints is made. Therefore no evidence to demonstrate the site is actually deliverable. • Concept of Dickens Heath included traditional village attributes including homes, employment, recreation, social and wildlife facilities. Carefully master planned new settlement with a high density urban core and shared surfaces for pedestrians and vehicles. • Local services and facilities already under considerable strain, evident from intensification of development not originally planned. There is a waiting list for the primary school and after school club. Doctor's surgery is also under considerable strain, waiting time of 1.5-2 weeks for routine appointments and not possible to get a same day appointment for urgent cases. Need to demonstrate new housing sites can be accommodated within existing constraints of local services and facilities and this has not been done. Plan is not therefore effective and may not be deliverable. • Planned with limited parking and facilities and services within walking distance to reduce the need for a car. Reality is car has become dominant, insufficient parking space and vehicles left on village roads. Significantly reduces capacity of the highway network. New allocations need to demonstrate that they can be accommodated within the constraints of the highway network, this has not been done. Plan is not therefore effective and may not be deliverable. • P77 & 78 states "the capacity of Site 20 (Griffin Lane) is dependent on flood attenuation measures. Should read Site 18. Drainage is poor, open space often flooded. No assessment of impact on drainage, increased flood risk, impact on existing balancing pond with regard to effect of increased paving. Existing problems at Waterside where underground retention tank often exceeds its storage capacity and requires over-pumping to tankers, flooding from manholes and lift shafts, serious health and safety concern. Would significantly worsen with development. • Sandwiched between two local wildlife sites – Dickens Heath ponds and Stratford on Avon canal. Ecological issues referenced, but no assessment of constraints. Have Warwickshire Wildlife Trust been consulted? • Installation of bird boxes, benches and landscaping. Presume all mitigation from the past development, any loss requires compensation. • Extended Phase 1 habitat survey would be required to determine presence of any protected species; amphibian surveys of adjacent ponds; assessment of hedgerows; bat survey prior to felling and pollarding of trees. • Adjacent Stratford on Avon Canal, popular and heavily used recreationally. Towpath is featured on the Waterscape website and is noted as an excellent place to see wildlife. More housing will spoil rural landscape, character and open views and adversely affect wildlife. 	No comment	W	No comment
151	P5 - General	O	No comment	U	E	Housing requirement increased from 10,500 over 20 years to 14,000 over 22 years. There has been no consultation and no background evidence to say why it has increased.	No comment	W	No comment
152	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Would love for there to be improvements to places that need it more such as the park and things for young people to do. • Balsall is already heavily populated and putting off potential buyers as it is. 	No comment	W	No comment

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153	P5 - Site 4	O	Y	U	J	Unjustified considering overwhelming opposition from local residents attending the "Cole Valley Vision" consultations held by the regeneration partnership. Local Community has been unequivocal in their opposition to the site being used for housing, voiced many times over several years at consultation events. Calls into question the evidence base for the site, local population have repeatedly suggested the site be preserved as an open green area.	No comment	W	No comment
154	P5 - Sites 22 & 23	O	Y	U	J	• What is the point in green belt if it can be built on by people having influence over planners. Green belt means no buildings to protect land for our children to enjoy. It does not mean no buildings until we change our minds or it would not be worth the paper that it is written on.	No comment	W	No comment
156	P5 - Site 12	S	No comment	No comment	No comment	• Four Ashes Road Bentley Heath• Support the allocation which should come forward on a comprehensive basis. • Sustainable location, ideally located to form part of a sustainable urban extension to Bentley Heath. • Close to shops, schools, jobs and community facilities and within easy reach of public transport. • Not in an area liable to flood risk and there are no hard constraints. • Available within five years. • Available, suitable and achievable. • Appropriate to allocate the site within the first phase to address the existing secondary school capacity problems as well as support the local community and ensure essential educational services are maintained into the future.	No comment	W	No comment
156	P5 - General	S	No comment	No comment	No comment	• Support the annual housing target of 525 net additional homes per year.	No comment	To be decided	To be decided
157	P5 - Sites 22 & 23	O	Y	U	J	Plans will affect regular village goers just as much as residents.	No comment	W	No comment
159	P5 - Sites 22 & 23	O	Y	U	J	• Yet another part of green belt will be eaten up. Used to be a small village, it's turning into a small town but without the infrastructure to support such a large population. As a teacher at the primary school, I know that the school cannot cope with such a large influx as it is bursting at the seams. There would also be increased traffic through the village and still really no facilities for teenagers. Public transport is inadequate. • Character of the village is being eroded. Individuals have to fight to get planning permission for the simplest things but large housing contractors seem to be able to do what they like.	No comment	W	No comment
160	P5 - Other Sites	O	C	S	No comment	• Puts forward alternative housing site at Whitlocks End Farm, Dickens Heath as land does not contribute to Green Belt purposes. • Contends that land compares favourably with sites allocated in the Draft Local Plan. • Seeks removal of land at Whitlocks End Farm from the Green Belt.	No comment	E	Site comparison and assessment.
162	P5 - Site 1	O	No comment	U	J	• Have enough difficulties in the north of the Borough, reduction in open space will not help people who need a better lifestyle which the Babbs Mill conservation area gives. • So many use the area daily to meet and walk, used by the college to take pupils on cross-country runs. • Gap between north and south will not improve, you do not need to take any more of our green land. Look to the south first. • Lark Meadow estate created lots of problems, walk around the perimeter to look at the rubbish etc. • Area is already overcrowded. • Not enough shops, doctors etc. within walking distance. • Goes against Challenge D, to provide for healthy and active lifestyles. Proposals will not do this, will not improve health and wellbeing to bring more traffic to an already overcrowded area.	• Lots of Council owned unoccupied properties, refurbish or take down and rebuild. • Look for other areas, we have such a small amount of green. • When does a conservation area suddenly not be one, wildlife will go.	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
164	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Conservation area, the only recreational area for residents to enjoy in an already high density estate. Residents would formally like this meadow to be included in the Babbs Mill Conservation area. • Schools are newly built and full to capacity, where will a further possible 400 children be educated? <ul style="list-style-type: none"> • Traffic on adjoining roads will cause problems to the already high volume of traffic using Cooks Lane, where weight restrictions are ignored. • Parking restrictions are ignored at schools. <ul style="list-style-type: none"> • Public transport is not efficiently or reasonably priced. • Properties close to Babbs Mill are unable to get insurance because of flooding from the River Cole, likelihood of flooding from the proposed development is almost certain. The river is constantly on the move, eroding the banks, we should leave nature to take its course. • Only one egress onto the main road with a 24 hour fuelling station and a big John restaurant opposite; major road junction within 60 meters with a very popular public house. With an average of 2.1 cars per household that is a further 420 vehicles joining the quota all within a major bottleneck area. <ul style="list-style-type: none"> • At least 60 known empty properties within the parish, what are the plans for these and other empty properties in North Solihull. 	No comment	W	No comment
164	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Have enough difficulties in the north of the Borough, reduction in open space will not help people who need a better lifestyle which the Babbs Mill conservation area gives. • So many use the area daily to meet and walk, used by the college to take pupils on cross-country runs. • Gap between north and south will not improve, you do not need to take any more of our green land. Look to the south first. • Lark Meadow estate created lots of problems, walk around the perimeter to look at the rubbish etc. • Area is already overcrowded. • Not enough shops, doctors etc. within walking distance. • Goes against Challenge D, to provide for healthy and active lifestyles. Proposals will not do this; will not improve health and wellbeing to bring more traffic to an already overcrowded area. • Lots of Council owned unoccupied properties, refurbish or take down and rebuild. • Look for other areas; we have such a small amount of green. • When does a conservation area suddenly not be one, wildlife will go. 	No comment	W	No comment
165	P5 - General	O	Y	U	J	<ul style="list-style-type: none"> • Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named "remaining capacity" and 180 units are on "intervention sites". Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>proportionately reduced by the SHLAA estimate.</p> <ul style="list-style-type: none"> • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council's arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt. • Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. • Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area's economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. • Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. • Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed. 			

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
165	P5 - Site 8	O	Y	U	J	<p>• Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy.</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
165	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided
165	P5 Other Sites - Land at Baroda Farm, Tanworth Lane, Dickens Heath Road (SHLA A Ref 39)	O	Y	U	J	<ul style="list-style-type: none"> • Sustainable location, ideally located to form a sustainable urban extension east of Dickens Heath Road. • Close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and there are no hard constraints. • Available within five years. • Dickens Heath Road and Tanworth Lane could become the new defensible boundary for the green belt and would not set a precedent for development of surrounding land. • Since the Emerging Core Strategy publication Solihull has recognised the need for additional residential development as extensions to Dickens Heath and Cheswick Green. The Draft Local Plan proposes removing sites 17, 18, 20 and 21 from the green belt adjacent to these settlements. • Material considerations in favour of allocating the sites outweigh the material considerations against such as allocation, such as loss of green belt. Allocation would be preferable to other proposed sites such as Blythe Valley Business Park and sites within the Town Centre boundary. 	<ul style="list-style-type: none"> • Sustainable location, ideally located to form a sustainable urban extension east of Dickens Heath Road. • Close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and there are no hard constraints. • Available within five years. • Dickens Heath Road and Tanworth Lane could become the new defensible boundary for the green belt and would not set a precedent for development of surrounding land. • Since the Emerging Core Strategy publication Solihull has recognised the need for additional residential development as extensions to Dickens Heath and Cheswick Green. The Draft Local Plan proposes removing sites 17, 18, 20 and 21 from the green belt adjacent to these settlements. • Material considerations in favour of allocating the sites outweigh the material considerations against such as allocation, such as loss of green belt. Allocation would be preferable to other proposed sites such as Blythe Valley Business Park and sites within the Town Centre boundary. 	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
166	P5 - General	O	Y	U	J	<p>• Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named “remaining capacity” and 180 units are on “intervention sites”. Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council’s arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt. • Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. • Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area’s economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. • Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. • Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed.</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
166	P5 - Site 8	O	Y	U	J	<p>• Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy.</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
166	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided
166	P5 Other Sites - Land at Tilehouse Lane / Birchy Leasowes Lane (SHLA A Ref 9)	O	Y	U	J	<ul style="list-style-type: none"> • Sustainable location, ideally located to form a sustainable urban extension west of Dickens Heath, east of Tilehouse Lane which could form a new defensible boundary to the settlement and not set a precedent. • Close to shops, schools, jobs and community facilities and lies on a bus route. • Not in an area liable to risk of flooding and there are no hard constraints. • Site is available within five years. • Since the publication of the Emerging Core Strategy Solihull has recognised the need for additional residential development as extensions to Dickens Heath and Cheswick Green and proposes removing sites from the green belt adjacent to these settlements. • Material considerations in favour of allocating land outweigh the material considerations against, such as green belt. Would be far preferable to other proposed allocations such as Blythe Valley Business Park and sites within the Town Centre Boundary. 	<ul style="list-style-type: none"> • Sustainable location, ideally located to form a sustainable urban extension west of Dickens Heath, east of Tilehouse Lane which could form a new defensible boundary to the settlement and not set a precedent. • Close to shops, schools, jobs and community facilities and lies on a bus route. • Not in an area liable to risk of flooding and there are no hard constraints. • Site is available within five years. • Since the publication of the Emerging Core Strategy Solihull has recognised the need for additional residential development as extensions to Dickens Heath and Cheswick Green and proposes removing sites from the green belt adjacent to these settlements. • Material considerations in favour of allocating land outweigh the material considerations against, such as green belt. Would be far preferable to other proposed allocations such as Blythe Valley Business Park and sites within the Town Centre Boundary. 	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
167	P5 - General	O	Y	U	J	<ul style="list-style-type: none"> • Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named “remaining capacity” and 180 units are on “intervention sites”. Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council’s arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt. • Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. • Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area’s economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. • Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. • Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed. 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
167	P5 - Site 8	O	Y	U	J	<p>• Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy.</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
167	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided
167	P5 Other Sites - Land north of Hampton Lane (SHLA A Ref 197)	O	Y	U	J	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	Undecided	Undecided
167	P5 Other Sites - Land south of Hampton Lane (SHLA A Ref 217)	O	Y	U	J	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
167	P5 Other Sites - Land south of Hampton Lane (SHLA A Ref 218)	O	Y	U	J	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	<ul style="list-style-type: none"> • Sustainable location, ideally located to form part of a sustainable urban extension east of Damson Parkway. • Less than 1 mile from Solihull Town Centre, close to shops, schools, jobs and community facilities and well served by public transport lying on a bus route. • Not in an area liable to risk of flooding and no hard constraints • Available within five years. • Material considerations in favour of the site outweigh the material considerations against, such as falling within noise exposure category C or being within the green belt • Preferable to other proposed allocations such as Blythe Valley Park and the Town Centre boundary. 	Undecided	Undecided
168	P5 - General	O	Y	U	J	<ul style="list-style-type: none"> • Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named "remaining capacity" and 180 units are on "intervention sites". Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council's arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt. • Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites.</p> <ul style="list-style-type: none"> • Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area's economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. • Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. • Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed. 			
168	P5 - Site 8	O	Y	U	J	<p>• Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy.			
168	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
168	P5 Other Sites - Berks well Service Station , 52-54 Kenilworth Road (SHLA A Ref 198)	O	Y	U	J	<ul style="list-style-type: none"> • Anachronism that part of the rear garden of no.54 Kenilworth Road, Berkswell Service Station and land to the rear is included within the green belt, should be removed and allocated for housing. • Sustainable location close to shops, schools, jobs and other community facilities as well as close to bus stops and a regular bus service. In a much more sustainable location than Site 22 for example. • Brownfield, comprising offices, workshop, vehicle cleaning, storage, dismantling and car parking. Makes little contribution to openness and may be regarded as inappropriate as is lies immediately adjacent to residential properties. • Case for retention in the green belt is weak, the settlement boundary should be extended to include brownfield developed land. • Lies outside the area liable to flood risk and has no hard constraints. • Available within five years. 	<ul style="list-style-type: none"> • Anachronism that part of the rear garden of no.54 Kenilworth Road, Berkswell Service Station and land to the rear is included within the green belt, should be removed and allocated for housing. • Sustainable location close to shops, schools, jobs and other community facilities as well as close to bus stops and a regular bus service. In a much more sustainable location than Site 22 for example. • Brownfield, comprising offices, workshop, vehicle cleaning, storage, dismantling and car parking. Makes little contribution to openness and may be regarded as inappropriate as is lies immediately adjacent to residential properties. • Case for retention in the green belt is weak, the settlement boundary should be extended to include brownfield developed land. • Lies outside the area liable to flood risk and has no hard constraints. • Available within five years. 	Undecided	Undecided
169	P5 - General	O	Y	U	J	<ul style="list-style-type: none"> • Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named "remaining capacity" and 180 units are on "intervention sites". Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council's arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt.</p> <ul style="list-style-type: none"> Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area's economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed. 			
169	P5 - Site 8	O	Y	U	J	<ul style="list-style-type: none"> Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy.			
169	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided
169	P5 Other Sites - Land at Olton Wharf, Richmond	O	Y	U	J	<p>Land at Olton Wharf, Richmond Road (SHLAA Ref 215)</p> <ul style="list-style-type: none"> • Extremely sustainable location, easy access to shops, schools, jobs, community services and other facilities and close to public transport. • Brownfield previously developed land within the urban area. • Bounded by residential on the east side of the Gran Union Canal. • Most appropriate use would be 100% residential to remove potential for bad neighbour use. • Not in an area liable to flood risk and no hard constraints. • Available, suitable and achievable. 	Allocate Land at Olton Wharf, Richmond Road (SHLAA Ref 215)	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
	Road (SHLA A Ref 215)								
169	P5 Other Sites - (not in SHLA A) Land at Station Depot, Haslucks Green Road	O	Y	U	J	Land at Station Depot, Haslucks Green Road (not in SHLAA) • Extremely sustainable location, easy access to shops, schools, jobs, community services and other facilities and close to public transport. • Brownfield previously developed land within the urban area. • Bounded by a mix of commercial and residential • Not in an area liable to flood risk and no hard constraints. • Available, suitable and achievable.	Allocate Land at Station Depot, Haslucks Green Road (not in SHLAA)	Undecided	Undecided
171	P5 - General	O	Y	U	J	<ul style="list-style-type: none"> • Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. • 216 units are proposed on sites named “remaining capacity” and 180 units are on “intervention sites”. Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. • One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. • Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. • 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. • The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council’s arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. • The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. • In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt.</p> <ul style="list-style-type: none"> Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area's economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed. 			
171	P5 - Site 8	O	Y	U	J	<ul style="list-style-type: none"> Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12.</p> <ul style="list-style-type: none"> • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. 			
171	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
171	P5 Other Sites - (not in SHLA A)	O	Y	U	J	<ul style="list-style-type: none"> Land between 39-79 Earlswood Road: Failure to allocate land in this location does not reflect the thrust of national planning policy guidance. Sustainable urban extension south-west of Dorridge, infilling between existing properties. Close to shops, schools, jobs and community facilities, well served by public transport. Not at risk of flooding and no hard constraints, should be available within five years. Field boundary and public footpath would become a defensible green belt boundary and would not set a precedent for the development of surrounding land. Since the Emerging Core Strategy, the Council has recognised the urgent need for additional residential land release in Bentley Heath and Knowle to address existing and future secondary school capacity problems. The site could also make a significant contribution. Material considerations in favour of the site outweigh those against, such as loss of green belt. Allocation would be far preferable to other proposals such as Blythe Valley Business Park and site within Solihull Town centre. 	<ul style="list-style-type: none"> Land between 39-79 Earlswood Road Failure to allocate land in this location does not reflect the thrust of national planning policy guidance. Sustainable urban extension south-west of Dorridge, infilling between existing properties. Close to shops, schools, jobs and community facilities, well served by public transport. Not at risk of flooding and no hard constraints, should be available within five years. Field boundary and public footpath would become a defensible green belt boundary and would not set a precedent for the development of surrounding land. Since the Emerging Core Strategy, the Council has recognised the urgent need for additional residential land release in Bentley Heath and Knowle to address existing and future secondary school capacity problems. The site could also make a significant contribution. Material considerations in favour of the site outweigh those against, such as loss of green belt. Allocation would be far preferable to other proposals such as Blythe Valley Business Park and site within Solihull Town centre. 	Undecided	Undecided
172	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Little scope for increasing housing without significant development of amenities and infrastructure. Village centre is extremely busy already and a nightmare trying to pass through the middle of the village. Accidents are frequent due to congestion. During rush hour Kenilworth Road through the village gets extremely busy, the road approaching from the south has very long tailbacks so it would be very difficult for traffic to join the road heading north since they would have to cross the flow of traffic heading south and be let in by a vehicle heading north. Before any housing, the village centre needs to be remodelled to cope with additional demand and a full north south by-pass must be built. This was suggested many years ago but only half the proposed road was built as housing access speed bumps were added and it was not built to be suitable as a by-pass. 	No comment	W	No comment
173	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Development on marshland is a big problem. Despite efforts to put in adequate drainage, houses would occasionally flood. These fields do flood in heavy rain. Drainage will move problem elsewhere. Village shopping area is already inadequate for the number of vehicles parking or passing through. There are frequent accidents. A few weeks ago a lorry backed into my car which I had to stop because somebody else was leaving a parking space. 	No comment	W	No comment
174	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Infrastructure cannot cope with the current growth of this area, to expect it to cope with even further expansion will bring utter chaos to the whole area. 	No comment	W	No comment
175	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Fundamentally flawed, does not respond to local need or the localism agenda set by the Prime Minister; wholly inadequate account of impact on local facilities, already severely strained by other recent development in the area; inconsistent with local and national green belt policy; other alternative sites available which are better for the purpose that have not been considered. 	No comment	W	No comment

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176	P5 - Sites 22 & 23	O	Y	U	J	• Unnecessary to even consider greenbelt land, placing undue pressure on local schools, health and public services and considerably increasing traffic on an already dangerous stretch of the A452.	No comment	W	No comment
177	P5 - Sites 22 & 23	O	Y	U	J	• Balsall is known for its beautiful location and wonderful countryside surrounding it. Ridiculous to build on green belt, I certainly would not buy a house within my price bracket at the expense of the countryside.	No comment	W	No comment
178	P5 - Sites 22 & 23	O	Y	U	J	• Frequently shocked at traffic intensity on the area, particularly at school times. Occasionally walk grandchildren to school, at times roads resemble race tracks. More vehicles will surely lead to serious accidents. • Will invade precious green belt which affords the village an open and rural perspective. • Increase in traffic noise should be given serious consideration. A present there is an awareness of traffic but if more vehicles are added, result will spoil enjoyment of gardens and open spaces.	No comment	W	No comment
179	P5 - Sites 22 & 23	O	Y	U	J	• Balsall common is known for its beautiful countryside, one of the best things about growing up there. Development would completely change Balsall Common in terms of countryside and the amount of traffic. At risk of losing its charm and character, if it should, I would not look to return.	No comment	W	No comment
180	P5 - Site 17	O	No comment	No comment	No comment	• Surprised by plan to increase the housing requirement for Dickens Heath from 10,500 to 14,000. Please tell me when the consultation took place. • Concerned the present vehicular access into Dickens Heath will not be able to accommodate the increase in traffic that will be generated by the increased housing planned. Please tell me what evidence is gathered in this respect. • If there is no evidence the said criteria has not been met for the correct implementation of the proposal.	No comment	W	No comment
180	P5 - Site 18	O	No comment	No comment	No comment	• Surprised by plan to increase the housing requirement for Dickens Heath from 10,500 to 14,000. Please tell me when the consultation took place. • Concerned the present vehicular access into Dickens Heath will not be able to accommodate the increase in traffic that will be generated by the increased housing planned. Please tell me what evidence is gathered in this respect. • If there is no evidence the said criteria has not been met for the correct implementation of the proposal.	No comment	W	No comment
180	P5 - Site 20	O	No comment	No comment	No comment	• Surprised by plan to increase the housing requirement for Dickens Heath from 10,500 to 14,000. Please tell me when the consultation took place. • Concerned the present vehicular access into Dickens Heath will not be able to accommodate the increase in traffic that will be generated by the increased housing planned. Please tell me what evidence is gathered in this respect. • If there is no evidence the said criteria has not been met for the correct implementation of the proposal.	No comment	W	No comment
181	P5 - Sites 22 & 23	O	Y	U	J	• Yet again the village is subject to poor planning applications which do not benefit the village. The core of the village needs to be discussed and reviewed before any further housing can be added, particularly housing impinging on the green belt.	No comment	W	No comment
183	P5 - Sites 22 & 23	O	Y	U	J	• Some years ago tried to alter green belt by yards to accommodate one house. Discouraged, so find it immensely regrettable that it is within the powers of the local authority, allegedly our representatives, to alter the green belt sufficiently to allow building on this scale. This is not local representation. • Village faces a major challenge with HS2. Adding so many additional houses as well will alter the nature of the environment completely. It is likely to encourage people to reside here but commute to London, driving to Birmingham International and making a mockery of any pretence at a sustainable carbon footprint.	No comment	W	No comment

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184	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Traffic access roads are scarcely able to cope with current volume of traffic especially at peak times, causing appalling blockages and accidents along a very busy main road with numerous residential access roads and driveways. Noise levels from this level of traffic and pollution is significant. Adjoining lanes are unsuitable for any further increase in traffic and do not have the capacity to be upgraded. To increase population and cars by the factor proposed is impracticable, disproportionate and unsafe. Infrastructure is already under strain, with limited parking, medical and social services stretched to capacity and limited public transport. Rural nature of the village will be further eroded and greenbelt surrounding it is irreplaceable. 	No comment	W	No comment
186	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Protection of green belt. Increased traffic and congestion, adding to carbon footprint. 	No comment	W	No comment
187	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Housing strategy should start from a Borough-wide assessment down to individual plots. 	<ul style="list-style-type: none"> Policy 5 should precede Policy 4 – review of housing land supply and proposals for provision before meeting housing need. 	W	No comment
187	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Question whether it is appropriate for 28% of housing land supply to be windfall sites. Extraordinarily high and unsupported by any reasoned justification. Unacceptable where variation over time could be considerable due to housing market conditions and national economics. Without reasoned justification, figure should be reduced to that which is appropriate and further sites should be allocated because of the likely failure to achieve this level of provision. No suitable land earmarked to be brought forward after 2028, no areas of development restraint or reserve sites that could be brought forward if targets are not met. 	No comment	W	No comment
187	P5 Other Sites - Land at Widney Manor Road (SHLA A ref 18)	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Bounded on three sides by existing development with the acknowledged urban area fronting Browns Lane. Would round off Dorridge settlement and provide much needed housing in the area to support latent demand and the schools in the area. Would make an important contribution towards the provision of affordable housing where there is a known and very substantial undersupply and demand cannot be met. Land has mains services, well connected to the transport corridor and is particularly close to Widney Manor Station, a very sustainable location. Consideration should be given to release without unreasonably compromising the greenbelt policies or the strategic gap around the M42. 	<ul style="list-style-type: none"> Should be released within the Plan period, or if not, identified as a reserve site. 	W	No comment
189	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Housing strategy should start from a Borough-wide assessment down to individual plots. 	<ul style="list-style-type: none"> Policy 5 should precede Policy 4 – review of housing land supply and proposals for provision before meeting housing need. 	W	No comment

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189	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Question whether it is appropriate for 28% of housing land supply to be windfall sites. Extraordinarily high and unsupported by any reasoned justification. Unacceptable where variation over time could be considerable due to housing market conditions and national economics. Without reasoned justification, figure should be reduced to that which is appropriate and further sites should be allocated because of the likely failure to achieve this level of provision. • No suitable land earmarked to be brought forward after 2028, no areas of development restraint or reserve sites that could be brought forward if targets are not met. 	No comment	W	No comment
189	P5 Other Sites - Land at Dickens Heath Road (SHLA A ref 248)	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Housing forming part of the Dickens Heath urban area to the north-east fronting Birchy Leasowes Lane and substantial housing to the west and within the original boundary of the landholding fronting Tilehouse Lane and lies between the Whitlocks End and Wythall railway Stations. • Sustainable, adjoins Dickens Heath and pockets of individual housing. Relationship with the rail network is better than much of Dickens Heath and marginally better than the Braggs Farm site. • Would properly and reasonably round off Dickens Heath with secure and reasonable boundaries. • Would provide much needed housing for Solihull and add to the credence of supporting Dickens Heath as a principle centre for the settlement. • Would support latent demand and the schools in the area. • Could make important contributions to the provision of affordable housing where there is known to be substantial under supply and demand cannot be met. • Already benefits from mains services and is well connected to the transport corridor and the rail network. 	<ul style="list-style-type: none"> • Should be released within the Plan period, or if not, identified as a reserve site. 	W	No comment
190	P5 - Site 4	O	Y	U	J	<ul style="list-style-type: none"> • Unjustified considering overwhelming opposition from local residents attending the "Cole Valley Vision" consultations held by the regeneration partnership. Local Community has been unequivocal in their opposition to the site being used for housing, voiced many times over several years at consultation events. Calls into question the evidence base for the site, local population have repeatedly suggested the site be preserved as an open green area. 	No comment	W	No comment
192	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • The green belt is a precious commodity that we should preserve at all costs for future generations. • If there is a proven need for development in Balsall Common there are better sites. • Road and traffic is prohibitive to further development having walked my children to school for many years. The crossing of the A452 in the morning is treacherous. • Balsall Common lacks the infrastructure to support development. 	No comment	W	No comment
193	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • What is the point in green belt if it can be built on by people having influence over planners. Green belt means no buildings to protect land for our children to enjoy. It does not mean no buildings until we change our minds or it would not be worth the paper that it are written on. 	No comment	W	No comment
193	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • The green belt is a precious commodity that we should preserve at all costs for future generations. • If there is a proven need for development in Balsall Common there are better sites. • Road and traffic is prohibitive to further development having walked my children to school for many years. The crossing of the A452 in the morning is treacherous. • Balsall Common lacks the infrastructure to support development. 	No comment	W	No comment

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194	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> No proven demand from within the village to justify an increase in housing stock. Inconceivable how an estimated 230 vehicles will be able to join the A452 without incurring significant delays and increasing the risk of accidents. Pressure on the village centre, particularly in terms of car-parking will become intolerable. 	No comment	W	No comment
195	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Protection of the green belt. Increased traffic and congestion. Higher risk of accidents. 	No comment	W	No comment
196	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Protection of the green belt. Increased traffic and congestion. Higher risk of accidents. 	No comment	W	No comment
197	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Beautiful countryside surrounds Balsall Common, the proposal will destroy yet another area of green belt. Do people no longer care about the environment for future generations. There are other more appropriate brown belt sites that are a blot on the landscape and would benefit from development. 	No comment	W	No comment
198	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Protection of the green belt. Increased traffic and congestion. Higher risk of accidents. 	No comment	W	No comment
199	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Don't think infrastructure can cope with more housing. Surely brownfield sites can be used rather than building on protected greenfield sites. 	No comment	W	No comment
200	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common has already expanded beyond recognition over the last decade or two, with three large developments in recent memory plus many small infill developments. There can be no justification for any further large developments such as this in the large area so far not extensively developed. Will not only add the houses planned, but open up the possibility of even larger scale infill between Balsall Common and the new sites, resulting in even more development of unwanted houses, converting Balsall Common from the small town it is already into a large town. 	No comment	W	No comment
202	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common has already expanded beyond recognition over the last decade or two, with three large developments in recent memory plus many small infill developments. There can be no justification for any further large developments such as this in the large area so far not extensively developed. Will not only add the houses planned, but open up the possibility of even larger scale infill between Balsall Common and the new sites, resulting in even more development of unwanted houses, converting Balsall Common from the small town it is already into a large town. 	No comment	W	No comment
206	P5 - Site 10	O	No comment	U	No comment	<ul style="list-style-type: none"> Housing on Blythe Valley Park should be fully assessed to enable HA to take a view on highway impacts including M42 J4 affects. Birmingham Business Park extension and diversification needs assessment together with NEC/Airport expansion need careful assessment for M42 J6 impacts. Lack of coverage of A45, A452 and A445 J4-J6 is 'regretted' and needs to be rectified. Plan should acknowledge need for further impact work on M42 and J6. 	No comment	E	No comment
208	P5 - Site 9	O	No comment	U	No comment	<ul style="list-style-type: none"> Delay Chelmsley Lane to Faze 3. Site should be for persons aged 50+. Concern over access. Agrees with SMBC regarding impact on health service. Tavern PH site should be used for a new medical centre. 	No comment	W	No comment

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208	P5 - Site 16	O	No comment	U	No comment	• Moat House Farm too intensive. Concern regarding flood risk and access and that green spaces/trees should be maintained/protected. S106 needs to be negotiated	No comment	W	No comment
209	P5 - Site 1	O	N	U	J	• Loss of green space • Impact on healthy lifestyles • Use brownfield land first • Impact on local infrastructure • Loss of local nature reserve • Proximity to river that floods	No comment	E	To provide local view
212	P5 - Site 1	O	No comment	U	J	• Conflict with objectives• Criteria for choosing site unclear• Use brownfield sites first• Impact on local infrastructure	No comment	W	No comment
217	P5 - Site 12	O	Y	S	No comment	• Objects to Site 12 and put forward alternative site at Earlswood that has less impact on the Green Belt	• Seeks removal of land at Earlswood from the Green Belt	E	Present case for alternative site
217	P5 - Site 12	O	Y	S	No comment	• Objects to Site 12 and puts forward alternative site at Four Ashes Road/Box Trees Road that has less impact on the Green Belt	• Suggest removal of land at Four Ashes Road/Box Trees Road from Green Belt	E	Present case for alternative site
218	P5 - Site 12	O	Y	S	No comment	• Objects to Site 12 and contends that alternative site at The Ards, Dorridge contributes less to Green Belt purposes	• Seek removal of The Ards from the Green Belt	E	Present case for alternative site
218	P5 - Site 12	O	Y	S	No comment	• Objects to Site 12 and puts forward an alternative site at Elm Farm Dorridge	• Seeks removal of Elm Farm from the Green Belt	E	Present case for alternative site
219	P5 - Sites 22 & 23	O	Y	U	J	• Green belt land has been designated as such for a good reason. To remove it requires an extremely strong case to be made, one that the local plan fails to provide. • Petition has 200+ signatures of objection, just a small representation opposition collected over tight timescales over half term holidays when many families are away.	No comment	W	No comment
220	P5 - Sites 22 & 23	O	Y	U	J	• Village infrastructure has already been seriously compromised by previous large developments.	No comment	W	No comment
222	P5 - Sites 22 & 23	O	Y	U	J	• Protection of the green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
223	P5 - Sites 22 & 23	O	Y	U	J	• Protection of the green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment
224	P5 - Sites 22 & 23	O	Y	U	J	• Protection of the green belt. • Excessive pressure on local amenities. • Increased danger of accidents for children walking to and from primary and secondary schools.	No comment	W	No comment

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225	P5 - Site 21	O	No comment	No comment	No comment	• Very concerned that land is vulnerable to flooding and therefore may not be fit for the purpose proposed.	No comment	W	No comment
226	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Building on green belt land. • Don't believe the village needs this many houses and it would be spoiled by such expansion. • Does not have the infrastructure to support an expansion in relation to schools, amenities and roads. • Other than back garden development I cannot see how the Council has so far had a strategy for brownfield site development, which is preferable to low cost abandonment of green belt policy. 	No comment	W	No comment
234	P5 - Sites 1-7	O	N	U	J, E	<ul style="list-style-type: none"> • Although it is stated that the numbers quoted in the Plan are a theoretical maximum, there is nothing in the Plan to prevent sites from being developed to their maximum, safeguarding against this is required. • Safeguarding against maximum development of every identified site needed. • Loss of amenity in a way that cannot be adequately compensated for. • Lack of very special circumstances to justify loss of greenbelt. • More appropriate brownfield sites first. • Insufficient consideration of potential impact on the environment. • Green space for recreation and wildlife areas are both scarce in the North Solihull Regeneration area and much of the Draft Local Plan seeks to develop these areas significantly reducing the area of such places available. • Replacing with improved green spaces miss the point that in many cases these spaces are valued as they are and no improvement of the little that remains can possibly compensate for the area lost. • Woodlands Green (referred to as Woodlands Highway) is a prime example of this. • Green space for relaxation and recreation is a significant indicator in standards of physical and mental health in the local population and the impact of the projected loss of amenity in this respect should not be underestimated. • The stated intention to reduce health inequalities between the North Solihull Regeneration Area and the rest of the Borough will be harmed by the substantial loss of green space. 	<ul style="list-style-type: none"> • Full and more effective consultation with residents • Safeguards against maximum development of every identified site. 	W	No comment
234	P5 - Site 19	O	N	U	J, E	<ul style="list-style-type: none"> • Loss of amenity in a way that cannot be adequately compensated for • Lack of identified Very Special Circumstances to justify loss of Green Belt • More appropriate Brownfield sites first • Insufficient consideration of potential impact on the environment • See alternative options identified in a separate submission by BRAID 	See alternative options identified in a separate submission by BRAID	W	No comment
235	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> • Should be reworded to set the overall target 2006-2028. A residual figure for the number of houses to be delivered should be included 2011-2028 to indicate how this relates to the overall target. • Should refer to delivery of housing and not allocation of sites. • Not clear if the target is 11,000 or 14,000 and how figures have come about as they differ from previous policy. Two year extension further confuses how the target has changed. Needs to be clearly set out for residents to understand. • Housing target needs to be supported by a robust and up to date evidence base. 	No comment	W	No comment

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235	P5 - Site 19	O	N	U	J, E	<ul style="list-style-type: none"> • Borough wide green belt study needed to comparatively assess the most suitable sites for allocation with regard to purposes of the green belt and impact on openness. • No green belt study to provide robust and credible evidence to support the release of the site in the green belt in advance of other sites in the Borough. • SHLAA only finds the site suitable with compensation for loss of open space, this is not proposed in the detail of the allocation and unclear how it can be dealt with. • Providing an alternative is dependent on additional land for new open space. • SHLAA notes site is too far from the primary school and not suitable for family housing. Will fail to provide an inclusive mixed community. • Transportation assessment estimates capacity of 40 dwellings, no evidence of suitability or achievability for 65 dwellings. • Emerging Core Strategy proposed the site for 40 dwellings, Phase 3. Council had no regard to local community comments. • Capacity has increased to 65 and brought forward to Phase 2. 	No comment	W	No comment
238	P5 - Site 21	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Do not feel the site is suitable for housing development. Lower lying parts of the village are at risk of flooding, back gardens are often flooded at times of heavy rainfall and/or rapid snow melt and has already occasionally threatened home in the village. • Mount Brook has a 'flashy' regime. Have observed a rise of 10cm or more in 20 mins on several occasions during heavy rain at the bridge behind Saxon Wood Road. The field behind Saxon Wood Road currently makes a good flood relief basin, preventing flooding of houses here and downstream. Any development in this drainage basin would increase flood risk and removal of vegetation and replacement with impermeable surfaces would lead to less infiltration and increased run-off. • Cannot see what measures to alleviate flooding (mentioned vaguely) could be put in place to help the situation as Mount brook flows adjacent to gardens. 	No comment	W	No comment
239	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • There is no case for breaching valuable green belt land, can see no case for so many houses needed in this area. • I can't see other than back garden developments that there's been any strategy for targeting brownfield development. • The area will be spoilt by such large growth. • Infrastructure wouldn't support such growth. • Large scale incremental development over the 27 years I've lived here hasn't been accompanied by significant provision of infrastructure/amenity so why should I believe this increase would. • We have bigger library, overgrown schools with very small grounds a new surgery and half a by-pass but more are and would be needed. 	No comment	W	No comment
240	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • If developed would represent further severe erosion of the green belt in this sensitive area. 	No comment	W	No comment
241	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Proposals are wholly inappropriate to consider developing green belt land when there are alternative brownfield sites. • Strain on an already busy village centre, traffic implications on the surrounding area makes the proposal inappropriate. 	No comment	W	No comment
242	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Proposals are wholly inappropriate to consider developing green belt land when there are alternative brownfield sites. • Strain on an already busy village centre, traffic implications on the surrounding area makes the proposal inappropriate. 	No comment	W	No comment

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243	P5 - Site 10	O	No comment	U	J, N	<ul style="list-style-type: none"> Extremely unsustainable and poorly related to existing infrastructure. 	No comment	E	In order to clearly state the benefits of alternative proposals than those contained in the current draft plan, many of which are undeliverable or unsustainable when judged against better alternatives.
243	P5 - Sites 22 & 23	O	No comment	U	J, N	<ul style="list-style-type: none"> Not the most sustainable sites available in Balsall Common. Represents an intrusion into the open countryside and the greenbelt. Not physically well related to the existing greenbelt area, would create ribbon development along the A452 towards Kenilworth. Not compliant with Challenge F objective "new development located...high accessibility". Sites are of low accessibility judged against alternatives. Due to distance from the village centre there will be a reliance on car based travel. Not compliant with Challenge H objective "a) reduce need to travel b) manage transport demand and reduce car reliance. Remote from existing services and shops and relate poorly to alternative modes of public transport judged against better performing sites. 	No comment	E	In order to clearly state the benefits of alternative proposals than those contained in the current draft plan, many of which are undeliverable or unsustainable when judged against better alternatives.
243	P5 Other Sites - (SHLA A no ref) - Land at Station Rd, Balsall Common	O	No comment	U	J, N	<ul style="list-style-type: none"> One of the few sites that can be served by alternative means of public transport, namely bus and rail which can be accessed within walking distance, as can amenities in the centre of the village. Performs significantly better against the challenges than does the Phase 1 allocation at Blythe Valley for instance. 	No comment	E	In order to clearly state the benefits of alternative proposals than those contained in the current draft plan, many of which are undeliverable or unsustainable when judged against better alternatives.
244	P5 - Site 20	O	N	U	J, E	<ul style="list-style-type: none"> Correct consultation has not taken place No consultation on increase in numbers or release from green belt and allocation after 2023 No justification why this site is in the best location in the green belt. 	<ul style="list-style-type: none"> Contentious to state impact would be less than other sites Very short notice period for locals to respond. 	W	No comment
246	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common and Berkswell are in the Meriden Gap between the two conurbations of Coventry and Birmingham. The green belt area is sacrosanct and must be preserved to avoid any further development in and around these villages. Beneficial for the community, local wildlife and many ramblers we see around the village. 	No comment	W	No comment
247	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common and Berkswell are in the Meriden Gap between the two conurbations of Coventry and Birmingham. The green belt area is sacrosanct and must be preserved to avoid any further development in and around these villages. Beneficial for the community, local wildlife and many ramblers we see around the village. 	No comment	W	No comment

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249	P5 - Site 20	O	N	N	J, E	Not legally compliant because: No proper consultation has taken place Unsound because: • No consultation on increase from 10,500 over 20 years to 14,000 over 22 years. • No green belt assessment to justify why this site is the best location for development. • No consultation for release from green belt and allocation for housing post 2023.	No comment	W	No comment
253	P5 - Sites 22 & 23	O	Y	U	J	• What is the point in green belt if it can be built on by people having influence over planners. Green belt means no buildings to protect land for our children to enjoy. It does not mean no buildings until we change our minds or it would not be worth the paper that it is written on.	No comment	W	No comment
259	P5 - General	O	N	U	J, E	• Policy is confusing in the way the housing target is expressed and is not supported by robust and credible evidence based and is therefore not justified. • The housing target has changed since the Emerging Core Strategy but no evidence to support why and this is the first consultation on the revised target. • Policy is confusing as it only refers to the allocation of 4,040 net additional homes and a residual figure of 8,930 additional homes. • Policy appears to suggest that the target is driven by potential land availability to accommodate 11,000 houses towards a need stated as 14,00 households. • No evidence to show how 10,500 became 11,000; where 14,000 arise from and extension of the Plan period further confuses the target. • The most recent and credible published evidence, tested through examination is the RSS Phase II Revision with a target of 10,000 (2006-2026). As Planning is moving towards bottom-up rather than top-down approach and more recent household projections have been published the circumstances may have moved on but this needs to be set out in a clear and transparent form for residents to view and understand. • The SHMA is undated, but refers to 2008 based household projections, so presumed to post-date RSS projections, but does not definitely provide evidence for any particular target. • Target may essentially be SMBC's own target to meet future housing needs but must be supported by evidence and be subject to full and meaningful consultation. Public has not been offered opportunity to comment on proposed housing numbers and the implications this has for allocation of land for development. There has been no meaningful consultation on the options for the distribution of housing provision throughout the Borough.	• An evidence base to support the components of the allocation should be provided and available for consultation before the Plan is submitted to the Secretary of State as the proposed change is materially different is materially different to earlier consultation leading to the need to find additional sites for allocation. • For transparency and interpretation the policy should be reworded to set out the overall housing target for the Plan period and a residual houses to allocate figure could be included to indicate how this relates to the overall target.	E	Bearing in mind the scale and nature of development proposed, welcome opportunity of presenting concerns to the Inspector and answering questions on matters and issues raised.
259	P5 - Site 10	O	N	U	J, E, N	• Need for full public consultation to take into account the cumulative impact of Mount Dairy Farm and Blythe Valley Park. New housing proposed is 70 dwellings (70% increase on existing stock) and far exceeds the local housing needs of the Parish. • Parish Council assess local need as no more than 20 affordable houses. • Wrong to load so many new dwellings on the Parish to meet the Borough's local housing needs. • Support release of a small parcel of land off Coppice Walk for 100% affordable housing. • Conclusions in the earlier SHLAA have been put aside for an increase in the housing requirement. The need for more housing has not been supported by robust and credible evidence and no comparative assessment of other potential sites appears to have been undertaken.	• Should be omitted from the Plan.	E	Bearing in mind the scale and nature of development proposed, welcome opportunity of presenting concerns to the Inspector and answering questions on matters and issues raised.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
259	P5 - Site 21	O	N	U	J, E, N	<ul style="list-style-type: none"> • Need for full public consultation to take into account the cumulative impact of Mount Dairy Farm and Blythe Valley Park. New housing proposed is 70 dwellings (70% increase on existing stock) and far exceeds the local housing needs of the Parish. • Parish Council assess local need as no more than 20 affordable houses. • Wrong to load so many new dwellings on the Parish to meet the Borough's local housing needs. • Support release of a small parcel of land off Coppice Walk for 100% affordable housing. • Conclusions in the earlier SHLAA have been put aside for an increase in the housing requirement. The need for more housing has not been supported by robust and credible evidence and no comparative assessment of other potential sites appears to have been undertaken. 	• Should be omitted from the Plan.	E	Bearing in mind the scale and nature of development proposed, welcome opportunity of presenting concerns to the Inspector and answering questions on matters and issues raised.
260	P5. Para 8.4.1, 8.4.2, 8.4.9	O	Y	U	J, E, N	<ul style="list-style-type: none"> • The Plan fails to provide for enough housing on the basis of forecast population and household growth. Forecast housing levels may not be delivered because of overreliance on windfalls and infrastructure/funding constraints. The qualitative need for new housing in North Solihull is not sufficiently recognised. New housing sites are needed that can widen the housing mix and assist regeneration. • Housing should be enabled at Birmingham Business Park to help make good a deficiency in housing land supply and reduce reliance on windfalls. The housing can be provided without adversely affecting the Meriden Gap and would make the plan more sound and consistent with national policy. 	• Amend Fig 16 to reflect provision for 200 dwellings on land adjacent Birmingham Business Park.No comment	E	The objector owns Birmingham Business Park
262	P5 - General	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Failure to show that the most appropriate housing sites have been chosen. Site at 114-118 Widney Manor Road is better than many in Plan. Insufficient evidence to show how sites were chosen. • Fails to expand adequately on Regional Planning Guidance that favours development in the Major Urban Area (MUA). Site at 114 Widney Manor Road is in the MUA. • Insufficient quantum of housing has been allocated in the Plan. This should be 14,000 dwellings of which Site at 114 Widney Manor Road should provide part. More housing is needed, employment ambitions will also require more housing but plan is over-reliant on windfalls which demonstrates lack of flexibility and lack of remedial measures for unforeseen events. Insufficient housing land to comply with PPS3. Supply needs to be increased to 635 per year. P5 should delete windfalls reference and include Site at 114 Widney Manor Road. • No evidence of Birmingham's ability to meet its housing requirements and how this relates to Solihull housing requirements. Forecast requirements for Birmingham are 78,000 households but provision is made for 50,600. This has knock on affects for Solihull where provision under P5 at 525 dwellings per year will fail to provide sufficient housing. • Housing sites at Blythe Valley, Cheswick Green and Dickens Heath are reliant on improved public transport. Delivery of this is unclear. Dickens Heath allocation is reliant on off-site footpath improvements that may not be deliverable. • P5 is too imprecise and unclear. Reference to the 5 year housing supply should be worded to ensure compliance with NPPF. • Amend Tables 15 and 16 to reflect increase in housing of 14,000 minimum and allocate Site at 114 Widney Manor Road for housing. 	No comment	E	To raise important issues on soundness that need to be tested.

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262	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> • Most appropriate sites not chosen. Chosen sites not sufficiently justified. Widney Manor Road site is preferable to Blythe Valley Park and rural sites. • Allocate 114-118 Widney Manor as a phase 1 site if more land is needed in plan and in preference to sites such as Blythe Valley Park and other less sustainable sites. • RSS directs development to Major Urban Area (MUA). Council haven't given sufficient weight to 114-118 Widney Manor Road which has greater merit than other sites in the Plan and is in the MUA . The plan has failed in its legal obligation to have regard to Regional Spatial Strategy. • Allocate 114 Widney Manor Road for housing in Phase 1. If no additional land needed, reduce allocation of less sustainable sites such as at Blythe valley Park. Make any consequential amendments to Fig 16/the Plan. • Housing sites at Blythe Valley, Cheswick Green and Dickens Heath are reliant on improved public transport. Delivery of this is unclear. Dickens Heath allocation is reliant on off-site footpath improvements that may not be deliverable. • Fig 16 doesn't provide for contingencies, such as if migration into Solihull higher than expected. Need to be able to show more flexibility to ensure primacy of the plan led system. • Delete/reduce in size allocations at Blythe Valley Park, Cheswick Green and Dickens Heath and add site at 114 Widney Manor Road as an allocation capable of immediate development. • Amount of housing in Fig 16 is short of that required under PPS3/NPPF because it fails to meet forecast needs and improperly addresses windfalls. Add additional site allocations in phase 1 including 114 Widney Manor Road. 	No comment	E	To raise important issues on soundness that need to be tested.
262	P5 and Appendix A	O	Y	U	J	<ul style="list-style-type: none"> • Appendix A doesn't contain the most appropriate sites because it doesn't include site at Widney Manor Road. Amend Appendix A and make consequential amendments to other parts of the plan including Proposals Map, Green Belt boundary and policies. 	No comment	E	To raise important issues on soundness that need to be tested.
263	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Main road is already heavily congested at peak times and dangerous for children attending the schools. Schools suffer from parking issues and traffic management problems and a new development of this nature will increase traffic throughput and the numbers of children attending the schools. Primary school does not have the capacity for this in its current location, perhaps it should be relocated and the land used for a smaller development. • Walking routes to the schools cross two major roads and would not be a safe option for young children, likely to mean even more traffic and parking issues. • In the village centre parking for the shops is exceptionally dangerous already and it's surprising that there aren't more traffic accidents. • The water/sewerage and electricity are already under strain for the area, review is required before added strain. 	No comment	W	No comment
264	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Main road is already heavily congested at peak times and dangerous for children attending the schools. Schools suffer from parking issues and traffic management problems and a new development of this nature will increase traffic throughput and the numbers of children attending the schools. Primary school does not have the capacity for this in its current location, perhaps it should be relocated and the land used for a smaller development. • Walking routes to the schools cross two major roads and would not be a safe option for young children, likely to mean even more traffic and parking issues. • In the village centre parking for the shops is exceptionally dangerous already and it's surprising that there aren't more traffic accidents. • The water/sewerage and electricity are already under strain for the area, review is required before added strain. 	No comment	W	No comment

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265	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Main road is already heavily congested at peak times and dangerous for children attending the schools. Schools suffer from parking issues and traffic management problems and a new development of this nature will increase traffic throughput and the numbers of children attending the schools. Primary school does not have the capacity for this in its current location, perhaps it should be relocated and the land used for a smaller development. • Walking routes to the schools cross two major roads and would not be a safe option for young children, likely to mean even more traffic and parking issues. • In the village centre parking for the shops is exceptionally dangerous already and it's surprising that there aren't more traffic accidents. • The water/sewerage and electricity are already under strain for the area, review is required before added strain. 	No comment	W	No comment
266	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Main road is already heavily congested at peak times and dangerous for children attending the schools. Schools suffer from parking issues and traffic management problems and a new development of this nature will increase traffic throughput and the numbers of children attending the schools. Primary school does not have the capacity for this in its current location, perhaps it should be relocated and the land used for a smaller development. • Walking routes to the schools cross two major roads and would not be a safe option for young children, likely to mean even more traffic and parking issues. • In the village centre parking for the shops is exceptionally dangerous already and it's surprising that there aren't more traffic accidents. • The water/sewerage and electricity are already under strain for the area, review is required before added strain. 	No comment	W	No comment
267	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Over 29 years we have seen a big increase in housing with very little increase in infrastructure and amenities. • Balsall Common Primary School includes two nurseries and the largest primary school in Solihull Borough, 30 years ago it had 300 children and now has over 600 without any real increase in footprint. Increase has causes considerable distress to parents and residents close to the school, worried about road safety and inconsiderate and dangerous parking. • Before any new development is approved an assessment of the ability of local schools to accommodate increased numbers of children is essential. 	No comment	W	No comment
268	P5 - Site 19	O	N	U	J	<ul style="list-style-type: none"> • Question suitability of developing in an area blighted by current plans for HS2. • Accepted Balsall Common has to share some of the pain of new housing, but there are more suitable locations within the village. • Community have posed question of what function Balsall Common serves within Solihull, other than a recipient of more development without proven need and infrastructure to service it. No long-term vision, hence Communities action in developing a plan. Process of tacking a bit more on adds to existing problems. • No evidence of local need at this level, essential infrastructure improvements are planned and agreed in advance of developments. A systematic review of green belt boundaries needs to be undertaken in each location. • Axiomatic that required infrastructure is put in place prior to development. • Extends existing ribbon and proposes development which does not satisfy the Council's own sustainability criteria. • Unclear what criteria was used to decide on these sites to the detriment of other sites closer to the village centre. • If 40% is to be affordable housing, should be noted that there are no public transport services, as far as one can go from the rail station, not on a bus route. Not within reasonable walking distance of the village centres. Residents will be forced to travel by car increasing carbon Failure of SMBC to advise the community of the sudden decision to nominate the sites. 	<ul style="list-style-type: none"> • Developments which require improved infrastructure especially where catch-up is required will be deferred permanently until an agreed plan is in place to ensure a seamless transition. • There should be no further development in Balsall Common until a master-plan for Balsall Common has been developed and considered to address: <ul style="list-style-type: none"> o Schools – both are full to capacity and number of children from additional housing could necessitate a new campus. o Drains and Sewers – Despite absorption of thousands of houses over the last 20 years, there has been no major upgrading of drains and sewers and a full review is required throughout the settlement. o Public Transport – so poor that most people use cars, those without are severely disadvantaged. A major review is needed. o Parking and congestion – 	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
							<p>Inadequate parking within the village centre and at the station is an existing problem and can only get worse with additional housing. A452 is congested at peak times. A full up to date traffic survey and assessment is required. Potential for an expanded and improved shopping centre to ensure its long term viability is of critical importance. Wish to explore with SMBC how best this could be achieved.</p> <p>Sports – Insufficient facilities available for all generations, particularly the young. Possibility of additional facilities being provided by future development needs to be appraised.</p> <p>Affordable Housing – Recognise need for affordable/social/low-cost housing. However, must be provided on sites that are suitable and not so far from the railway, bus services and shopping centre as currently proposed.</p> <p>Employment Sites – Consideration could be considered for the development of sites in time, but must follow the Master Plan preliminary stage.</p> <p>Village Trust – Possibility of setting up a Village Trust from land sales and redundant buildings (under Quirk) to use the resources to the advantage of Balsall Common was articulated in the Village Plan Report, in part in accordance with the Localism Bill procedures. Action required was for SMBC to take matters forward.</p> <p>As the proposed developments are in phases 2 & 3, suggest there should be no difficulty transferring identified sites to a reserve list pending the conclusion of the Master Plan with no impact on the LDF timetable.</p> <p>SMBC has just launched a Governance Review to examine Parish Boundaries, would be appropriate for development proposals to be postponed until the results of this exercise are known as the management structure of the village could change.</p> <p>Question whether a Local Plan should be published in respect of Balsall Common if no proper consideration has been given of the issues raised formally over a number of years.</p> <p>Perhaps SMBC could consider some emergency response to provide a five year housing land supply in order to tackle the variety of objections received. We would be willing to fully participate in discussions about our future.</p> <p>Suggest SMBC convene a panel of officers to discuss the potential for pursuing completion of the Village Plan.</p>		

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268	P5 - Site 22	O	N	U	J	<p>• Question suitability of developing in an area blighted by current plans for HS2. • Accepted Balsall Common has to share some of the pain of new housing, but there are more suitable locations within the village. • Community have posed question of what function Balsall Common serves within Solihull, other than a recipient of more development without proven need and infrastructure to service it. No long-term vision, hence Communities action in developing a plan. Process of tacking a bit more on adds to existing problems. • No evidence of local need at this level, essential infrastructure improvements are planned and agreed in advance of developments. A systematic review of green belt boundaries needs to be undertaken in each location. • Axiomatic that required infrastructure is put in place prior to development. • Extends existing ribbon and proposes development which does not satisfy the Council's own sustainability criteria. • Unclear what criteria was used to decide on these sites to the detriment of other sites closer to the village centre. • If 40% is to be affordable housing, should be noted that there are no public transport services, as far as one can go from the rail station, not on a bus route. Not within reasonable walking distance of the village centres. Residents will be forced to travel by car increasing carbon Failure of SMBC to advise the community of the sudden decision to nominate the sites.</p>	<p>• Developments which require improved infrastructure especially where catch-up is required will be deferred permanently until an agreed plan is in place to ensure a seamless transition. • There should be no further development in Balsall Common until a master-plan for Balsall Common has been developed and considered to address: o Schools – both are full to capacity and number of children from additional housing could necessitate a new campus. o Drains and Sewers – Despite absorption of thousands of houses over the last 20 years, there has been no major upgrading of drains and sewers and a full review is required throughout the settlement. o Public Transport – so poor that most people use cars, those without are severely disadvantaged. A major review is needed. o Parking and congestion – Inadequate parking within the village centre and at the station is an existing problem and can only get worse with additional housing. A452 is congested at peak times. A full up to date traffic survey and assessment is required. Potential for an expanded and improved shopping centre to ensure its long term viability is of critical importance. Wish to explore with SMBC how best this could be achieved. o Sports – Insufficient facilities available for all generations, particularly the young. Possibility of additional facilities being provided by future development needs to be appraised. o Affordable Housing – Recognise need for affordable/social/lo-cost housing. However, must be provided on sites that are suitable and not so far from the railway, bus services and shopping centre as currently proposed. o Employment Sites – Consideration could be considered for the development of sites in time, but must follow the Master Plan preliminary stage. o Village Trust – Possibility of setting up a Village Trust from land sales and redundant buildings (under Quirk) to use the resources to the advantage of Balsall Common was articulated in the Village Plan Report, in part in accordance with the Localism Bill procedures. Action required was for SMBC to take matters forward. o As the proposed developments are in phases 2 & 3, suggest there should be no difficulty transferring identified sites to a reserve list pending the conclusion of the Master Plan with no impact on the LDF timetable. o SMBC has just launched a Governance Review to examine Parish Boundaries, would be appropriate for development</p>	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.

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							proposals to be postponed until the results of this exercise are known as the management structure of the village could change. o Question whether a Local Plan should be published in respect of Balsall Common if no proper consideration has been given of the issues raised formally over a number of years. o Perhaps SMBC could consider some emergency response to provide a five year housing land supply in order to tackle the variety of objections received. We would be willing to fully participate in discussions about our future. o Suggest SMBC convene a panel of officers to discuss the potential for pursuing completion of the Village Plan.		
268	P5 - Site 23	O	N	U	J	<ul style="list-style-type: none"> • Question suitability of developing in an area blighted by current plans for HS2. • Accepted Balsall Common has to share some of the pain of new housing, but there are more suitable locations within the village. • Community have posed question of what function Balsall Common serves within Solihull, other than a recipient of more development without proven need and infrastructure to service it. No long-term vision, hence Communities action in developing a plan. Process of tacking a bit more on adds to existing problems. • No evidence of local need at this level, essential infrastructure improvements are planned and agreed in advance of developments. A systematic review of green belt boundaries needs to be undertaken in each location. • Axiomatic that required infrastructure is put in place prior to development. • Extends existing ribbon and proposes development which does not satisfy the Council's own sustainability criteria. • Unclear what criteria was used to decide on these sites to the detriment of other sites closer to the village centre. • If 40% is to be affordable housing, should be noted that there are no public transport services, as far as one can go from the rail station, not on a bus route. Not within reasonable walking distance of the village centres. Residents will be forced to travel by car increasing carbon Failure of SMBC to advise the community of the sudden decision to nominate the sites. 	<ul style="list-style-type: none"> • Developments which require improved infrastructure especially where catch-up is required will be deferred permanently until an agreed plan is in place to ensure a seamless transition. • There should be no further development in Balsall Common until a master-plan for Balsall Common has been developed and considered to address: <ul style="list-style-type: none"> o Schools – both are full to capacity and number of children from additional housing could necessitate a new campus. o Drains and Sewers – Despite absorption of thousands of houses over the last 20 years, there has been no major upgrading of drains and sewers and a full review is required throughout the settlement. o Public Transport – so poor that most people use cars, those without are severely disadvantaged. A major review is needed. o Parking and congestion – Inadequate parking within the village centre and at the station is an existing problem and can only get worse with additional housing. A452 is congested at peak times. A full up to date traffic survey and assessment is required. Potential for an expanded and improved shopping centre to ensure its long term viability is of critical importance. Wish to explore with SMBC how best this could be achieved. o Sports – Insufficient facilities available for all generations, particularly the young. Possibility of additional facilities being provided by future development needs to be appraised. o Affordable Housing – Recognise need for affordable/social/lo-cost housing. However, must be provided on sites that are suitable and not so far from the railway, bus services and shopping centre as currently proposed. o Employment Sites – Consideration could be considered for the development of sites in time, but must follow the Master 	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.

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							Plan preliminary stage.o Village Trust – Possibility of setting up a Village Trust from land sales and redundant buildings (under Quirk) to use the resources to the advantage of Balsall Common was articulated in the Village Plan Report, in part in accordance with the Localism Bill procedures. Action required was for SMBC to take matters forward.o As the proposed developments are in phases 2 & 3, suggest there should be no difficulty transferring identified sites to a reserve list pending the conclusion of the Master Plan with no impact on the LDF timetable.o SMBC has just launched a Governance Review to examine Parish Boundaries, would be appropriate for development proposals to be postponed until the results of this exercise are known as the management structure of the village could change.o Question whether a Local Plan should be published in respect of Balsall Common if no proper consideration has been given of the issues raised formally over a number of years. o Perhaps SMBC could consider some emergency response to provide a five year housing land supply in order to tackle the variety of objections received. We would be willing to fully participate in discussions about our future.o Suggest SMBC convene a panel of officers to discuss the potential for pursuing completion of the Village Plan.		
269	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Insufficient additional transport and infrastructure links to support additional housing. • Erosion of the green belt which makes the village attractive. • Increased pressure on local schooling. • Village centre is under pressure for parking, development would exacerbate the problem driving people away from the village to places like Knowle and Kenilworth to shop. 	No comment	W	No comment
270	P5 - Site 4	O	N	U	N	<ul style="list-style-type: none"> • Lack of robust playing field strategy • Loss of playing fields not justified 	No comment	W	No comment
271	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Insufficient additional transport and infrastructure links to support additional housing. • Erosion of the green belt which makes the village attractive. • Increased pressure on local schooling. • Village centre is under pressure for parking, development would exacerbate the problem driving people away from the village to places like Knowle and Kenilworth to shop. 	No comment	W	No comment
274	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Infrastructure and facilities for Balsall Common residents are woefully inadequate at present so further development of housing on this scale is wholly inappropriate and certainly not in this location. 	No comment	W	No comment
276	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Not enough facilities for the size of the village. 	No comment	W	No comment

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278	P5 - Sites 22 & 23	O	Y	U	J	• Disagree with building on green belt.	No comment	W	No comment
283	P5 - Sites 22 & 23	O	Y	U	J	• Over last 35 years there has been development out of all size to the existing village. This development is proportionately much greater than in other areas. The nature of the village is being progressively destroyed.	No comment	W	No comment
284	P5 - Sites 22 & 23	O	Y	U	J	• Unable to take housing proposals seriously while no-one is keeping a watchful eye on the village itself. We have 3 Indian restaurants, 4 hairdressers etc. and the ongoing disgrace of an abandoned building next to the coop which could be put to a multitude of uses, including inexpensive apartments with unlimited parking. Then there's the Chataway/Sainsburys site. • Wonder why people would want to live in Balsall Common, probably because of the ease of commuting elsewhere instead of charm.	No comment	W	No comment
287	P5 - Sites 22 & 23	O	Y	U	J	• Unnecessary to build more houses on green belt land, Balsall Common can't cope with more development. • Road and pavements are treacherous and very rarely maintained. • Lack of public transport.	No comment	W	No comment
288	P5 - Sites 22 & 23	O	Y	U	J	• A452 is very busy and dangerous for the high volume of mainly children and older people who use it. Becoming increasingly difficult for traffic to access the road as volume of traffic is growing by infilling. • Inadequate public transport. • Priority should be to use brownfield sites.	No comment	W	No comment
289	P5 - Sites 22 & 23	O	Y	U	J	• Brownfield sites should be a priority. • Inadequate facilities, parking and public transport to support such a development.	No comment	W	No comment
291	P5 - Sites 22 & 23	O	Y	U	J	• Would prefer it if you could look at other sites that are not green belt.	No comment	W	No comment
292	P5 - Sites 22 & 23	O	Y	U	J	• Disagree with the proposed development of green belt land.	No comment	W	No comment
300	P5 - Sites 22 & 23	O	Y	U	J	• Near a very busy set of traffic lights where numerous accidents take place. Inaccurate accident figures have been given, far more than shown.	No comment	W	No comment
302	P5 - Sites 22 & 23	O	Y	U	J	• No longer the lovely village, far too much building has gone on in past years. Lived here over 60 years and seen it decline in all aspects. Realise people want to live here, but enough is enough.	No comment	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
305	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Please define exceptional circumstances which necessitate revision of the green belt boundaries and evidence supporting the rationale. • Please give an evaluation as to why extant brownfield sites have been disregarded in preference to the site identified. • Given the speed of the road traffic will access, safe egress from the proposed development site, given the volume of anticipated traffic will either be dangerous or a significant interruption to traffic flows. • Most significant would be the impact on aspects of the capacity of the village to support an increase in the size of the village envisaged. Currently access to facilities in the village is woefully inadequate particularly in terms of parking and vehicle manoeuvring in the village centre. 	No comment	W	No comment
306	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • I had to leave Balsall Common due to the lack of public transport. How can you keep building without the infrastructure and public services to the amount of people in this village. 	No comment	W	No comment
315	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • There has been huge expansion of the village during the last ten years. Expanding the area of the village into the green belt has on the whole been avoided. The proposed sites clearly move into the green belt. There are areas/sites within the village boundaries that can and need developing and possible affordable homes for our younger families/first time buyers. 	No comment	W	No comment
316	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • I believe the village is large enough already and any increase in development will add traffic and noise to the already existing and annoying levels. Village suffers slow moving and on occasions stationary traffic at peak times along the Kenilworth Road, proposed developments will prolong delays and pollution. 	No comment	W	No comment
322	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Lack of consideration given to the ways in which the development will be absorbed by the local community, schooling, health, care, roads etc. 	No comment	W	No comment
323	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Opposed to building on green belt before brown field. • Traffic concerns. • Lack of infrastructure, doctors, schools. 	No comment	W	No comment
324	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Don't build more houses in our village, especially on beautiful greenbelt. • Village can't cope with the current number of homes – traffic, parking and there is no public transport (buses) to support more people needing to travel. 	No comment	W	No comment
327	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Lived on Kenilworth Road since 1984 and seen numerous accidents at the Kelsey Lane junction. Increase in traffic which a large number of house would bring would greatly increase the risk of accidents. Junction would be extremely hazardous for parents and young children going to primary school. • Insufficient parking at Berkswell station at busy times, increasing housing by such drastic numbers would compound the problem. • Concerned about the ability of drains to cope with surface water, in heavy rain the road is so flooded traffic is forced to use the oncoming lane. 	No comment	W	No comment
328	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Traffic safety impacts on Kelsey Lane and Kenilworth Road. • Impact on local facilities which are already over-subscribed. • Potential erosion of the green belt which should surely be sacrosanct. 	No comment	W	No comment

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329	P5 - General	O	N	U	J, E, N	<p>• Housing target is unrealistically low, should be increased by a further 260 dwellings pa. Target does not take account of the most recent 2008-based housing projections and estimates. Three most recent projections have exceeded the 11,000 target at 13,000 (2004-based), 16,000 (2006-based) and 13,000 (2008-based). • Report commissioned by the objector highlights a net in-migration figure of 750 needed 2011-2028 to achieve a stabilised labour force over the Plan period, 785 dwellings p.a. • Cannot identify five years housing land supply, risk the Council will not be able to defend against ad-hoc applications unless it rapidly addresses the shortcomings of the housing strategy. • Object to “unsustainable short term extension to the south of Shirley (paragraph 8.4.1). Inappropriate and must be deleted.</p>	<p>• Object to “unsustainable short term extension to the south of Shirley (paragraph 8.4.1). Inappropriate and must be deleted.</p>	E	<p>• TWL has presented evidence highlighting the inadequacy of the Borough Council's housing target for the plan period and identified the need for one or more urban extensions to the south of the MUA in order to remedy the overall as well as 5-year shortfalls. •TWL has control of land at Light Hall Farm, to the south of Shirley, and through analysis of available options has identified this as the best location for a sustainable urban extension to the MUA. • TWL is therefore a key participant in the LDF Core Strategy process who will make a valuable contribution to the oral examination.</p>

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329	P5 Other sites - SHLA A ref 60 Light Hall Farm	O	N	U	J, E, N	<p>• Additional growth required cannot be accommodated within the MUA, even when planned regeneration in North Solihull is taken into account. One or more urban extensions required. • Site is well placed to deliver a sustainable urban extension. • Very special circumstances to review green belt in the vicinity of the site. • Need for housing to keep pace with projected growth. • Need for sufficient housing to make it affordable to residents of Solihull and those moving to the Borough. • Social and economic implications of not providing sufficient housing to meet identified need. • Significant benefits associated with developing on the edge of Solihull rather than beyond the green belt boundary in terms of integration with existing services and facilities and addressing unsustainable patterns of commuting. • Reviewed strategic constraints on the edge of Solihull, south of Shirley, site is a preferred option for an urban extension because of. • Proximity to local employment centres, providing excellent access to local jobs. • Proximity to existing community facilities including schools, colleges, playing fields and shops. • Immediately adjoins the strategic highway network with several points of access. • Can be easily integrated with existing high quality public transport network offering transport choices for residents. • Lack of flood plain to impact on proposed area of development. • Listed ecological and heritage assets are located at the periphery of the site. • Suitable landscape typology meaning that strategic-scale development can be accommodated without significant adverse effects. • Can accommodate mix of uses including infrastructure, job opportunities, community facilities, open space and 1,500-2,000 new dwellings. • Would aid urban renaissance, stemming out-migration, addressing issues of social/employment mobility and support region's MUA economic and development growth agendas. • Failing an allocation identifying the site as a sustainable urban extension the site should be identified as safeguarded land to come forward post 2028.</p>	<p>• Object to "unsustainable short term extension to the south of Shirley (paragraph 8.4.1). Inappropriate and must be deleted.</p>	E	<p>• TWL has presented evidence highlighting the inadequacy of the Borough Council's housing target for the plan period and identified the need for one or more urban extensions to the south of the MUA in order to remedy the overall as well as 5-year shortfalls. •TWL has control of land at Light Hall Farm, to the south of Shirley, and through analysis of available options has identified this as the best location for a sustainable urban extension to the MUA. • TWL is therefore a key participant in the LDF Core Strategy process who will make a valuable contribution to the oral examination.</p>
330	P5 - Site 9	O	No comment	No comment	No comment	<p>In light of decision on Moat House Farm, delay development until post-2018. Should not prejudice development of a village health centre on part of the site.</p>	No comment	W	No comment
331	P5 - Site 10	O	N	U	J, N	<p>• Detrimental effect on attraction as a business location, resulting in a severe constraint on its purpose of promoting economic growth in Solihull, regional and nationally. • Loss of valuable employment land and investment potential. • Not a suitable location for families – noise exposure and questions of air quality from proximity of the often congested motorway. • Poor accessibility. • RIS considered one of the major assets of the M42 economic gateway; significantly different from other business parks of importance to Solihull and the West Midlands. High quality managed environment, advantageous location near to highway network and airport ensure it is more than an industrial estate. Ideally placed for the future economic growth within the Coventry/Solihull/Warwickshire High Technology Corridor. • Original purpose as a prestige business park for top quality industrial, research and office use was varied to RIS in 2006. • Housing is likely to diminish its attraction to the range of potential users it is designated to attract. • Vitality and viability would be improved by extending the range of on-site facilities through addition of shops and hotel/conference accommodation. • Security would be compromised and degrade the parks appeal to potential high-class users. • Difficult to envisage employees would choose to live on top of the job, likely to want a quieter location. • Site is within the rural area; no access to schools, doctors surgery, pharmacy, fresh food within desirable parameters. • Unsuitable for affordable housing or housing for elderly people and those with special needs, which is needed in the area. • Would have a devastating effect on Illshaw Heath, any spread to the west would reduce the gap t Cheswick Green to an unacceptable degree. • "Likely infrastructure</p>	No comment	W	No comment

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						requirements" - Impact of additional traffic on M42 J4 would be enormous. Extent and cost of infrastructure improvements required would cause prolonged disruption and congestion, much more than "potential improvements needed to verges on rural roads" stated as necessary; no provision for a new school, to which school does "provide for access to school" refer? • Creation of other points of access with extensive external modifications to the surrounding highway network would have a devastating effect on the character of the locality, currently quiet narrow country lanes. • Should be rejected, but if necessary, should be on a much reduced scale phased towards the end of the Plan period to allow necessary infrastructure to be built and to carefully monitor effects on effectiveness as an RIS. • To maintain balance, the site should be replaced by Site 21 Mount Dairy Farm Cheswick Green.			
331	P5 - Site 21	O		U	J	<p>• Unjustifiable to place rural sites at the end of the Plan period because they are less accessible locations and inaccurate of the site. Accessibility is not the only factor, there are other important and relevant factors. • Accessibility – Within 800m of footpath walk to two primary schools, doctor's surgery, pharmacy, shops and PH. Within 400m of bus service. Footpaths to Sainsbury and Tesco. Within 5 mins car travel of Blythe Valley Business Park, TRW Stratford Road, Solihull Business Park, Fore Stratford Road/M42, Shirley Town Centre & Stratford Road businesses, Cranmore Industrial Estate. Railway stations within 10 mins car and/or bus ride – Whitlock's End, Shirley, Widney Manor. Links to A34, motorway network. Adjacent M42 economic gateway corridor. • Regeneration – To correct omissions and poor planning. Limited house type mix, no affordable starter-homes or specialist accommodation for older people or those with special needs, lack of larger detached houses for growing families. • Welcome inclusion, but 12 years is a long time to wait to rectify shortcomings of forty years ago, site should be in Phase 1. • Phase 1 development would provide much needed local benefits to boost the vitality of the village and create a more sustainable community; a more sustainable customer base for local shops, primary schools, health and other facilities, pub, local tradesmen. • Local community is expecting the site to be developed and evidence of need. • Transport infrastructure – would require little further infrastructure outside the existing village. Extra traffic is unlikely to cause problems as it will be dispersed in many directions. A cycle/walkway could be created. • Flood Risk – Not in flood plain. Concern over run-off has increased, partly because there is no maintenance plan for water courses in the village. Flash flooding has resulted from lack of maintenance (blocked culvert under Tanworth Lane). The Environment Agency is creating a new flood risk model of the area, including the drainage system. There is sufficient area to construct SUDS. Development can be stepped back from Mount Brook and the footpath to provide substantial green space. • Site is closer to the centre than parts of the existing village, would be enclosed by existing development, open community green space could provide a walkway around two sides of the site. Does not narrow the gap between Cheswick Green, Dickens Heath and Shirley. • Site is closer to Solihull and Shirley centres than Blythe Valley Phase 1 site. Local benefits in "focussing new market housing on the needs of newly forming and downsizing households" are urgently needed and ought to be brought forward. • To maintain balance Blythe Valley or one of the Knowle & Bentley Heath sites should be put back to Phase 3. • Sustainability Appraisal – area performs noticeably worse than the Borough's urban areas for "barriers to housing and services" (Index of Multiple Deprivation (2010); good accessibility o health, secondary education and fresh food; extensions to existing settlements is the most sustainable way of accommodating housing needs; has potential to support the</p>	No comment	W	No comment

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						vitality and prosperity of the village; village lacks appropriate range of facilities; no congestion hotspots and no links or significant delays on highways around the village. • 1992 UDP Inspector – could contribute about 100 houses before highway improvements needed, would not seriously intrude into surrounding countryside; enclosed on 2 or 3 sides; best example of rounding off in Hockley Heath Parish; would not involve outward expansion; new outer boundary would be logical and defensible; would make Cheswick Green a more compact settlement, physically linking older housing fronting Tanworth Lane with the more modern housing to the east. • 1996 UDP Inspector – would mean loss of attractive fields, but question was explored in 1991 and concluded the site should have high priority for housing; insufficient reason to depart from this. Flooding concerns – understandable, but weight of evidences insufficient to suggest need to embargo further development. • Revise to Phase 1; increase capacity estimate to 250; reasons and conditions – to regenerate and revitalise Cheswick Green. Correcting poor housing type mix; Likely infrastructure requirements – access off Coppice Walk to ensure internal connection to the village centre. Potential improvements to PT/facilities. Provision of accessible green space. Increased provision of utilities. Potential flood attenuation measures. Consider impact on local health services.			
332	P5 - Sites 1-7	O	No comment	No comment	No comment	• Already a built up area as it is, to take away the little bit of green land that we have and build on it will only lead to more built up area, leading to more crime which is the last thing we need.	• Why can't ample green land in the south of the Borough be used, failing that get rid of flats and build on that land instead, people do not want building so close to their homes.	W	No comment
333	P5 - Site 3	O	Unsure	U	J	• Short notice and lack of information • Should give local residents simpler forms Contradicts local objective in Para. 3.1.2	• Area already lacks local facilities • Need to keep natural area and build on areas that don't affect countryside	W	No comment
334	P5 - Site 23	S	No comment	No comment	No comment	• Support development, having lived in the area for a few years I have noticed that there is a shortage of affordable housing and most young people are forced to look outside the area for housing.	No comment	W	No comment
335	P5 - Site 4	O	Unsure	U	J	• Short notice • No consultation apart from 1 Parish Council meeting • Lack of information justifying Babbs Mill site • Insufficient time to respond • Very bad communication from SMBC • Contradicts local objective in Para. 3.1.2 • Lack of green space in this area	• Brownfield sites and boarded up areas should be prioritised for building • No plans about impact this will have on schools, doctors, dentists, shops etc • Conservation Area and subject to flooding	W	No comment
336	P5 - Site 23	S	No comment	No comment	No comment	Fully agree with the scheme which would be of great benefit to Balsall Common.	No comment	W	No comment
337	P5 - Site 23	S	No comment	No comment	No comment	• Support development, we need more affordable housing in the village. I have two sons that are now adults and would like to settle in Balsall Common but the lack of affordable housing makes this impossible. • Land needs to be made available but we are surrounded by greenbelt which is part of the village appeal. • The site has housing on both sides already which make this an ideal site. • Where else can the developers build in the village, chances are limited.	No comment	W	No comment

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339	P5 - Site 1	O	Unsure	N	J	<p>• Considers the plan is unsound because it is unjustified. Goes against local development objectives, such as 3.1.2, talks about lack of green space and increasing obesity, especially amongst children. It says it will provide opportunities for health and active lifestyles and then builds on recreation space. Objective B says it wants to conserve and enhance qualities that contribute to the attractiveness of the area. The River Cole and area is seen as an asset but they want to build over a conservation area. Plan does not safeguard key gaps between settlements, nor does it help the problem of flooding with building on green space near a river. • All brownfield sites should be developed first and other areas explored that will not have an impact on settled residents. • Consider impact on local facilities, schools, doctors surgeries, dentists, shops, leisure facilities etc. • Consider some residents have trouble getting insurance as it is a flood area, does it really make sense to build there. • Loss of amenity, site used widely by local residents for walking, dog walking, playing etc... • Loss of visual amenity, views of open space contributes to the character of the area, making it a pleasant place to live and contributing to the Babbs Mill conservation area. • Known as Marsh Land never to be built on. Deficient in provision of semi-natural green space, taking away green space will reduce quality of life. Get Active is one of the Governments policies to reduce obesity, keep taking land and residents will have nowhere to go. Open space cannot be replaced. • Sense of security – access linking Cooks Lane and Kingshurst is used by many. Will now become too narrow and enclosed enticing crime. Many school children use this route and will become more vulnerable, particularly on dark nights. • Impact on biodiversity – designated wildlife project “Kingfisher Project”, bats, hedgehogs, foxes, birds and other species and insects are found there. There are bluebells and Oak trees. Will be detrimental to lives of many insects and animals. Noise levels, pollution will have an adverse effect on the environment and wellbeing of all. • Housing density is too high in North Solihull, making green spaces extra important, disappointing to see so many proposals, including 200 houses on a relatively small area. • Negative effects on health, disturbance to soil creating dust, noise, light pollution etc. Notwithstanding elderly residents and people working from home would have to put up with this development and many years thereafter. • Babbs Mill was created in 1977 to commemorate the Silver Jubilee with a variety of landscapes, including wildlife haven on the banks of the intriguing lake, River Cole twists through the area, grasslands harbouring wildflowers and trees and woodland creating homes for bats and owls. Designated a Local Nature reserve in 2002, now you propose 200 new homes on a commemorative park to commemorate the diamond jubilee.</p>	No comment	W	No comment
340	P5 - Site 19	O	N	U	J	<p>• No proven demand to justify an increase in housing stock of this size, affordable or otherwise, supported by the Rural Needs Survey and the survey underpinning the village plan. Plan is a top-down imposition rather than one that meets identified need. A bottom up assessment is required. • If there is a proven need, a Masterplan should be developed before any decisions are reached to ensure full consideration is given to the need to improve both the infrastructure and public transport links. • No justification for building on green belt land. Alternative brownfield sites are available and would be sufficient to provide affordable homes. • Suitability of brownfield sites representing the views of residents (BRAID) should be reviewed. • Use of brownfield sites should be prioritised over green belt as stated in PPS3. • Impact on traffic congestion created by developing this land has not been fully considered. • Location of the site fails to meet SMBC’s criteria for accessibility. • Impact on the environment has not been considered.</p>		W	No comment

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341	P5 - Site 5	O	No comment	U	No comment	Unsound because: <ul style="list-style-type: none"> • Due regard has not been paid to the detrimental effect of 75 new houses in respect of public amenities and services, social and educational issues, health, public transport availability, including vehicular access to site in on already congested roads. • Environmental issues will arise and the loss of the last area of open space in the Alcott ward area is unacceptable. • No reference made to negotiations with residents of roads affected by the original Oxford Grove development or assurances given at that time that no further development would take place in what is now, sadly, a residential area, already overcrowded, suffering traffic problems with parked vehicles, unnecessary road humps, becoming through roads to Asda. 	<ul style="list-style-type: none"> • Account should be taken of Chichester and Winchester Road residents of 30-40 years, mostly elderly and will be affected by more development. • Consider demography, many unemployed people, no major employers in the area, poor public transport, particularly evenings. • North Solihull is classed as one of the most deprived areas of the country. There are no amenities (cinemas, youth clubs, restaurants). Main shopping centre is losing shops. • More housing would have a devastating effect on an area already beset with large social problems and overcrowding. • Loss of remaining small open area, our only asset would be detrimental to all and other sites in the Borough should be identified. • Should be preserved as open space where parks and sports pitches can be established to the benefit of youngsters. 	W	No comment
342	P5 - Site 5	O	No comment	U	J	Object as: <ul style="list-style-type: none"> • Short notice • 6 week consultation period insufficient and complex • Reduction of open space would be dreadful • More traffic fumes Not justified because: <ul style="list-style-type: none"> • All historic and natural environment will be lost if build on green belt • Will not improve our health and well-being 	Proposed changes to make legally compliant? <ul style="list-style-type: none"> • Make sure residents notified, e.g. local newspapers • Response form should be easy to fill in • Lot of people don't own computer or aren't computer-literate Proposed changes to make sound? <ul style="list-style-type: none"> • Use land that will not destroy green land, keep pressure off local amenities • Keep out of our conservation area – did not know you could build on • Enough concrete here already 	W	No comment
343	P5 - Site 17	O	Y	U	J, E	<ul style="list-style-type: none"> • Not justified as not released from the greenbelt. • Unsuitable and unachievable because of the increased pressure on the already strained infrastructure, i.e. highways, schools, telephone exchange, other services. 	<ul style="list-style-type: none"> • Further building should cease in the area, especially on green belt land. 	W	No comment
343	P5 - Site 18	O	Y	U	J, E	<ul style="list-style-type: none"> • Not justified as not released from the greenbelt. • Unsuitable and unachievable because of the increased pressure on the already strained infrastructure, i.e. highways, schools, telephone exchange, other services. 			
343	P5 - Site 20	O	Y	U	J, E	<ul style="list-style-type: none"> • Not justified as not released from the greenbelt. • Unsuitable and unachievable because of the increased pressure on the already strained infrastructure, i.e. highways, schools, telephone exchange, other services. 			
344	P5 - Site 6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Reduce the number of houses on the Centurian site. • A lot more houses will add to congestion at junctions with Chester Road and Cooks Lane • Forth Drive is used by buses, learner drivers (test route), lorries and rat running morning and evening. • Chester Road is already dangerous to cross on foot as cars travel very fast. More houses will add to the danger. • Trees and hedges along the Chester Road and greenspace are an important wildlife corridor, enabling declining numbers of garden birds to access food in gardens and the country park. 	<ul style="list-style-type: none"> • Reduce the number of houses on the Centurian site. 	E	No comment

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345	P5 - Site 17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Residents of Dickens Heath have had a really bad deal from the Council as follows: • Initial village was 850 houses, when residents complained it was increased to 2500. • Village centre was to have a full sized cricket pitch, this was halved without consultation. • None of the roads have been adopted and after only 10 years they are in need of repair. • Petition with 100% residents signatures was presented requesting the 250 year old Oak trees in Rumbush Lane be retained, this was ignored and all trees cut down. • Village centre has not been completed, it looks like a bomb site, yet you are considering more houses. • Promised to open up Rumbush Lane when the village was completed, this has not happened, pushing more traffic onto Dickens Heath Road. • Dickens Heath Road was to have chicanes to enable residents of Birchy Close and Fishers Drive to get out onto the road and rumble strips at the village end, this has not happened. • Roads through the village are barely wide enough to take the traffic at present, proposed houses all on the south side will all drive their vehicles to the north side for Solihull, the Stratford Road and the motorway increasing congestion in the village. • Bad enough that the beautiful old Braggs Farm Lane will be destroyed, plus part of the wildlife sanctuary and now (without consultation) Cleobury Lane, an area designated greenbelt set aside as a buffer zone in the original scheme. • If have to build, area north of the village centre would be more sensible traffic would not have t go through the village so often. • Schools cannot take any more pupils, residents are having to take children elsewhere, will additional school places be provided? • All three areas have abundant wildlife including protected species. will you be carrying out any surveys? • Green spaces have a health benefit for local communities. 	Should be rejected, or at least reduced so as not to adversely impact on the existing environment.	W	No comment
345	P5 - Site 18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Residents of Dickens Heath have had a really bad deal from the Council as follows: • Initial village was 850 houses, when residents complained it was increased to 2500. • Village centre was to have a full sized cricket pitch, this was halved without consultation. • None of the roads have been adopted and after only 10 years they are in need of repair. • Petition with 100% residents signatures was presented requesting the 250 year old Oak trees in Rumbush Lane be retained, this was ignored and all trees cut down. • Village centre has not been completed, it looks like a bomb site, yet you are considering more houses. • Promised to open up Rumbush Lane when the village was completed, this has not happened, pushing more traffic onto Dickens Heath Road. • Dickens Heath Road was to have chicanes to enable residents of Birchy Close and Fishers Drive to get out onto the road and rumble strips at the village end, this has not happened. • Roads through the village are barely wide enough to take the traffic at present, proposed houses all on the south side will all drive their vehicles to the north side for Solihull, the Stratford Road and the motorway increasing congestion in the village. • Bad enough that the beautiful old Braggs Farm Lane will be destroyed, plus part of the wildlife sanctuary and now (without consultation) Cleobury Lane, an area designated greenbelt set aside as a buffer zone in the original scheme. • If have to build, area north of the village centre would be more sensible traffic would not have t go through the village so often. • Schools cannot take any more pupils, residents are having to take children elsewhere, will additional school places be provided? • All three areas have abundant wildlife including protected species. will you be carrying out any surveys? • Green spaces have a health benefit for local communities. 	Should be rejected, or at least reduced so as not to adversely impact on the existing environment.	W	No comment

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345	P5 - Site 20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Residents of Dickens Heath have had a really bad deal from the Council as follows: Initial village was 850 houses, when residents complained it was increased to 2500. Village centre was to have a full sized cricket pitch, this was halved without consultation. None of the roads have been adopted and after only 10 years they are in need of repair. Petition with 100% residents signatures was presented requesting the 250 year old Oak trees in Rumbush Lane be retained, this was ignored and all trees cut down. Village centre has not been completed, it looks like a bomb site, yet you are considering more houses. Promised to open up Rumbush Lane when the village was completed, this has not happened, pushing more traffic onto Dickens Heath Road. Dickens Heath Road was to have chicanes to enable residents of Birchy Close and Fishers Drive to get out onto the road and rumble strips at the village end, this has not happened. Roads through the village are barely wide enough to take the traffic at present, proposed houses all on the south side will all drive their vehicles to the north side for Solihull, the Stratford Road and the motorway increasing congestion in the village. Bad enough that the beautiful old Braggs Farm Lane will be destroyed, plus part of the wildlife sanctuary and now (without consultation) Cleobury Lane, an area designated greenbelt set aside as a buffer zone in the original scheme. If have to build, area north of the village centre would be more sensible traffic would not have to go through the village so often. Schools cannot take any more pupils, residents are having to take children elsewhere, will additional school places be provided? All three areas have abundant wildlife including protected species. will you be carrying out any surveys? Green spaces have a health benefit for local communities. 	Should be rejected, or at least reduced so as not to adversely impact on the existing environment.	W	No comment
346	P5 - Site 20	O	N	U	E	<ul style="list-style-type: none"> Within the green belt, no comparative assessment of other sites to justify its removal has taken place. SMBC and the Parish Council have previously rejected the site for development and only when the increase in housing numbers was published was the site considered for development. Local residents have been misled and only informed at the late stage in the development plan process. Original concept and design was for 750 dwellings. Number has already doubled and further major expansion of the village will have an adverse effect on existing infrastructure and amenities. Planned with limited parking and access to services and facilities within walking distance to reduce the need for a car. However, space for parking and vehicles of necessity are left on the village roads, significantly reducing capacity of the highway network. Additional sites will require some road improvements but there is insufficient capacity to accommodate still further development. Ecological and landscape considerations affecting the site have not been fully evaluated which could significantly reduce the number of dwellings on this site, site is not deliverable. 	<ul style="list-style-type: none"> Density should be reduced to 12 dph to take into consideration traffic, environment and school facility considerations. Site should be deleted. 	W	No comment

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347	P5 - Site 20	O	N	U	E	<p>Not legally compliant because:</p> <ul style="list-style-type: none"> • No previous public consultation was carried out. • Land is within the Green Belt. • Ecological issues have not been addressed which will reduce the density of development. • Traffic is already an issue in this vicinity together with parking in the centre. • Inclusion of this site has not been fully assessed and is therefore not deliverable. <p>Unsound because:</p> <ul style="list-style-type: none"> • No traffic study carried out • No environmental impact assessment carried out • No school capacity study carried out 	<p>Site should be deleted from the Plan, if included the number of units should be decreased by 50% with an extensive green buffer along Cleobury Lane and Dickens Heath Road.</p> <ul style="list-style-type: none"> • A traffic survey should be carried out. • An assessment of school places should be carried out. 	W	No comment
348	P5 - Site 1	O	No comment	No comment	No comment	Disagree with 200 houses on green land that was once flooded and the river diverted. Didn't know I was in a deprived area, if so, why put more people here?		W	No comment
349	P5 - General	S	No comment	No comment	No comment	Support preparation of Development Briefs. Need to make clear that Briefs must be prepared in full consultation with landowners and developers to raise legal, technical, viability issues at early stage.		W	No comment
349	P5 - General	O	N	N	J, C	<ul style="list-style-type: none"> • Overall level of provision falls well short of anticipated household growth and could undermine social and economic objectives. • National household projections, allowing for vacancies and second homes would equate to a need for around 15,000 dwellings. • ECS recommended 525 dwellings p.a. (consistent with the RSS Panel Report). Draft Local Plan recommends 500 dwellings p.a. Shortfall 2006-2011 has been lost from the target. • Fully meeting housing need cannot be ignored if the Council is committed to an economic growth strategy. • Council does not have 5 years housing land supply, necessitating quick release of new sites, meaning sites phased later in the Plan period may need to be brought forward. • Should be scope for flexibility in reviewing or re-defining phasing of specific sites to meet local circumstances and housing needs. Council cannot necessarily facilitate or bring forward regeneration sites without funding commitment (now in doubt) and market pressures/needs do not necessarily conform to areas where Phase 1 sites exist. 	No comment	E	To represent interests of developer/landowner

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
349	P5 - General	O	N	N	J, C	<p>• Believe in strong community engagement and have already made contact with the Parish Council and presented tentative ideas. Keen to maintain on-going dialogue. • Keen to explore ideas for contributing to sports facilities. • Can help meet Challenges: • A - Reducing inequalities in the Borough – problem of access to housing in some rural areas. Especially true in Balsall Common where house prices tend to be well above the Borough average. • B – Addressing affordable housing needs across the Borough – shortage of affordable housing, especially in the rural areas and needs of older people and those with disabilities. • C – Sustaining the attractiveness of the Borough – conserving qualities of mature suburbs and rural areas and need to ensure there is sufficient amenity space and children’s play and ensure residential amenities can be protected. • D – Securing Sustainable Economic Growth – attracting new housing for families is vital to achieving business support. • E – Protecting gaps between urban area & settlements – important, but 67% of Borough is green belt and a clear case for making selective green belt releases in the right locations to meet local housing needs. • G – Imbalance in housing offer across the Borough – highlights shortage of family homes especially in mature suburbs and rural areas. Lack of well-designed homes for elderly people. • H – Increasing accessibility and encouraging sustainable travel – local facilities within walking/cycling distance and railway station relatively close to maximise sustainable travel. • Other challenges may be met to some degree through development of modest housing sites. • Logical and modest extension, suitable, developable and achievable. • Sustainable, immediately adjacent to built up area. • Scores high for accessibility locally and strategically: o Key services and facilities are extremely close, such as primary and secondary schools, pub/restaurant and local sports facilities. o Main shopping centre and most other local facilities (health, library, village hall etc,) are 10-15 minute walk, 10 minute cycle and can be reached along Meeting House Lane. o Scope to provide public open space, improving recreational facilities at the south of the village. o Ideal wider accessibility direct link to NEC/airport, Birmingham, Coventry and London by rail. o Access by road to NEC/airport, Birmingham, Coventry, Warwick, Kenilwortho Bus services could be improved. • Wider accessibility is exceptionally good for a small community. • No exceptional landscape features or known constraints. • Ready access. • Few, if any alternatives which would be more suitable. No brownfield land in the village. • Proposals are in scale with Balsall Common and consistent with an organic growth strategy of growth in proportion to scale and facilities. • Traffic issues can be resolved. • Needs are emerging all the time and are not focussed on specific parts of the Borough, the site could come forward earlier and provide a contribution to housing stock, helping remove uncertainty and ensure people directly affected see ambitions realised, including those keen to see youth provision.</p>	<p>• Include within Local Plan. Site is suitable, achievable and deliverable. Can be brought forward in collaboration with the local community to add value to Balsall Common and provide homes and facilities which will benefit the village.</p>	E	To represent interests of developer/landowner
349	P5 Other Sites - Remainder of Site 23 (SHLA A Ref) and land to the south	O	N	N	J, C	<p>• Remainder of the site would provide a more substantive site, able to yield more housing, linked to additional facilities. • Scope to extend southwards to link site 22, providing a more comprehensive development, delivering ore infrastructure and facilities. • Could form a logical extension over the longer time period.</p>	No comment	E	To represent interests of developer/landowner
350	P5 - General	S	No comment	No comment	No comment	Support preparation of Development Briefs. Need to make clear that Briefs must be prepared in full consultation with landowners and developers to raise legal, technical, viability issues at early stage.	No comment	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
350	P5 - General	O	N	N	J, C	<ul style="list-style-type: none"> • Overall level of provision falls well short of anticipated household growth and could undermine social and economic objectives. • National household projections, allowing for vacancies and second homes would equate to a need for around 15,000 dwellings. • ECS recommended 525 dwellings p.a. (consistent with the RSS Panel Report). Draft Local Plan recommends 500 dwellings p.a. Shortfall 2006-2011 has been lost from the target. • Fully meeting housing need cannot be ignored if the Council is committed to an economic growth strategy. • Council does not have 5 years housing land supply, necessitating quick release of new sites, meaning sites phased later in the Plan period may need to be brought forward. • Should be scope for flexibility in reviewing or re-defining phasing of specific sites to meet local circumstances and housing needs. Council cannot necessarily facilitate or bring forward regeneration sites without funding commitment (now in doubt) and market pressures/needs do not necessarily conform to areas where Phase 1 sites exist. 	No comment	E	To represent interests of developer/landowner
350	P5 - Site 20	S	Y	No comment	No comment	<ul style="list-style-type: none"> • Believe in strong community engagement and have already made contact with the Parish Council and presented tentative ideas. Keen to maintain on-going dialogue. • Keen to explore ideas for contributing to local facilities, potentially including youth provision. • Can help meet Challenges: <ul style="list-style-type: none"> • A - Reducing inequalities in the Borough – problem of access to housing in some rural areas. Dickens Heath has a young and growing population. • B – Addressing affordable housing needs across the Borough – shortage of affordable housing, especially in the rural areas and needs of older people and those with disabilities. • C – Sustaining the attractiveness of the Borough – conserving qualities of mature suburbs and rural areas and need to ensure there is sufficient amenity space and children’s play and ensure residential amenities can be protected. • D – Securing Sustainable Economic Growth – attracting new housing for families is vital to achieving business support. • E – Protecting gaps between urban area & settlements – important, but 67% of Borough is green belt and a clear case for making selective green belt releases in the right locations to meet local housing needs. • G – Imbalance in housing offer across the Borough – highlights shortage of family homes especially in mature suburbs and rural areas. Lack of well-designed homes for elderly people. • H – Increasing accessibility and encouraging sustainable travel – local facilities within easy walking distance and railway station relatively close to maximise sustainable travel. • Other challenges may be met to some degree through development of modest housing sites. • Could come forward well before Phase 3, would welcome an adjustment to reflect this. • Logical and modest extension which will integrate with the rest of the development and provide scope for positive links between the local centre, rest of the village and open countryside. • Developable, available and achievable. No ownership or deliverability constraints. • Immediately adjacent to Dickens Heath – the missing western sector, immediately adjacent to local facilities, bounded by development on three sides. • Village needs more development to provide badly needed homes and greater critical mass for the village centre – partially completed and blighted with a large missing segment. • Local facilities are within close walking distance of the site and strategic facilities are accessible: <ul style="list-style-type: none"> o Key services and facilities such as supermarket, library, village hall 	No comment	E	To represent interests of developer/landowner

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>and local facilities including pubs and restaurants are extremely close.</p> <ul style="list-style-type: none"> o Primary school within comfortable walking distance. o Close to the village green, many sporting facilities to the west are accessible. Proposal will link them to Dickens Heath and help provide youth facilities, currently lacking. o Railway Station within easy walking and cycling distance with a direct link to Birmingham City Centre and park and ride facility. o Accessibility by road is adequate, bus service is poor and could be easily improved to provide a more frequent service to Solihull and Shirley. o Good accessibility to jobs. <ul style="list-style-type: none"> • No exceptional landscape features or known constraints. • Ready access. • Already landscaping to protect longer distance views at corners of Cleobury Lane and Dickens Heath Road and Rumbush Lane. • Few, if any alternatives which would be more suitable. No brownfield land in the village. Proposals are in scale with Dickens Heath and consistent with an organic growth strategy of growth in proportion to young population, scale and facilities. • Density will need to reflect views of residents and character of surrounding housing and may be lower. • Needs are emerging all the time and are not focussed on specific parts of the Borough, the site could come forward earlier and provide a contribution to housing stock, helping remove uncertainty and ensure people directly affected see ambitions realised, including those keen to see youth provision. 			
352	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Seems to be little or no point adding more housing to Balsall Common when none of the supporting faculties are improving. Schools are full, traffic is increasing, doctors are overstretched, playing fields and sports facilities are limited, shops are poor to say the least. 	No comment	W	No comment
352	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Seems to be no point adding more and more housing to Balsall Common when none of the supporting facilities are improving. Schools are full, traffic is increasing, doctors are overstretched, playing fields and sports facilities are already limited, shops are poor to say the least. 	No comment	W	No comment
359	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • The need for defensible greenbelt boundaries, the impact of noise on proposed developments, the impact of development on local amenities and impact on unemployment do not appear to have been included in the policy statements. • No justification based on SMBC policy statements. • Sites are unsustainable. • No evidence that an objective and rigorous comparative study has been made of alternative sites (brown or green field). • Apparent omissions within the policy statements in the Local Plan. • Sites should be taken out of the Local Plan and a thorough investigation should be undertaken to define local village needs in terms of housing stock (requirement and location) and supporting infrastructure. 	No comment	W	No comment
360	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Development of this size would have an enormous impact on the village in terms of infrastructure, traffic and loss of green belt. Development should not go ahead unless and until these issues are addressed. 	No comment	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
361	P5 - Sites 22 & 23	O	Y	U	J	<p>• Seen a big increase in housing over 15 years with very little increase in infrastructure and amenities of the village. Particularly concerned about impact on local schools, especially Balsall Common Primary School which includes two nurseries and is the largest primary school in the Borough. Had 300 children 30 years ago and now has over 600 without any real increase in footprint. Caused considerable distress to parents and residents close to the school who are especially worried about road safety and inconsiderate and dangerous parking. Before any new development is approved it is essential that a thorough examination is carried out to assess the ability of local schools to accommodate increased number of children.</p>	No comment	W	No comment
363	P5 - Site 18	O	No comment	U	J	<p>Points to consider further for allocation are flawed: 1) Access to local services and facilities – already over stretched. 2) Well contained, could provide a defensible green belt boundary – well contained, but will be butting right up to the wildlife site and the canal so will impact on the wildlife site. At the moment the ardent field protects the country park and the wildlife site from the spread of the village. 3) Required to continue the canal side walkway, linking the village centre to the country park – already a fully accepted plan with planning approval (2010/1776) that will continue the canal side walkway, linking the village centre to the country park without the need for 53-69 houses.</p>	No comment	W	No comment
364	P5 - Site 19	O	N	U	J	<p>• Question suitability of developing in an area blighted by current plans for HS2. • Accepted Balsall Common has to share some of the pain of new housing, but there are more suitable locations within the village. • Community have posed question of what function Balsall Common serves within Solihull, other than a recipient of more development without proven need and infrastructure to service it. No long-term vision, hence Communities action in developing a plan. Process of tacking a bit more on adds to existing problems. • No evidence of local need at this level, essential infrastructure improvements are planned and agreed in advance of developments. A systematic review of green belt boundaries needs to be undertaken in each location. • Axiomatic that required infrastructure is put in place prior to development.</p>	<p>• Developments which require improved infrastructure especially where catch-up is required will be deferred permanently until an agreed plan is in place to ensure a seamless transition. • There should be no further development in Balsall Common until a master-plan for Balsall Common has been developed and considered to address: o Schools – both are full to capacity and number of children from additional housing could necessitate a new campus. o Drains and Sewers – Despite absorption of thousands of houses over the last 20 years, there has been no major upgrading of drains and sewers and a full review is required throughout the settlement. o Public Transport – so poor that most people use cars, those without are severely disadvantaged. A major review is needed. o Parking and congestion – Inadequate parking within the village centre and at the station is an existing problem and can only get worse with additional housing. A452 is congested at peak times. A full up to date traffic survey and assessment is required. Potential for an expanded and improved shopping centre to ensure its long term viability is of critical importance. Wish to explore with SMBC how best this could be achieved. o Sports – Insufficient facilities available for all generations, particularly the young. Possibility of additional facilities being provided by future development needs to be appraised. o Affordable Housing – Recognise need for affordable/social/low-cost housing. However, must be provided on sites that are suitable and not so far</p>	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
							<p>from the railway, bus services and shopping centre as currently proposed. o Employment Sites – Consideration could be considered for the development of sites in time, but must follow the Master Plan preliminary stage. o Village Trust – Possibility of setting up a Village Trust from land sales and redundant buildings (under Quirk) to use the resources to the advantage of Balsall Common was articulated in the Village Plan Report, in part in accordance with the Localism Bill procedures. Action required was for SMBC to take matters forward. o As the proposed developments are in phases 2 & 3, suggest there should be no difficulty transferring identified sites to a reserve list pending the conclusion of the Master Plan with no impact on the LDF timetable. o SMBC has just launched a Governance Review to examine Parish Boundaries, would be appropriate for development proposals to be postponed until the results of this exercise are known as the management structure of the village could change. o Question whether a Local Plan should be published in respect of Balsall Common if no proper consideration has been given of the issues raised formally over a number of years. o Perhaps SMBC could consider some emergency response to provide a five year housing land supply in order to tackle the variety of objections received. We would be willing to fully participate in discussions about our future. o Suggest SMBC convene a panel of officers to discuss the potential for pursuing completion of the Village Plan.</p>		
364	P5 - Site 19	O	N	U	J	<p>• Extends existing ribbon and proposes development which does not satisfy the Council's own sustainability criteria. • Unclear what criteria was used to decide on these sites to the detriment of other sites closer to the village centre. • If 40% is to be affordable housing, should be noted that there are no public transport services, as far as one can go from the rail station, not on a bus route. Not within reasonable walking distance of the village centres. Residents will be forced to travel by car increasing carbon Failure of SMBC to advise the community of the sudden decision to nominate the sites. • Community have posed question of what function Balsall Common serves within Solihull, other than a recipient of more development without proven need and infrastructure to service it. No long-term vision, hence Communities action in developing a plan. Process of tacking a bit more on adds to existing problems. • footprint and necessitating trying to gain access to an already congested A road. Question whether a traffic study has been undertaken as part of the Council's considerations. Question whether a systematic review of green belt boundaries has been undertaken. • Accepted Balsall Common has to share some of the pain of new housing, but there are more suitable locations within the village. • No evidence of local need at this level, essential infrastructure improvements are planned and agreed in advance of developments. A systematic review of green belt boundaries needs to be undertaken in each location. • No data to show how these</p>	<p>• Developments which require improved infrastructure especially where catch-up is required will be deferred permanently until an agreed plan is in place to ensure a seamless transition. • There should be no further development in Balsall Common until a master-plan for Balsall Common has been developed and considered to address: o Schools – both are full to capacity and number of children from additional housing could necessitate a new campus. o Drains and Sewers – Despite absorption of thousands of houses over the last 20 years, there has been no major upgrading of drains and sewers and a full review is required throughout the settlement. o Public Transport – so poor that most people use cars, those without are severely disadvantaged. A major review is needed. o Parking and congestion – Inadequate parking within the village</p>	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>sites were selected over other sites more local to the centre. • Axiomatic that required infrastructure is put in place prior to development.</p>	<p>centre and at the station is an existing problem and can only get worse with additional housing. A452 is congested at peak times. A full up to date traffic survey and assessment is required. Potential for an expanded and improved shopping centre to ensure its long term viability is of critical importance. Wish to explore with SMBC how best this could be achieved.</p> <p>Sports – Insufficient facilities available for all generations, particularly the young. Possibility of additional facilities being provided by future development needs to be appraised.</p> <p>Affordable Housing – Recognise need for affordable/social/low-cost housing. However, must be provided on sites that are suitable and not so far from the railway, bus services and shopping centre as currently proposed.</p> <p>Employment Sites – Consideration could be considered for the development of sites in time, but must follow the Master Plan preliminary stage.</p> <p>Village Trust – Possibility of setting up a Village Trust from land sales and redundant buildings (under Quirk) to use the resources to the advantage of Balsall Common was articulated in the Village Plan Report, in part in accordance with the Localism Bill procedures. Action required was for SMBC to take matters forward.</p> <p>As the proposed developments are in phases 2 & 3, suggest there should be no difficulty transferring identified sites to a reserve list pending the conclusion of the Master Plan with no impact on the LDF timetable.</p> <p>SMBC has just launched a Governance Review to examine Parish Boundaries, would be appropriate for development proposals to be postponed until the results of this exercise are known as the management structure of the village could change.</p> <p>Question whether a Local Plan should be published in respect of Balsall Common if no proper consideration has been given of the issues raised formally over a number of years. o Perhaps SMBC could consider some emergency response to provide a five year housing land supply in order to tackle the variety of objections received. We would be willing to fully participate in discussions about our future.</p> <p>Suggest SMBC convene a panel of officers to discuss the potential for pursuing completion of the Village Plan.</p>		

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
365	P5 - Site 21	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • My home has been subjected to flooding on a number of occasions over the past 35 years with water running off the land to the rear of Coppice Walk. I am in a direct line between the land and the river. I have built a wall to the rear to try to deal with the situation, sadly and possibly to the detriment of neighbours. • Some years ago I was witness to an appeal to develop the land and the Government representative found in favour of residents. • See plan as reckless in the light of the history of flooding in the area. 	No comment	W	No comment
366	P5 - Site 17	O	No comment	U	J	<ul style="list-style-type: none"> • Level of planned housing is completely unjustified given quantity of currently empty/unsold/incomplete premises (Garden Square). • Proposals give no consideration to economic conditions, collapse of main developer and lengthy failure to complete existing developments. This and all the empty and unsold premises demonstrates lack of demand which has to be considered. • Blatant lack of infrastructure to support further building activity, especially around Griffin Lane cul-de-sac. Village is already 50% larger than original plans. • Griffin Lane is a small residential cul-de-sac with no room for building traffic. School is already full, some residents have to attend Cheswick Green, how will the school cope with more residents? • Limiting parking to promote greener modes has failed, resulting in dangerous double parking and logistics of construction traffic would be very difficult and drastically lower quality of living for local residents. • Current proposals for Dickens Heath should be removed and completion of incomplete building sites and empty and unsold properties should be priority. • If any further development is deemed necessary, surely the north of the village with more efficient transport links (train station and bus routes) would make more sense and remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment
366	P5 - Site 18	O	No comment	U	J	<ul style="list-style-type: none"> • Level of planned housing is completely unjustified given quantity of currently empty/unsold/incomplete premises (Garden Square). • Proposals give no consideration to economic conditions, collapse of main developer and lengthy failure to complete existing developments. This and all the empty and unsold premises demonstrates lack of demand which has to be considered. • Blatant lack of infrastructure to support further building activity, especially around Griffin Lane cul-de-sac. Village is already 50% larger than original plans. • Griffin Lane is a small residential cul-de-sac with no room for building traffic. School is already full, some residents have to attend Cheswick Green, how will the school cope with more residents? • Limiting parking to promote greener modes has failed, resulting in dangerous double parking and logistics of construction traffic would be very difficult and drastically lower quality of living for local residents. • Current proposals for Dickens Heath should be removed and completion of incomplete building sites and empty and unsold properties should be priority. • If any further development is deemed necessary, surely the north of the village with more efficient transport links (train station and bus routes) would make more sense and remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
366	P5 - Site 20	O	No comment	U	J	<ul style="list-style-type: none"> • Level of planned housing is completely unjustified given quantity of currently empty/unsold/incomplete premises (Garden Square). • Proposals give no consideration to economic conditions, collapse of main developer and lengthy failure to complete existing developments. This and all the empty and unsold premises demonstrates lack of demand which has to be considered. • Blatant lack of infrastructure to support further building activity, especially around Griffin Lane cul-de-sac. Village is already 50% larger than original plans. • Griffin Lane is a small residential cul-de-sac with no room for building traffic. School is already full, some residents have to attend Cheswick Green, how will the school cope with more residents? • Limiting parking to promote greener modes has failed, resulting in dangerous double parking and logistics of construction traffic would be very difficult and drastically lower quality of living for local residents. • Current proposals for Dickens Heath should be removed and completion of incomplete building sites and empty and unsold properties should be priority. • If any further development is deemed necessary, surely the north of the village with more efficient transport links (train station and bus routes) would make more sense and remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment
367	P5 Other Sites - Ashford Manor Farm	O	C	S	No comment	<ul style="list-style-type: none"> • Puts forward alternative housing site at Ashford Manor Farm, Blockley Heath as land does not contribute to Green Belt purposes. • Contends that land compares favourably with sites allocated in the Draft Local Plan. • Seeks removal of the site at Ashford Manor Farm from the Green Belt. 	No comment	E	To present case to the Inspector.
368	P5 - Site 12	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Understand Arden school have had no consultation with the Council in respect of current needs of adequacy facilitating anticipated growth in students over two years. Consequently has instigated its own plans for the future, expected virtual re-development of the whole complex and are now in a position to seek funding outside of Government grant to achieve this aim. New buildings would provide adequate teaching facilities for forecast requirements but would take 7-10 years to plan, fund, construct and complete allowing for the need to phase work, putting pressure on land within the campus for temporary accommodation which would have to be minimised. • Without redevelopment, the academy would be unable to provide required teaching facility for planned growth. S.106 cannot be used to remedy existing deficiencies, they must be fairly and reasonably related to development, so rationale for bringing forward the sites is not justified. If CIL is to be used, planning permission should not be granted for development that exacerbates the existing problem until the CIL charging structure has been examined. • Expect the short-term financial gain from CIL would have to be used just to provide temporary accommodation for the planned increase in numbers and would not be available to support overall redevelopment intended to provide permanent accommodation. • Cohesive approach adopted by all stakeholders is essential, there has been no brief nor plan or proposal for a brief to be prepared in consultation with the community. A clear funding plan is required to show how a comprehensive solution is to be delivered. In its absence, at the very least, the three sites should be re-allocated to one in each phase – Four Ashes (2015-2018), Hampton Road (2018-2023) and Middlefield (2023-2028). 	<ul style="list-style-type: none"> • None of the sites should be brought forward to Phase 1 on the basis of current outstanding education capacity issues. If essential for some housing to be delivered early, only Site 12, Four Ashes Road, should be identified as suitable in Phase 1 with Arden Academy identifying potential capacity for the agreed number of new students being accommodated in Phase 1. Followed by Site 13, Hampton Road in Phase 2 and Site 14, Middlefield, in Phase 13. • To ensure necessary and essential infrastructure, wording should be strengthened by inclusion of a proper and comprehensive solution to lack of student capacity to be agreed with stakeholders and the community. 	E	To demonstrate the concern on this matter

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
368	P5 - Site 13	O	No comment	No comment	No comment	<p>• Understand Arden school have had no consultation with the Council in respect of current needs of adequacy facilitating anticipated growth in students over two years. Consequently has instigated its own plans for the future, expected virtual re-development of the whole complex and are now in a position to seek funding outside of Government grant to achieve this aim. New buildings would provide adequate teaching facilities for forecast requirements but would take 7-10 years to plan, fund, construct and complete allowing for the need to phase work, putting pressure on land within the campus for temporary accommodation which would have to be minimised. • Without redevelopment, the academy would be unable to provide required teaching facility for planned growth. S.106 cannot be used to remedy existing deficiencies, they must be fairly and reasonably related to development, so rationale for bringing forward the sites is not justified. If CIL is to be used, planning permission should not be granted for development that exacerbates the existing problem until the CIL charging structure has been examined. • Expect the short-term financial gain from CIL would have to be used just to provide temporary accommodation for the planned increase in numbers and would not be available to support overall redevelopment intended to provide permanent accommodation. • Cohesive approach adopted by all stakeholders is essential, there has been no brief nor plan or proposal for a brief to be prepared in consultation with the community. A clear funding plan is required to show how a comprehensive solution is to be delivered. In its absence, at the very least, the three sites should be re-allocated to one in each phase – Four Ashes (2015-2018), Hampton Road (2018-2023) and Middlefield (2023-2028).</p>	<p>• None of the sites should be brought forward to Phase 1 on the basis of current outstanding education capacity issues. If essential for some housing to be delivered early, only Site 12, Four Ashes Road, should be identified as suitable in Phase 1 with Arden Academy identifying potential capacity for the agreed number of new students being accommodated in Phase 1. Followed by Site 13, Hampton Road in Phase 2 and Site 14, Middlefield, in Phase 13. • To ensure necessary and essential infrastructure, wording should be strengthened by inclusion of a proper and comprehensive solution to lack of student capacity to be agreed with stakeholders and the community.</p>	E	To demonstrate the concern on this matter
368	P5 - Site 14	O	No comment	No comment	No comment	<p>• Understand Arden school have had no consultation with the Council in respect of current needs of adequacy facilitating anticipated growth in students over two years. Consequently has instigated its own plans for the future, expected virtual re-development of the whole complex and are now in a position to seek funding outside of Government grant to achieve this aim. New buildings would provide adequate teaching facilities for forecast requirements but would take 7-10 years to plan, fund, construct and complete allowing for the need to phase work, putting pressure on land within the campus for temporary accommodation which would have to be minimised. • Without redevelopment, the academy would be unable to provide required teaching facility for planned growth. S.106 cannot be used to remedy existing deficiencies, they must be fairly and reasonably related to development, so rationale for bringing forward the sites is not justified. If CIL is to be used, planning permission should not be granted for development that exacerbates the existing problem until the CIL charging structure has been examined. • Expect the short-term financial gain from CIL would have to be used just to provide temporary accommodation for the planned increase in numbers and would not be available to support overall redevelopment intended to provide permanent accommodation. • Cohesive approach adopted by all stakeholders is essential, there has been no brief nor plan or proposal for a brief to be prepared in consultation with the community. A clear funding plan is required to show how a comprehensive solution is to be delivered. In its absence, at the very least, the three sites should be re-allocated to one in each phase – Four Ashes (2015-2018), Hampton Road (2018-2023) and Middlefield (2023-2028).</p>	<p>• None of the sites should be brought forward to Phase 1 on the basis of current outstanding education capacity issues. If essential for some housing to be delivered early, only Site 12, Four Ashes Road, should be identified as suitable in Phase 1 with Arden Academy identifying potential capacity for the agreed number of new students being accommodated in Phase 1. Followed by Site 13, Hampton Road in Phase 2 and Site 14, Middlefield, in Phase 13. • To ensure necessary and essential infrastructure, wording should be strengthened by inclusion of a proper and comprehensive solution to lack of student capacity to be agreed with stakeholders and the community.</p>	E	To demonstrate the concern on this matter

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
369	P5 - Site 20	O	N	U	J, E	<ul style="list-style-type: none"> No green belt assessment has been made to justify selection of the site for development. No consultation Do not understand on what grounds there is evidence that the site impact would be least on this site. 	No comment	W	No comment
373	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Reference to trajectory without definition or justification it does not make sense. No statement about windfall or rural exception sites 	No comment	W	No comment
373	P5 - Site 24	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Unspecified exceptional circumstances, lack of clear reasons is disturbing, suggestion that it will not be released unless the former ammunition site is used for open space does not explain why it has been brought forward. Planning permission recently granted for removal of buildings and increased use of storage, what will happen to storage? Loss of agricultural land in the green belt outside the village envelope Part of the site is subject to flooding. Does not meet P17 criteria for accessibility and ease of access. 	<ul style="list-style-type: none"> Proposal should be deleted. 	W	No comment
375	P5 - General	O	Y	U	J	<p>Support annual housing requirement of 525 net additional homes per year, but consider many of the allocations are not justified, available, suitable or achievable. 216 units are proposed on sites named "remaining capacity" and 180 units are on "intervention sites". Clearly lack of publicly available information on where nearly 400 housing units are proposed. Therefore unsound because there is no background evidence available for public scrutiny to demonstrate nearly 400 units are deliverable, developable and available. One of the main reasons for the Inspector permitting the appeal at Moat House Farm was lack of five year housing supply. The Council did not supply evidence of sites due to sensitivity issues. Sites do not meet the criteria for inclusion in five year housing supply if their availability, suitability and achievability cannot be established. These arguments are just as pertinent to consideration of housing sites in North Solihull for inclusion in the Local Plan. Windfall allowance has not been justified. Inappropriate to carry forward allowance included in the UDP as suitability of windfall sites will have been depleted following the boom development years. Number of suitable windfall sites is likely to be reduced by the removal of garden land from the definition of previously developed land. Given current economic down turn it is unrealistic to expect 150 dwellings to be built per annum. 249 sites are shown separately in the SHLAA in addition to the windfall allowance. The SHLAA is a mechanism for identifying sites that would previously have come forward as windfall, so windfall allowance is proportionately reduced by the SHLAA estimate. The Inspector reporting on the Moat House Farm inquiry found there was insufficient justification for the inclusion of windfall sites, Council's arguments of there being little vacant, derelict land and high land values and it is not known where redevelopment opportunities will come forward were considered true for most other urban Boroughs and insufficient to justify the windfall allowance. The Inspector reporting on Moat House Farm questioned whether it was reasonable to include 100% of sites with planning permission and recommended a 10% discount. In addition to allocations proposed in the Emerging Core Strategy the Draft Local Plan proposes land for a further 450 dwellings on green belt land and 200 dwellings on safeguarded land. This is the first opportunity the public have had to scrutinise these proposals and there appears to be a serious lack of justified and effective evidence to explain why these sites have been selected compared to other green sites in the green belt. Given the scale of housing required in the green belt, particularly as requirement may increase in the light of town centre sites not being released and Blythe Valley Park being removed from allocations a comprehensive green belt assessment should have been carried out</p>	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						rather than relying on the piecemeal ad hoc approach in the SHLAA, also essential to identify long-term, post 2028, housing sites. • Consequence of proposed under provision will be to artificially put the brakes on growth and potentially cause the stagnation of the area's economy. Effect will be worse if Blythe Valley part and Solihull Town Centre residential developments are pursued. • Some of the allocations proposed have not been robustly assessed to judge whether they are likely to come forward and be developed within the Plan period, important for allocations to be deliverable, flexible and effective. • Without proposals to identify significantly more housing land, very real risk that progress towards economic recovery will be suppressed.			
375	P5 - Site 8	O	Y	U	J	<ul style="list-style-type: none"> • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this scale may be called into question. • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. • Solihull Town Centre Study (May 2009) does not contain sufficient detailed information to prove with any confidence that the housing sites will be developed, particularly given the tight timescales for such large scale mixed use development schemes. Should be updated and expanded to examine the feasibility of each option in more detail, to demonstrate scale is credible and to clarify how the local authority intends to manage redevelopment. There is insufficient background factual information to base policies and proposals, contrary to PPS12. • Given current economic downturn it seems increasingly unlikely that there will be sufficient private sector confidence for the necessary level of investment. • No evidence to demonstrate what private sector projects are envisaged to provide funding of when these will come forward. Unjustified to conclude the amount of development put forward will become reality including the amount of replacement of new parking spaces vital to vitality and viability of the town centre. • Present town centre management arrangements appear inadequate to coordinate this significant level of change. Given Government's austerity measures probable Council budgets for infrastructure investment on this 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>scale may be called into question.</p> <ul style="list-style-type: none"> • Requirement for the cooperation of a number of landowners is likely to be problematic. Development is likely to cause short-term major disruption, including reduction in parking at least in the first phase. May adversely impact on commercial and retail functions which may be more strongly resisted at a time when turnover is being hit by the economic downturn. At best feasibility within the short to medium term is uncertain. • Could threaten ability of the town centre to grow its commercial and retail functions into the future. Opportunities for physical expansion beyond boundaries are extremely constrained. Using precious town centre land for residential which could be accommodated elsewhere is not reasonable, effective or rational planning policy. 			
375	P5 - Site 10	O	Y	U	J	<ul style="list-style-type: none"> • No evidence to justify allocation of the Regional Investment Sites for housing. Proposal will permanently remove prime and finite employment land from the Council's portfolio of high quality employment land counter to the economic growth strategy, regional and national policy. • Loss of employment land in the Coventry-Solihull-Warwick high technology corridor is unsound because it conflicts with the RSS aims of providing and protecting RIS • Conflicts with the localism bill duty to cooperate on cross-boundary strategic priorities and no evidence to demonstrate the Council has looked at wider cross-boundary implications of losing RIS land. • No evidence of an impact assessment on economic growth and prosperity. Threat to scale and continuity of supply of readily available, accessible RIS land. Potential for investment to be attracted to other UK or European sites contrary to Government drive for economic growth. • Identification of green field land in this location is unsustainable. • Major shift in policy from the Emerging Core Strategy consultation, not legally compliant as local community and stakeholders have not had the opportunity to influence policy formation. • Knee-jerk reaction to realisation that insufficient deliverable, available and suitable land allocated in the Emerging Core Strategy to meet the housing land requirement. Inappropriate to allocate land for housing in this location which is isolated from local facilities and services by the motorway, major roundabout and A roads making access by walking and cycling unsuitable. Alternative more suitable sites should be identified. • No evidence to justify this is the most appropriate location having considered all reasonable alternatives. 	No comment	Undecided	Undecided
375	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Ad-hoc additions to the southern end of the settlement, extending ribbon development, encroaching on green belt in a location remote from the village centre and its range of shops and services and the railway station. 	No comment	Undecided	Undecided
375	P5 - Site 20	O	Y	U	J	<ul style="list-style-type: none"> • Believe in strong community engagement and have already made contact with the Parish Council and presented tentative ideas. Keen to maintain on-going dialogue. • Keen to explore ideas for contributing to local facilities, potentially including youth provision. • Can help meet Challenges: • A - Reducing inequalities in the Borough – problem of access to housing in some rural areas. Dickens Heath has a young and growing population. • B – Addressing affordable housing needs across the Borough – 	No comment	Undecided	Undecided

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>shortage of affordable housing, especially in the rural areas and needs of older people and those with disabilities.</p> <ul style="list-style-type: none"> • C – Sustaining the attractiveness of the Borough – conserving qualities of mature suburbs and rural areas and need to ensure there is sufficient amenity space and children’s play and ensure residential amenities can be protected. • D – Securing Sustainable Economic Growth – attracting new housing for families is vital to achieving business support. • E – Protecting gaps between urban area & settlements – important, but 67% of Borough is green belt and a clear case for making selective green belt releases in the right locations to meet local housing needs. • G – Imbalance in housing offer across the Borough – highlights shortage of family homes especially in mature suburbs and rural areas. Lack of well-designed homes for elderly people. • H – Increasing accessibility and encouraging sustainable travel – local facilities within easy walking distance and railway station relatively close to maximise sustainable travel. • Other challenges may be met to some degree through development of modest housing sites. • Could come forward well before Phase 3, would welcome an adjustment to reflect this. • Logical and modest extension which will integrate with the rest of the development and provide scope for positive links between the local centres, rest of the village and open countryside. • Developable, available and achievable. No ownership or deliverability constraints. • Immediately adjacent to Dickens Heath – the missing western sector, immediately adjacent to local facilities, bounded by development on three sides. • Village needs more development to provide badly needed homes and greater critical mass for the village centre – partially completed and blighted with a large missing segment. • Local facilities are within close walking distance of the site and strategic facilities are accessible: <ul style="list-style-type: none"> o Key services and facilities such as supermarket, library, village hall and local facilities including pubs and restaurants are extremely close. o Primary school within comfortable walking distance. o Close to the village green, many sporting facilities to the west are accessible. Proposal will link them to Dickens Heath and help provide youth facilities, currently lacking. o Railway Station within easy walking and cycling distance with a direct link to Birmingham City Centre and park and ride facility. o Accessibility by road is adequate, bus service is poor and could be easily improved to provide a more frequent service to Solihull and Shirley. o Good accessibility to jobs. • No exceptional landscape features or known constraints. • Ready access. • Already landscaping to protect longer distance views at corners of Cleobury Lane and Dickens Heath Road and Rumbush Lane. • Few, if any alternatives which would be more suitable. No brownfield land in the village. Proposals are in scale with Dickens Heath and consistent with an organic growth strategy of growth in proportion to young population, scale and facilities. • Density will need to reflect views of residents and character of surrounding housing and may be lower. • Needs are emerging all the time and are not focussed on specific parts of the Borough, the site could come forward earlier and provide a contribution to housing stock, helping remove uncertainty and ensure people directly affected see ambitions realised, including those keen to see youth provision. 			

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376	P5 - Site 10	S	Y	S	No comment	<ul style="list-style-type: none"> • Supports inclusion of up to 500 homes at BVP. This will add to sustainability. Housing will be built to a high design with an appropriate mix and level of affordable housing. • Supporting Justification for the BVP proposal is provided and a transport scoping report. 	No comment	W	No comment
376	P5 - Site 10 - Para 8.4.9	O	Y	U	No comment	<ul style="list-style-type: none"> • Para should be amended to enable release of BVP housing land allocation in Phase 1. Also requires consequential amendment to appropriate columns of Fig 16 (to enable 500 houses on 12.5 ha site phase 1). • Allocation should be within Phase 1 because of the strategic significance of BVP and need for early housing delivery to secure employment development and economic growth. Anticipated build rate of 525 houses a year is optimistic. It is unlikely that all sites with planning consent will be delivered and there is a heavy reliance on windfalls which should not be included in first 10 years of supply. 	Amend para 8.4.9 by deleting final sentence and including after the first sentence 'Housing land will be released in Phase 1' to support park facilitiesetc	W	No comment
378	P5 - Site 17	O	No comment	U	J	<ul style="list-style-type: none"> • Concerned at news of further house building plans brought forward for the area. • Level of planned housing is unjustified, given the quantity of currently empty/unsold/incomplete premises, as is the advancement of plans from the last version of the LDF which is a totally different proposal. Sites have moved from considered to proposed and a completely new site has been added and all with no consultation with local residents whatsoever who were first notified via a small paragraph in the local people. • Current proposals seem to have given no consideration to the economic conditions as well as the collapse of the main developer in Dickens Heath and the lengthy failure to complete existing developments. This along with all the empty and unsold premises in Dickens Heath demonstrates a lack of demand which surely has to be considered. • Blatant lack of infrastructure to support further building activity, particularly around Griffin Lane cul-de-sac. Village is already 50% larger than the original plans. • Developers original plans of limiting parking space in the hope of promoting use of greener modes has failed, resulting in dangerous double parking, logistics of construction vehicle access would surely be very difficult and drastically lower the quality of living for local residents. • All proposed Dickens Heath sites should be removed and completion of building sites and the occupancy of empty and unsold properties should be a priority. • If any further development of Dickens Heath is deemed necessary to support housing growth, then surely the north of the village, with more efficient transport links (Whitlocks End train station and bus routes) would make more sense and would remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
378	P5 - Site 18	O	No comment	U	J	<ul style="list-style-type: none"> Concerned at news of further house building plans brought forward for the area. Level of planned housing is unjustified, given the quantity of currently empty/unsold/incomplete premises, as is the advancement of plans from the last version of the LDF which is a totally different proposal. Sites have moved from considered to proposed and a completely new site has been added and all with no consultation with local residents whatsoever who were first notified via a small paragraph in the local people. Current proposals seem to have given no consideration to the economic conditions as well as the collapse of the main developer in Dickens Heath and the lengthy failure to complete existing developments. This along with all the empty and unsold premises in Dickens Heath demonstrates a lack of demand which surely has to be considered. Blatant lack of infrastructure to support further building activity, particularly around Griffin Lane cul-de-sac. Village is already 50% larger than the original plans. Developers original plans of limiting parking space in the hope of promoting use of greener modes has failed, resulting in dangerous double parking, logistics of construction vehicle access would surely be very difficult and drastically lower the quality of living for local residents. All proposed Dickens Heath sites should be removed and completion of building sites and the occupancy of empty and unsold properties should be a priority. If any further development of Dickens Heath is deemed necessary to support housing growth, then surely the north of the village, with more efficient transport links (Whitlocks End train station and bus routes) would make more sense and would remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment
378	P5 - Site 20	O	No comment	U	J	<ul style="list-style-type: none"> Concerned at news of further house building plans brought forward for the area. Level of planned housing is unjustified, given the quantity of currently empty/unsold/incomplete premises, as is the advancement of plans from the last version of the LDF which is a totally different proposal. Sites have moved from considered to proposed and a completely new site has been added and all with no consultation with local residents whatsoever who were first notified via a small paragraph in the local people. Current proposals seem to have given no consideration to the economic conditions as well as the collapse of the main developer in Dickens Heath and the lengthy failure to complete existing developments. This along with all the empty and unsold premises in Dickens Heath demonstrates a lack of demand which surely has to be considered. Blatant lack of infrastructure to support further building activity, particularly around Griffin Lane cul-de-sac. Village is already 50% larger than the original plans. Developers original plans of limiting parking space in the hope of promoting use of greener modes has failed, resulting in dangerous double parking, logistics of construction vehicle access would surely be very difficult and drastically lower the quality of living for local residents. All proposed Dickens Heath sites should be removed and completion of building sites and the occupancy of empty and unsold properties should be a priority. If any further development of Dickens Heath is deemed necessary to support housing growth, then surely the north of the village, with more efficient transport links (Whitlocks End train station and bus routes) would make more sense and would remove further construction traffic from the village centre. 	All proposed Dickens Heath sites should be removed from the Plan. If further development at Dickens Heath is deemed necessary, then sites near the north of the village would be more suitable	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
379	P5 - General	O	No comment	N	E, N	<ul style="list-style-type: none"> The Plan will not deliver the additional number of homes required during the Plan period. Examination of future housing land supply is weak. Unrealistic to assume all sites with planning permission will come forward, the Inspector reporting on the Moat House Farm appeal recommended a 10% discount. Allowances for windfalls should not be assumed in the first 10 years. Leaves an additional 2,011 homes to be provided. Proposed phasing does not provide sufficient flexibility to enable delivery, particularly in the current economic market. 	No comment	W	No comment
379	P5 Other sites - Land Rear of Meriden Primary School (SHLA A ref. 140)	O	No comment	N	E, N	No comment	<ul style="list-style-type: none"> Should make provision for additional market housing in Meriden to meet shortfall. Would deliver mixed market and affordable housing to meet housing needs and allow land to be transferred to the school to facilitate future expansion. 	W	No comment
380	P5 - Site 19	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Disappointed at proposals to build near on 100 properties, feel this will have an impact on the appearance of the area and on local schools such as Berkswell (which is already well over subscribed) which is completely unacceptable. 	No comment	W	No comment
381	P5 - Site 19	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Disappointed at proposals to build near on 100 properties, will impact on the appearance of the area which has already been compromised with the new medical centre. New houses will look out of place as the site is very small and would not fit well with the layout of the Berkswell Gate estate. Local schools are both already well over subscribed and would not be able to accommodate extra families moving into the area. Concerned about the increase in traffic in the area, short term it would cause congestion with construction traffic, plus HS2 construction traffic, it would cause chaos in the area. Long-term the area would not cope with the increase in traffic. The stationary car park is full every day and people often double park cars along Hall Meadow Road. This already makes access to the new medical centre and the existing estate hazardous. 	No comment	W	No comment
382	P5 - General	O	Y	U	J, E, N	<ul style="list-style-type: none"> Calculation of the amount of land required for new housing is unjustified and ineffective. Even if Council's proposals are achieved, there will be a shortfall of 3,000 homes to meet projected household growth. Council received a housing target of less than projected growth through the RSS on the basis that it wished to protect the Borough's high quality environment which it maintains is a significant contributory factor to previous and future economic success. But this target can no longer be relied on, a new one must be derived based on up-to-date forecasts of future population growth. Rely on a significant contribution from windfalls based on past trends. Housing land supply from windfalls will be reduced by the change in definition of garden land to previously developed land was brought about with the clear intention of preventing garden grabbing in areas with high land values and robust employment protection policies. Proposed housing is unlikely to be delivered, town centre delivery will be slow; Blythe Valley Park is unsuitable and unsustainable and housing in large villages is contrary to fundamental green belt objectives; significant infrastructure problems; Level and local opposition is a significant barrier, likely to involve protracted 	No comment	W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						determination periods and potential judicial review.			
382	P5 - Site 8	O	Y	U	J, E, N	• Delivery is likely to be slow, as a result it has been included in all three phases.	No comment	W	No comment
382	P5 - Site 10	O	Y	U	J, E, N	• Unsuitable and unsustainable, would lead to an isolated pocket of development contrary to other local plan objectives.	No comment	W	No comment
382	P5 Other Sites - Land East of Solihull Town Centre (SHLA A Refs. 68, 70, 164, 165, 197, 247, 249)	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Delivery of affordable housing in appropriate locations is probably the most important single issue, shortage close to the town centre remains acute. Housing numbers have been maintained by small scale windfall sites, with expensive housing as a result. A large enough site well placed for existing services and facilities to deliver a range of house types with a particular emphasis on affordability is needed. • Assessed against the tests for inclusion in the green belt: • Does not preserve the setting or special character of a historic town. • Retention would not assist urban regeneration. • Can be argued that the site is not within the Meriden Gap. Spirit and purpose of the Meriden gap is to prevent the coalescence of the Birmingham and Coventry conurbations by preventing significant expansion of villages within the gap, but carries no greater weight than green belt policy. Site is an opportunity to deliver a genuinely sustainable and affordable extension to the existing urban area in the closest developable location to the town centre. Do not accept the Meriden Gap should be used to prevent development which is sustainable in all other respects and fully complies with Government planning objectives. • Would not lead to unrestricted sprawl of large built up areas. • Would not allow neighbouring towns to merge • Limited ecological and landscape character compared to other land on the edge of the urban area. Would assist in safeguarding encroachment into parts of the countryside which are more ecologically rich. • Would establish a clear defensible boundary of 600m to Catherine-de-Barnes, comparable to other distances in the Borough, sufficient to preserve the separate character and visual appearance of the village. • Council accepts the need to release some Greenfield/greenbelt land. • Probably the most sustainable undeveloped location in the Borough. <p>Closest site to the town centre capable of delivering the number of new dwellings required with no designations to prevent development, others are either very small, protected public parks, schools or other recreation/amenity; designated/protected ecological value or heritage assets; highly prominent on gateway routes into the town centre.</p> <ul style="list-style-type: none"> • Within short walking, public transport and cycling times of the town centre with schools, hospitals, medical centres, dentists, supermarkets, shops, post office, comprehensive comparison goods, churches, leisure centre, arts centre, health club and numerous restaurants and evening entertainment and railway station. 	• Site should be excluded from the green belt and allocated for development within the first phase.	W	No comment

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						<ul style="list-style-type: none"> • Could deliver approximately 510 dwellings with landscape enhancements. 			
383	P5 - General	O	N	U	J	<ul style="list-style-type: none"> • Lack of explanation why not possible to accommodate 14,000 new homes during the plan period, and where some 3000 households not accommodated would be housed. 	<ul style="list-style-type: none"> • Land at Lowbrook Farm should be allocated for housing. 	E	Housing and long term needs.
383	P5 - General	O	N	U	J	<ul style="list-style-type: none"> • Inadequate amount of land allocated for housing to meet needs. • No indication how or where shortfall of 3000 will be met. • Failure to meet duty to cooperate and adjoining authorities not meeting their own, with no evidence of taking Solihull's needs. • Over optimistic assumptions about housing provision in Solihull Town Centre. <p>•Inclusion of Windfall provision should be confined to period 2021 - 2028 as SHLAA includes a substantial number of previously developed sites, provides evidence for future allocations negating need for reliance on windfalls, involved double counting of small sites for first 2 - 6 years of the plan.</p>	<ul style="list-style-type: none"> • Amend total of allocations to 8386 and provide for minimum 14,000 for plan period. • Reduce windfall contribution from 2550 to 7 x 150 or 1650 dwellings. 	E	Housing and long term needs.
383	P5 - Site 19	O	N	U	J	<ul style="list-style-type: none"> • Sites 19, 22, 23 and 24 involve inappropriate development in the Green Belt and Meriden Gap when safeguarded land available and for site 24 planning gain can be addressed in developed site and preferred open space provision is unclear. 	No comment	E	Housing and long term needs.
383	P5 - Site 22	O	N	U	J	<ul style="list-style-type: none"> • Sites 19, 22, 23 and 24 involve inappropriate development in the Green Belt and Meriden Gap when safeguarded land available and for site 24 planning gain can be addressed in developed site and preferred open space provision is unclear. 	No comment	E	Housing and long term needs.
383	P5 - Site 23	O	N	U	J	<ul style="list-style-type: none"> • Sites 19, 22, 23 and 24 involve inappropriate development in the Green Belt and Meriden Gap when safeguarded land available and for site 24 planning gain can be addressed in developed site and preferred open space provision is unclear. 	No comment	E	Housing and long term needs.
383	P5 - Site 24	O	N	U	J	<ul style="list-style-type: none"> • Sites 19, 22, 23 and 24 involve inappropriate development in the Green Belt and Meriden Gap when safeguarded land available and for site 24 planning gain can be addressed in developed site and preferred open space provision is unclear. 	No comment	E	Housing and long term needs.

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383	P5 - Site 10	O	N	U	J	<ul style="list-style-type: none"> • Contrary to policy PA7 of RSS 2008 • Not justified by evidence in SHLAA or justification to Policy P5 • Contrary to plan's objective for economic growth in the M42 Gateway. 	•Delete allocation of Site 10	E	Context of overall housing provision.
386	P5 Other Sites - Creynolds Lane	O	N	U	J	<p>Not legally compliant because:</p> <ul style="list-style-type: none"> • Further site at Creynolds Lane should be identified as a housing allocation. • Would facilitate the development of a golf academy (specialising in disable use) at Shirley Golf club. <p>Unsound because: Failure to identify land off Creynolds Lane demonstrates that the most appropriate strategy has not been considered against reasonable alternatives.</p>	Include land off Creynolds Lane.	E	To make the most persuasive case in front of the Inspector by allowing all relevant arguments to be had.
388	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Developments that have taken place over the past 25 years have greatly increased the population with all the pressure that brings to all aspects of life. Concomitant infrastructure improvements and increased amenities in the village have not happened. The result includes extremely busy roads, insufficient village centre parking, inadequate choice of shops making it necessary to drive elsewhere for many items, power cuts, inadequate medical services, insufficient parking at Berkswell Station leading to congestion on the adjacent main road and huge problems caused by parking outside both schools for nearby residents and parents. New development should only be permitted after improvements have been made to infrastructure and consideration must be given to the fact that the two schools have reached capacity on their current sites. 	<input type="checkbox"/>	W	No comment
389	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Apart from the horrendous impact on the free belt, village infrastructure is overloaded as it is. Unreasonable development will have an adverse economic impact in the long-term as the loss of the rural feel and exclusively reduces attractiveness of the area as a place to buy property. 	No comment	W	No comment
390	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Rate of new building is outstripping the facilities available within the village. This applies equally to schools, village centre and station parking and facilities for the young. Traffic and parking problems associated with the school run have yet to be resolved for the present school population. 	No comment	W	No comment
391	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Local school is already over-subscribed with no room for further expansion of the premises or parking facilities. There is already a lack of facilities for young people. Housing stock in the area has increased substantially over the past 20 years with no matching increase in amenities. 	No comment	W	No comment
394	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Destruction of the green belt, sites have indefensible green belt boundaries. • Traffic in this part of the village could not be worse, locating more housing here is incomprehensible. 	No comment	W	No comment
395	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Erosion of the greenbelt, sites have indefensible boundaries. • Additional loading on availability of school places or class sizes. • Traffic is already horrendous – no more loading. 	No comment	W	No comment
396	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Erosion of green belt, indefensible greenbelt boundaries. Will eradicate natural inhabitants of this marshy area. • Village infrastructure has never had the investment it needs to cope with the current loading and parking in the village centre is unacceptable and dangerous. Kenilworth Road is already highly congested at rush hour and crossing it is highly precarious. 	No comment	W	No comment

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402	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Seen a big increase in housing over the past 30 years with little increase in infrastructure and amenities. Particularly concerned about the impact of the proposed new housing on local schools, particularly Balsall Common Primary school which includes two nurseries and is the largest primary school in the Borough. 30 years ago this had 300 children and now has over 600 without any increase in footprint. This increase has caused considerable distress to parents and residents close to the school who are especially worried about road safety and inconsiderate and dangerous parking. Before any new development is approved it is essential that a thorough examination is carried out to assess the ability of local schools to accommodate increased numbers of children. 	No comment	W	No comment
416	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destruction of the green belt, sites have indefensible boundaries and eradicate the natural habitat. Village infrastructure has never had the investment it needs. Village centre parking is unacceptable and dangerous. More housing would only worsen these aspects. 	No comment	W	No comment
417	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Unnecessary consumption of greenbelt land for more housing, sites have indefensible boundaries. Congestion on the Kenilworth Road is ridiculous at peak times, parking in the village centre is at capacity and is dangerous in the way it is configured. Simply adding load to all these points is simply not logical. 	No comment	W	No comment
418	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destruction of greenbelt, sites have indefensible greenbelt boundaries. Congestion on the Kenilworth Road and safety in joining and crossing it is already challenging and dangerous as is parking in the centre of the village. Village infrastructure is currently insufficient as well as the schools capacity. More housing would only make these issues deteriorate even further. 	No comment	W	No comment
419	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destruction of the greenbelt, sites have indefensible boundaries. Congestion on the Kenilworth Road is already unacceptable as is parking in the centre of the village. Village infrastructure is currently insufficient and has not had the investment required. More houses would only make this worse. 	No comment	W	No comment
420	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destruction of the greenbelt and the natural habitat that it houses. Congestion on the Kenilworth Road is already intolerable and village infrastructure is currently insufficient. More houses would only make this worse. 	No comment	W	No comment
421	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Destruction of the greenbelt and the natural habitat that it houses. Congestion on the Kenilworth Road is already intolerable and village infrastructure is currently insufficient. More houses would only make this worse. 	No comment	W	No comment
422	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Yet another incursion into the greenbelt in Balsall Common. Village facilities are already inadequate. 	No comment	W	No comment
423	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> There has been enough building in Balsall Common on greenbelt land, these sites are indefensible and should not be allowed. Already too much traffic on Kelsey Lane and Kenilworth Road, dangerous in the mornings and evenings. Make use of the horrible bits, not the beautiful greenbelt. 	No comment	W	No comment
424	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Surrounded by greenbelt which is part of the Meriden Gap. The Meriden Gap is at its narrowest between Balsall Common and Tile Hill on the outskirts of Coventry. Please do not destroy any more greenbelt. 	No comment	W	No comment

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425	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Totally opposed to using greenbelt with indefensible boundaries and other villagers feel the same. • Don't listen to the developers, it should be the village needs. Look at the Balsall plan it shows there little/no need. • Find sites that need regenerating, not destroying green belt. Thought Solihull Council cared about green belt „Urbs in Rure’, prove it. 	No comment	W	No comment
437	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Using greenbelt when brownfield sites are available. • Insufficient amenities available in the village to cater for larger numbers of residents. 	No comment	W	No comment
444	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village services and infrastructure will be unable to cope with the extra houses, cars and people, it barely copes now. 	No comment	W	No comment
445	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Balsall Common primary school cannot cope with many more pupils. Standard of education would suffer and they would not get the level of individual attention needed. • Village infrastructure could not cope with the proposed development. Traffic and parking around the village centre is already busy (and dangerous on occasion). 	No comment	W	No comment
448	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Lived in the village for years and it's got more congested because of all the building. • Greenbelt is vitally important to keep the character of the village and there are brown field sites available. 	No comment	W	No comment
449	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Concerned about building on greenbelt when other properties would be better. • Impact on Balsall Common (parking, schools, traffic). 	No comment	W	No comment
450	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Balsall Common is a village surrounded by green belt, keep it that way, do not spread. There is enough threat with HS2, don't add to greenbelt erosion. • Infrastructure has not had any investment to cope with previous housing expansion. 	No comment	W	No comment
451	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Will lead to an indefensible greenbelt boundary, unacceptable to me and other villagers. • Schools are already overloaded. • Traffic on Kelsey Lane is already at saturation point. • Support redevelopment of brownfield sites. 	No comment	W	No comment
452	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Further development on the south side of the village on greenbelt land would have a significant impact on visual amenity and lead to an indefensible greenbelt boundary. Council plans already show the knock on impact of allowing these sites to proceed. • Make use of areas and buildings on brownfield that already visually detract from the beauty of the village. • Wrong location for shops, doctors and transport. 	No comment	W	No comment
453	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Crazy to build on Greenfield when brownfield is available. • Village does not have the amenities to support the extra houses. 	No comment	W	No comment
454	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • The greenbelt/Meriden Gap is important to residents and SMBC. These areas must not be eroded nor greenbelt changes changed. • Balsall Common is already saturated with housing and further large housing sites cannot be justified. Infrastructure in place is inadequate. • Consideration should first be given to brownfield sites. 	No comment	W	No comment

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455	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Greenbelt land should remain just that, it was initially instigated with very good reasons – to prevent erosion of the countryside and to prevent urban sprawl. Greenbelt land should never be considered while brownfield sites are available. Schools, medical centres, parking etc are already under pressure from the already expanded population in Balsall Common. Not enough consideration has been demonstrated to accommodate the pressure that would ensue on sewerage and water systems. 	No comment	W	No comment
457	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Proposed development has the potential to adversely affect my future living environment. Object to the principle of development of greenbelt land when brownfield sites are available. Natural resources of all kinds are finite and it is no longer acceptable to draw down natural capital when alternatives exist. 	No comment	W	No comment
459	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> This is the thin edge of the wedge, once these fields go, the rest of the triangle will be built on, the same as Riddings Hill. This has to be stopped before our village is completely ruined. 	No comment	W	No comment
460	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> I am ok with the redevelopment of existing plots but not Greenfield, this must be kept open space. Too far from the doctors and shops. 	No comment	W	No comment
461	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Too much traffic already going through the village, no more please. Redevelop ugly sites not Greenfield ones. 	No comment	W	No comment
462	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Keep our greenbelt intact. The need for extra houses is very low, so use the spaces in the centre of the village. There is too much traffic on Kenilworth Road, I can't turn out onto it in the morning. 	No comment	W	No comment
463	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Village is already stretched – schools, parking, traffic. We don't need another 220 houses with no infrastructure improvement. We should be protecting the greenbelt – not building on it. 	No comment	W	No comment
464	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> The new medical facilities and the school are already at capacity. Greenbelt should not be used when brownfield sites are available. 	No comment	W	No comment
465	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> How can the Council justify eating into Greenfield sites when there are other sites that already have dilapidated buildings that could be cleared and used for housing. No investment in infrastructure, centre can't cope with more traffic. Location is useless without a car. 	No comment	W	No comment
466	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Opposed to the continued consumption of our beautiful Greenfield sites for unnecessary housing. Use existing derelict empty buildings for apartments, e.g.. Lea House, don't ruin the village. 	No comment	W	No comment
467	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Traffic, greenbelt, not more houses in the village. 	No comment	W	No comment
469	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Too much greenbelt development going on, use other sites first. 	No comment	W	No comment

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470	P5 - Sites 22 & 23	O	Y	U	J	• Balsall Common is busy.	No comment	W	No comment
475	P5 - Sites 22 & 23	O	Y	U	J	• Development area proposed is totally unsuitable for large development. Kenilworth Road is a main road with very heavy traffic. Windmill Lane is not wide enough for volume traffic. Kelsey Lane is a complete mess, very poor surface drainage and what is there does not work. Sewerage facilities are beyond their limit. There seems to be a total attack on the village, why must we have to put up with more houses, more people and the problems it will bring. Suggest parking, road surfaces and drainage are improved before any development is considered.	No comment	W	No comment
487	P5 - Sites 22 & 23	O	Y	U	J	• Totally disagree with the further building of houses on the site is question. The only people to gain will be land owners and builders.	No comment	W	No comment
488	P5 - Sites 22 & 23	O	Y	U	J	• Continued destruction of the green belt and natural habitat. • Additional traffic congestion on the Kenilworth Road and in the centre of the village. Village infrastructure is insufficient and the schools are already overloaded.	No comment	W	No comment
489	P5 - Sites 22 & 23	O	Y	U	J	• Destruction of the green belt.	No comment	W	No comment
490	P5 - Sites 22 & 23	O	Y	U	J	• There will be too much strain on the village with extra traffic and parking, not enough shopping facilities and very hazardous for school children.	No comment	W	No comment
491	P5 - Sites 22 & 23	O	Y	U	J	• There will be too much strain on the village with extra traffic and parking, not enough shopping facilities and very hazardous for school children.	No comment	W	No comment
492	P5 - Sites 22 & 23	O	Y	U	J	• Council and our MP seem to have decided Balsall Common is the outpost of Solihull in which they will put all the unanticipated developments (HS2, travellers camps, far too many houses for the size of the village, unnecessary bypass roads that were half completed etc.)	No comment	W	No comment
493	P5 - Sites 22 & 23	O	Y	U	J	• Council and our MP seem to have decided Balsall Common is the outpost of Solihull in which they will put all the unanticipated developments (HS2, travellers camps, far too many houses for the size of the village, unnecessary bypass roads that were half completed etc.)	No comment	W	No comment
495	P5 - Sites 1-7	O	No comment	No comment	No comment	• Concerned at the amount of greenbelt land to be used for housing.	No comment	W	No comment
495	P5 - Site 3	O	No comment	No comment	No comment	• 200 new homes on the Solihull College site will seriously affect the Cole End nature reserve between the Chester Road and the M6. • Haven for wildlife including herons and the rare kingfisher. • Access will be a problem. Only point of entry is via York Minster Drive to serve several hundred residents. • Combined with other development sites, HS2 route losing valuable green belt, parks, playing fields, football pitches etc. will decimate the green and open feel of the area removing valuable parks and green areas and turn it into an overcrowded/overrun concrete jungle.	No comment	W	No comment
496	P5 - Sites 22 & 23	O	Y	U	J	• Increase of morning rush hour traffic. • Increased demand on the two local schools. • Sets precedent for further development eventually joining Coventry and Birmingham into one large urban sprawl.	No comment	W	No comment

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498	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Traffic is already high at peak times on the Kenilworth Road and this type of development would make this worse. The surrounding infrastructure and economy would not benefit from this development. 	No comment	W	No comment
499	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Just another example of attempted development of the green belt for financial advantage. Once we lose the protection of the green belt we can never restore it and we are starting on an irreversible journey of urban sprawl. Villages, once centres of communities become swallowed up in an endless sea of suburbia and we are all diminished physically and emotionally. SMBC needs to recognise its longer term responsibilities for this generation and those that follow. 	No comment	W	No comment
500	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Green belt destruction. Kenilworth Road traffic/road safety. 	No comment	W	No comment
501	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Insufficient infrastructure such as schools to accommodate such a large increase in the local population. Local traffic will create a dangerous hazard within the village centre and also the Kenilworth Road. There are a couple of retirement blocks of flats on Kenilworth Road and so these elderly people will face an increase in traffic to cross the already busy Kenilworth Road. 	No comment	W	No comment
502	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Pulling out into commuter traffic from Welsh Road across the traffic flow onto Kenilworth Road is currently very difficult as traffic flow is often heavy in both directions. Traffic along this stretch, in both directions, regularly does not comply with the 30 mph speed limit and the speed limit is not enforced. Cars that do comply with the speed limit are overtaken by drivers that don't, making pulling out from Welsh Road, or crossing where there appears to be gaps in traffic dangerous. Additional housing of the proposed scale will increase traffic substantially, making it even more difficult and dangerous to pull out across and into the traffic flow commuting to work or to cross when walking to the school or village. No effective traffic calming measures in place or suitable places to cross for pedestrians who live in Welsh Road. Walking to school or into the village with young children from Welsh Road is already dangerous at busy traffic times when there are no suitable safe places to cross. Crossing at the crossroads involves guessing the traffic light sequence and trying to dash across between sequences. An old people's home is also being built in the area, crossing the road for them will be very treacherous and worsen with increased traffic. 	No comment	W	No comment
504	P5 - General	O	No comment	U	J, E	<ul style="list-style-type: none"> Should be reworded to set the overall target 2006-2028. A residual figure for the number of houses to be delivered should be included 2011-2028 to indicate how this relates to the overall target. Should refer to delivery of housing and not allocation. Not clear if the target is 11,000 or 14,000 and how figures have come about as they differ from previous policy. Two year extension further confuses how the target has changed. Needs to be clearly set out for residents to understand. Housing target needs to be supported by a robust and up to date evidence base. 	<ul style="list-style-type: none"> Should be reworded to set the overall target 2006-2028. A residual figure for the number of houses to be delivered should be included 2011-2028 to indicate how this relates to the overall target. Should refer to delivery of housing and not allocation of sites. 	E	The issue is too complex to deal with by written representation.
504	P5 - Site 20	O	N	U	J, E	<ul style="list-style-type: none"> An evidence base to support components of the allocation should be provided and available for consultation prior to submission as the change proposed is materially different to earlier consultation. Borough wide green belt study needed to comparatively assess the most suitable sites for allocation with regard to purposes of the green belt and impact on openness. If a green belt study finds this site is the best option a thorough site investigation of constraints is needed to demonstrate the site can be delivered in the plan period. Whole new area for consideration introduced proposing release of green belt land, a position the Council has strongly resisted to date. Parish Council made suggestions on priority order for new sites beyond the Plan period, but not followed. Proposed sites do not score as highly as the Parish's preferred site in other parts of the evidence base. Previously rejected 	No comment	E	The issue is too complex to deal with by written representation.

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						as having a significant impact on green belt functions and openness, now put aside stating that an increase in the housing requirement means the site is needed and will have less impact on the green belt than other sites with no assessment available to justify this. • No explanation of why the site is recommended rather than land at Tythe Barn Lane (SHLAA ref 63 & 66). • Brings total up to 300 houses. What assessment has been carried out to consider the cumulative impact of such a significant level of growth? • No evidence to demonstrate the site can be satisfactorily developed within infrastructure constraints – highways, schools, open space. Ecological issues are referenced but no assessment of extent of constraints. • Dickens Heath original concept included traditional village attributes, carefully master-planned with a high density core with shared surfaces. Limited parking and facilities within walking distance for reduced car need. In reality, car is even more dominant with insufficient parking, reducing capacity of the highway network. • Mott MacDonald study assumes the existing highway has capacity and required impact assessed looking at cumulative impact on the A34.			
504	P5 Other Sites - Land at Tythe Barn Lane (SHLA A 63 & 66)	O	N	U	J, E	<ul style="list-style-type: none"> • Commented to the Emerging Core Strategy that this site could be suitable for development in the long-term if additional sites were needed. • Assessments are almost the same as Proposed site 20 – Cleobury Lane but with the Transportation Feasibility Study finding the sites to be better related to services and facilities in the settlement and beyond. 	No comment	E	The issue is too complex to deal with by written representation.
509	P5 - Site 21	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • In heavy rain the river overflows covering the bridge on the right of way behind houses and can flood gardens and lanes at the other end of the village on Cheswick Way where it meets Creynolds Lane and Watery Lane. Additional housing will dramatically reduce land drainage for surface water putting existing houses at high risk of flooding. Over and above the day to day blighting of householders lives, insurance companies will see it as an opportunity to increase premiums to high risk using potential flood area maps and refuse cover in certain circumstances. • Drains are unable to cope, water bubbles up making the situation worse, knock on effect of the sewers being unable to cope plus the water table rises in the gardens making them boggy as there is less open space to take rain water. • Understand Government has stopped Councils/developers building if there is flood risk to new or existing building. 	No comment	W	No comment
511	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> • The proposed level of housing growth is not supported. Target should be increased to 785 dwelling p.a. 2006-2028. Would stimulate net immigration to reach a realistic figure of 750 p.a., within Government forecasts for 2019-2023 and 2024-2028. Would at least maintain labour force numbers in the Borough 2011-2028 in line with the economic aspirations of the Plan. • Sites with planning permission – Moat House Farm Inspector recommended 10% discount, should be reduced to 1,103. • SHLAA Sites – unclear what these comprise, if they are allocations they should be identified as such. Appears to be a further source of windfalls. • North Solihull Regeneration Area – concerned about their delivery. • Requirement to allocate significantly more land than currently proposed. • Windfalls – no specific circumstances to justify inclusion of windfalls making up to 28% of future supply. Historic windfalls have occurred as „backland development“. Council has produced a Mature Suburbs SPD, supported by PPS3 no longer including back garden land as previously developed land. Council has a stronger basis to resist backgarden development. Unclear which phase windfalls are included. Should not be included in the first 10 years. 	No comment	E	As a landowner of one of the larger rural site allocations, it is important that we are represented at the examination.

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						SHLAA shows more land is available than has been allocated, preference should be for allocation. Heavy reliance will make it difficult to adequately predict and monitor housing completions. Should be deleted and replaced with allocations. • Spatial Distribution of Housing – Phasing – Given sites proposed for delivery later in the Plan period are generally smaller with little pressure on existing infrastructure, fail to see how these sites coming forward earlier would lead to the early delivery of sites with unsustainable infrastructure. Taylor Review (2008) looked at rural areas with concern that many villages would see little or no development and would become the preserve of the retired or wealthy commuter, with resultant loss of shops, schools etc. Many people who work in the countryside cannot afford to live there, while the people who can afford to live there increasingly do not work there with serious implications for sustainability of rural communities. Challenges heightened by demand to live there; high house prices; limited supply of new homes; a restrictive planning regime and shortfall of planned provision of new homes creating an especially constrained supply of market and affordable homes. Young, especially young families and rural workers are increasingly unable to rent or buy or find an affordable non-market alternative are being priced out of their own communities, undermining sustainability and conflicts with the Government objective of mixed communities. Poorly designed housing, unsympathetic to surroundings, has contributed to local resistance to new housing. • North Solihull Regeneration Area – Economic Portfolio Holder advised sites are currently stalled due to the current economic climate and questions surrounding future funding. Question front-loading the Plan with sites which may not be deliverable in the near future. • Solihull Town Centre – 300 dwellings have no specific sites identified. Significant highway infrastructure upgrades are likely to be required, a town centre Masterplan is required. Given work on these sites has been limited to date we do not consider it feasible for sites to be delivered in full by 2018.			
511	P5 - Site 21	S	Y	S	No comment	• Amend phasing to include Mount Dairy Farm in Phase 1. • Suitable and logical site for development given that the remainder of the settlement is washed over and surrounded by greenbelt. • Proposal will ensure the long-term viability of the primary school. • Can be accessed safely utilising capacity within existing infrastructure without significant improvements. • Potential to deliver needed affordable housing. • Cheswick Green has one of the highest proportions of people travelling to work by bus in the rural areas. • Large part of the site falls within flood zone, site can be designed with suitable flood measures as appropriate and would benefit the settlement as a whole.	No comment	E	As a landowner of one of the larger rural site allocations, it is important that we are represented at the examination.
514	P5 - General	O	N	U	J, E, N	• Do not support the proposed level of housing growth (4,040 net additional homes to ensure sufficient land supply to achieve 8,930 dwellings 2011-2018). • Central Government projects an increase in households of 13,000 (2006-2026). • Chelmer Projection Model: o Assuming net in-migration of 500 p.a. (2006-2028), assuming trend of 2000-2010 (conservative in the context of Government projections of 500-800 (2009-2028). Results indicate a requirement of 661 dwellings p.a. Significant fall in labour force would result in direct conflict with the „Vision’ objectives and policies seeking to maintain Solihull’s economic competitiveness. o Assuming net in-migration of 600 p.a. in line with short-term figure experienced 2005-2010, results indicate a requirement on 707 dwellings p.a. Not considered the maximum dwelling requirement in the context of the strong emphasis on economic growth which will attract in-migration. Would result in a significant fall from the labour force, contradicting the economic growth policies. o The housing target would result in in-migration of 221 p.a. Unlikely given the short and long-term trends of 600 and 500 dwellings p.a. experienced in the Borough and Central Government projections of 500-800 net in-migration 2009-2028. Would result in a significant drop in labour force of -13,700,	•Carry out Green Belt Review. • Amend list of housing allocations to include land at Norton Green Lane, Knowle.	E	As one of the UK’s largest housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						contradicting Challenge D – Maintaining Competitiveness which seeks to maintain the highly-skilled workforce of the Borough and failure to meet Policy 8 – Maintain a String and Competitive Town Centre and 9 – Supporting Economic Success. o Scenario to establish housing targets and net in-migration to ensure stability in labour-force in line with the Vision, economic policies and aspirations of the Plan highlights need for an annual net in-migration figure of 750, resulting in a target of 785 dwellings p.a.			
514	P5 - General	O	N	U	J, E, N	<p>• The proposed level of housing growth is not supported. Target should be increased to 785 dwelling p.a. 2006-2028. Would stimulate net in-migration to reach a realistic figure of 750 p.a., within Government forecasts for 2019-2023 and 2024-2028. Would at least maintain labour force numbers in the Borough 2011-2028 in line with the economic aspirations of the Plan. • Sites with planning permission – Moat House Farm Inspector recommended 10% discount, should be reduced to 1,103. • SHLAA Sites – unclear what these comprise, if they are allocations they should be identified as such. Appears to be a further source of windfalls. • North Solihull Regeneration Area – concerned about their delivery. • Requirement to allocate significantly more land than currently proposed. • Windfalls – no specific circumstances to justify inclusion of windfalls making up to 28% of future supply. Historic windfalls have occurred as 'backland development'. Council has produced a Mature Suburbs SPD, supported by PPS3 no longer including back garden land as previously developed land. Council has a stronger basis to resist backgarden development. Unclear which phase windfalls are included. Should not be included in the first 10 years. SHLAA shows more land is available than has been allocated, preference should be for allocation. Heavy reliance will make it difficult to adequately predict and monitor housing completions. Should be deleted and replaced with allocations. • Spatial Distribution of Housing – Phasing – Given sites proposed for delivery later in the Plan period are generally smaller with little pressure on existing infrastructure, fail to see how these sites coming forward earlier would lead to the early delivery of sites with unsustainable infrastructure. Taylor Review (2008) looked at rural areas with concern that many villages would see little or no development and would become the preserve of the retired or wealthy commuter, with resultant loss of shops, schools etc. Many people who work in the countryside cannot afford to live there, while the people who can afford to live there increasingly do not work there with serious implications for sustainability of rural communities. Challenges heightened by demand to live there; high house prices; limited supply of new homes; a restrictive planning regime and shortfall of planned provision of new homes creating an especially constrained supply of market and affordable homes. Young, especially young families and rural workers are increasingly unable to rent or buy or find an affordable non-market alternative are being priced out of their own communities, undermining sustainability and conflicts with the Government objective of mixed communities. Poorly designed housing, unsympathetic to surroundings, has contributed to local resistance to new housing. • North Solihull Regeneration Area – Economic Portfolio Holder advised sites are currently stalled due to the current economic climate and questions surrounding future funding. Question front-loading the Plan with sites which may not be deliverable in the near future. • Solihull Town Centre –</p>	<p>•Carry out Green Belt Review. • Amend list of housing allocations to include land at Norton Green Lane, Knowle.</p>	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						300 dwellings have no specific sites identified. Significant highway infrastructure upgrades are likely to be required; a town centre masterplan is required. Given work on these sites has been limited to date we do not consider it feasible for sites to be delivered in full by 2018.			
514	P5 Other Sites - Norton Green Lane, Knowle (SHLA A Ref 46)	O	N	U	J, N	<ul style="list-style-type: none"> Amend list of housing allocations to include Land at Norton Green Lane. Green belt releases are proposed, yet a thorough green belt review has not been completed. Knowle is one of the most sustainable sites in the southern rural area, green belt releases should be considered. Object to green belt boundary amendments in the absence of full green belt review. Para. 11.5.4 states that there is a need to release green belt land due to housing need stemming from household projections, lack of brownfield and national guidance on windfalls. A full green belt review of all potential sites should have been carried out as opposed to relying on the SHLAA assessment. 	<ul style="list-style-type: none"> Carry out Green Belt Review. Amend list of housing allocations to include land at Norton Green Lane, Knowle. 	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.
515	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> Do not support the proposed level of housing growth (4,040 net additional homes to ensure sufficient land supply to achieve 8,930 dwellings 2011-2018). Central Government projects an increase in households of 13,000 (2006-2026). Chelmer Projection Model: <ul style="list-style-type: none"> Assuming net in-migration of 500 p.a. (2006-2028), assuming trend of 2000-2010 (conservative in the context of Government projections of 500-800 (2009-2028). Results indicate a requirement of 661 dwellings p.a. Significant fall in labour force would result in direct conflict with the „Vision’ objectives and policies seeking to maintain Solihull’s economic competitiveness. Assuming net in-migration of 600 p.a. in line with short-term figure experienced 2005-2010, results indicate a requirement on 707 dwellings p.a. Not considered the maximum dwelling requirement in the context of the strong emphasis on economic growth which will attract in-migration. Would result in a significant fall from the labour force, contradicting the economic growth policies. The housing target would result in in-migration of 221 p.a. Unlikely given the short and long-term trends of 600 and 500 dwellings p.a. experienced in the Borough and Central Government projections of 500-800 net in-migration 2009-2028. Would result in a significant drop in labour force of -13,700, contradicting Challenge D – Maintaining Competitiveness which seeks to maintain the highly-skilled workforce of the Borough and failure to meet Policy 8 – Maintain a String and Competitive Town Centre and 9 – Supporting Economic Success. Scenario to establish housing targets and net in-migration to ensure stability in labour-force in line with the Vision, economic policies and aspirations of the Plan highlights need for an annual net in-migration figure of 750, resulting in a target of 785 dwellings p.a. 	<ul style="list-style-type: none"> Amend housing target to reference delivery of 785 dwellings per annum. Delete reference to windfall provision and replace with site allocations. Amend phasing to include Land at Griffin Lane, Dickens Heath (site 20) in the Phase 1 allocations (25 dwellings). 	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.
515	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> The proposed level of housing growth is not supported. Target should be increased to 785 dwelling p.a. 2006-2028. Would stimulate net in-migration to reach a realistic figure of 750 p.a., within Government forecasts for 2019-2023 and 2024-2028. Would at least maintain labour force numbers in the Borough 2011-2028 in line with the economic aspirations of the Plan. Sites with planning permission – Moat House Farm Inspector recommended 10% discount, should be reduced to 	<ul style="list-style-type: none"> Amend housing target to reference delivery of 785 dwellings per annum. Delete reference to windfall provision and replace with site allocations. Amend phasing to include Land at Griffin Lane, Dickens Heath (site 20) in the Phase 1 allocations (25 dwellings). 	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>1,103. • SHLAA Sites – unclear what these comprise, if they are allocations they should be identified as such. Appears to be a further source of windfalls. • North Solihull Regeneration Area – concerned about their delivery. • Requirement to allocate significantly more land than currently proposed. • Windfalls – no specific circumstances to justify inclusion of windfalls making up to 28% of future supply. Historic windfalls have occurred as 'backland development'. Council has produced a Mature Suburbs SPD, supported by PPS3 no longer including back garden land as previously developed land. Council has a stronger basis to resist backgarden development. Unclear which phase windfalls are included. Should not be included in the first 10 years. SHLAA shows more land is available than has been allocated, preference should be for allocation. Heavy reliance will make it difficult to adequately predict and monitor housing completions. Should be deleted and replaced with allocations. • Spatial Distribution of Housing – Phasing – Given sites proposed for delivery later in the Plan period are generally smaller with little pressure on existing infrastructure, fail to see how these sites coming forward earlier would lead to the early delivery of sites with unsustainable infrastructure. Taylor Review (2008) looked at rural areas with concern that many villages would see little or no development and would become the preserve of the retired or wealthy commuter, with resultant loss of shops, schools etc. Many people who work in the countryside cannot afford to live there, while the people who can afford to live there increasingly do not work there with serious implications for sustainability of rural communities. Challenges heightened by demand to live there; high house prices; limited supply of new homes; a restrictive planning regime and shortfall of planned provision of new homes creating an especially constrained supply of market and affordable homes. Young, especially young families and rural workers are increasingly unable to rent or buy or find an affordable non-market alternative are being priced out of their own communities, undermining sustainability and conflicts with the Government objective of mixed communities. Poorly designed housing, unsympathetic to surroundings, has contributed to local resistance to new housing. • North Solihull Regeneration Area – Economic Portfolio Holder advised sites are currently stalled due to the current economic climate and questions surrounding future funding. Question front-loading the Plan with sites which may not be deliverable in the near future. • Solihull Town Centre – 300 dwellings have no specific sites identified. Significant highway infrastructure upgrades are likely to be required; a town centre Masterplan is required. Given work on these sites has been limited to date we do not consider it feasible for sites to be delivered in full by 2018.</p>			Wimpey are represented at the Examination.
515	P5 - Site 18	O	N	U	J, E, N	<p>• Support the allocation, but should be moved to Phase 1 to provide 25 dwellings. • Delivering a modest number of dwellings, can be delivered primarily utilising existing infrastructure, provide certainty of full early delivery. • Site is safeguarded and has already been tested through the examination process.</p>	<p>• Amend housing target to reference delivery of 785 dwellings per annum. • Delete reference to windfall provision and replace with site allocations. • Amend phasing to include Land at Griffin Lane, Dickens Heath (site 20) in the Phase 1 allocations (25 dwellings).</p>	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.
516	P5 - General	O	N	U	J, E, N	<p>• The proposed level of housing growth is not supported. Target should be increased to 785 dwelling p.a. 2006-2028. Would stimulate net in-migration to reach a realistic figure of 750 p.a., within Government forecasts for 2019-2023 and 2024-2028. Would at least maintain labour force numbers in the Borough 2011-2028 in line with the economic aspirations of the Plan. • Sites with planning permission – Moat House Farm Inspector recommended 10% discount, should be reduced to</p>	<p>• Amend housing target to reference delivery of 785 dwellings per annum. • Delete reference to windfall provision and replace with site allocations. • Amend phasing to include Land at Leys Lane, Meriden in the Phase 1 allocations (45 dwellings).</p>	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
						<p>1, 103. • SHLAA Sites – unclear what these comprise, if they are allocations they should be identified as such. Appears to be a further source of windfalls. • North Solihull Regeneration Area – concerned about their delivery. • Requirement to allocate significantly more land than currently proposed. • Windfalls – no specific circumstances to justify inclusion of windfalls making up to 28% of future supply. Historic windfalls have occurred as ‚backland development‘. Council has produced a Mature Suburbs SPD, supported by PPS3 no longer including back garden land as previously developed land. Council has a stronger basis to resist backgarden development. Unclear which phase windfalls are included. Should not be included in the first 10 years. SHLAA shows more land is available than has been allocated, preference should be for allocation. Heavy reliance will make it difficult to adequately predict and monitor housing completions. Should be deleted and replaced with allocations. • Spatial Distribution of Housing – Phasing – Given sites proposed for delivery later in the Plan period are generally smaller with little pressure on existing infrastructure, fail to see how these sites coming forward earlier would lead to the early delivery of sites with unsustainable infrastructure. Taylor Review (2008) looked at rural areas with concern that many villages would see little or no development and would become the preserve of the retired or wealthy commuter, with resultant loss of shops, schools etc. Many people who work in the countryside cannot afford to live there, while the people who can afford to live there increasingly do not work there with serious implications for sustainability of rural communities. Challenges heightened by demand to live there; high house prices; limited supply of new homes; a restrictive planning regime and shortfall of planned provision of new homes creating an especially constrained supply of market and affordable homes. Young, especially young families and rural workers are increasingly unable to rent or buy or find an affordable non-market alternative are being priced out of their own communities, undermining sustainability and conflicts with the Government objective of mixed communities. Poorly designed housing, unsympathetic to surroundings, has contributed to local resistance to new housing. • North Solihull Regeneration Area – Economic Portfolio Holder advised sites are currently stalled due to the current economic climate and questions surrounding future funding. Question front-loading the Plan with sites which may not be deliverable in the near future. • Solihull Town Centre – 300 dwellings have no specific sites identified. Significant highway infrastructure upgrades are likely to be required; a town centre Masterplan is required. Given work on these sites has been limited to date we do not consider it feasible for sites to be delivered in full by 2018.</p>			
516	P5 - General	O	N	U	J, E, N	<p>• Do not support the proposed level of housing growth (4,040 net additional homes to ensure sufficient land supply to achieve 8,930 dwellings 2011-2018). • Central Government projects an increase in households of 13,000 (2006-2026). • Chelmer Projection Model: o Assuming net in-migration of 500 p.a. (2006-2028), assuming trend of 2000-2010 (conservative in the context of Government projections of 500-800 (2009-2028). Results indicate a requirement of 661 dwellings p.a. Significant fall in labour force would result in direct conflict with the ‚Vision‘ objectives and policies seeking to maintain Solihull’s economic competitiveness. o Assuming net in-migration of 600 p.a. in line with short-term figure experienced 2005-2010, results indicate a requirement on 707 dwellings p.a. Not considered the maximum dwelling requirement in the context of the strong emphasis on economic growth which will attract in-migration. Would result in a significant fall from the labour force, contradicting the economic growth policies. o The housing target would result in in-migration of 221 p.a. Unlikely given the short and long-term trends of 600 and 500 dwellings p.a. experienced in the Borough and Central Government projections of 500-800 net in-migration 2009-</p>	<p>• Amend housing target to reference delivery of 785 dwellings per annum. • Delete reference to windfall provision and replace with site allocations. • Amend phasing to include Land at Leys Lane, Meriden in the Phase 1 allocations (45 dwellings).</p>	E	<p>As one of the UK’s largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.</p>

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						2028. Would result in a significant drop in labour force of -13,700 , contradicting Challenge D – Maintaining Competitiveness which seeks to maintain the highly-skilled workforce of the Borough and failure to meet Policy 8 – Maintain a String and Competitive Town Centre and 9 – Supporting Economic Success. o Scenario to establish housing targets and net in-migration to ensure stability in labour-force in line with the Vision, economic policies and aspirations of the Plan highlights need for an annual net in-migration figure of 750, resulting in a target of 785 dwellings p.a.			
516	P5 Other sites - Leys Lane	O	N	U	J, N	<p>• Should be a Phase 1 or 2 allocation. • Safeguarded site, tested through two previous UDP examinations. Suitability has not been questioned. • Planning permission refused for 45 dwellings, enhanced allotment provision and community woodland. Reason refusal 1 relate to Council's assertion that they can demonstrate 5 years housing land supply (decision was taken before the Moat House Farm decision). Second reason relates to loss of part of the front boundary hedge, initially no objection from the Council's Landscape Officer and site was initially safeguarded by the Inspector in the knowledge that some of the hedgerow was required to be removed to facilitate access, but concluded housing need of greater importance. • Challenge G advises that the shortage of smaller and family sized homes, particularly affordable housing and the shortage of well designed affordable homes for older people and a shortage of affordable homes which are suitable for people with physical and learning difficulties and other needs are key issues in the rural areas. • Para 4.1.12 states that within Meriden during the Plan period, affordable housing to meet local village need will have been provided and historic character will be maintained. District and Parish Council acknowledge a need for affordable housing in Meriden, yet remaining land of any substance is green belt, the reason Leys Lane was removed in the first place. Council's Mature Suburbs SPD would guard against backland development. Grant funding cut significantly, so difficult to see how any affordable housing will be delivered without some market housing. Development of 45 dwellings with enhanced allotments and community woodland offering substantial benefits cannot be said to be out of scale, is not detrimental to the historic core or wider surroundings as it does not extend the village envelope. • The following conclusions from the Solihull Settlement Studies (2009) suggest Meriden should be benefitting from further development to balance population structure and to facilitate greater owner occupation through affordable housing provision: o High proportion of residents are retired with one of the lowest rates of economic activity. o Lowest rate of owner-occupation (outside the regeneration area). o Highest rate of local authority renting (outside of the regeneration area). o Certain parts of the settlement are within the 10% most deprived areas in England. o Most deprived rural settlement. • Local services and facilities - has a good range of convenience shops and services and some essential health facilities; lacks equipped play areas and outdoor youth facilities; decreasing pupil numbers at the primary school with surplus capacity; less need to travel than other rural areas. Was deemed sustainable in 2009 when the Council released their own land for development and continues to remain a sustainable location and new play area provided. Community woodland will provide natural play, leisure and amenity for children and adults. • Transport – Car ownership is lowest of any rural settlement; higher proportion of residents travelling to work by bus; no congestion</p>	<p>•Carry out a thorough review of Green Belt boundaries. • Remove Green Belt designation from land at Leys Lane, Meriden and designate as an allocated housing site.</p>	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Taylor Wimpey are represented at the Examination.

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						hotspots; adequately served by public transport. • Environment, nature and conservation – Meriden is bounded by and parts within green belt; established built heritage and historic environment; number of nature conservations; part within and adjacent to the flood zone. Development opportunities are limited, no logic or robust evidence base for retuning the site to green belt, drawing the boundary more tightly around the village, resulting in need to amend boundaries in the near future to facilitate development. • Site is well related to the village centre; does not impact on the historic core; SHLAA site appraisal statement that site is subject to TPO and a local wildlife site are incorrect. • Amend phasing to include the site in Phase 1 (45 dwellings).			
517	P5 - General	O	N	U	J, E, N	<ul style="list-style-type: none"> • Support the Plan period 2006-2028 assuming adoption date of 2013, in the event of any delay an extension to 2029 or 2030 may be appropriate. • Do not support the level of housing growth, minimum target should be increased to approximately 785 dwellings p.a. 2006-2028. 	<ul style="list-style-type: none"> • Amend housing target to reference delivery of 785 dwellings per annum. • Amend phasing proposals to include Braggs Farm Lane Site 17 in first phase. 	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Barratt Homes are represented at the Examination.
517	P5 – General and Site 17	O	N	U	J, E, N	<ul style="list-style-type: none"> • The proposed level of housing growth is not supported. Target should be increased to 785 dwelling p.a. 2006-2028. Would stimulate net in-migration to reach a realistic figure of 750 p.a., within Government forecasts for 2019-2023 and 2024-2028. Would at least maintain labour force numbers in the Borough 2011-2028 in line with the economic aspirations of the Plan. • Sites with planning permission – Moat House Farm Inspector recommended 10% discount, should be reduced to 1,103. • SHLAA Sites – unclear what these comprise, if they are allocations they should be identified as such. Appears to be a further source of windfalls. • North Solihull Regeneration Area – concerned about their delivery. • Requirement to allocate significantly more land than currently proposed. • Windfalls – no specific circumstances to justify inclusion of windfalls making up to 28% of future supply. Historic windfalls have occurred as „backland development‘. Council has produced a Mature Suburbs SPD, supported by PPS3 no longer including back garden land as previously developed land. Council has a stronger basis to resist backgarden development. Unclear which phase windfalls are included. Should not be included in the first 10 years. SHLAA shows more land is available than has been allocated, preference should be for allocation. Heavy reliance will make it difficult to adequately predict and monitor housing completions. Should be deleted and replaced with allocations. • Spatial Distribution of Housing – Phasing – Given sites proposed for delivery later in the Plan period are generally smaller with little pressure on existing infrastructure, fail to see how these sites coming forward earlier would lead to the early delivery of sites with unsustainable infrastructure. Taylor Review (2008) looked at rural areas with concern that many villages would see little or no development and would become the preserve of the retired or wealthy commuter, with resultant loss of shops, schools etc. Many people who work in the countryside cannot afford to live there, while the people who can afford to live there increasingly do not work there with serious implications for sustainability of rural communities. Challenges heightened by demand to live there; high house prices; limited supply of new homes; a restrictive planning regime and shortfall of planned provision of new homes creating an especially constrained supply of market and affordable homes. Young, especially young families and rural workers are increasingly unable to rent or buy or find an affordable non-market alternative are being priced out of their own communities, undermining sustainability and conflicts with the Government objective of 	<ul style="list-style-type: none"> • Amend housing target to reference delivery of 785 dwellings per annum. • Amend phasing proposals to include Braggs Farm Lane Site 17 in first phase. 	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Barratt Homes are represented at the Examination.

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						mixed communities. Poorly designed housing, unsympathetic to surroundings, has contributed to local resistance to new housing. • North Solihull Regeneration Area – Economic Portfolio Holder advised sites are currently stalled due to the current economic climate and questions surrounding future funding. Question front-loading the Plan with sites which may not be deliverable in the near future. • Solihull Town Centre – 300 dwellings have no specific sites identified. Significant highway infrastructure upgrades are likely to be required; a town centre Masterplan is required. Given work on these sites has been limited to date we do not consider it feasible for sites to be delivered in full by 2018.			
517	P5 - Site 17	O	N	U	J, E, N	Support the allocation, but should be moved to Phase 1. Delivering a relatively modest number of dwellings, can be delivered utilising existing capacity in infrastructure and provide certainty of delivery in full early in the Plan period.	• Amend housing target to reference delivery of 785 dwellings per annum. • Amend phasing proposals to include Braggs Farm Lane Site 17 in first phase.	E	As one of the UK's largest Housebuilders with multiple interests throughout the Borough, it is important that Barratt Homes are represented at the Examination.
519	P5 - Site 19	O	N	U	J, N	• No justification presented for removal from the greenbelt, a policy strongly upheld by SMBC hitherto. • Previous assurances by officers and ward councillors that the medical centre would not set a precedent for building in the area, reversing this brings local government process into dishonour and disrepute. • Medical centre approval reports makes it clear that developments in this area are inappropriate and harmful to openness of the greenbelt. Preservation of the Meriden gap between Balsall and Coventry remain a declared policy and no study presented rating the proposal against other potential greenbelt sites. Site is at the narrowest point of the Meriden Gap and is crucial to the maintenance of the gap and a reduced housing density at its edges. If developed the whole area around Berkswell Station is at risk over time. • No clear need for the number of additional housing units in the area. Surveys from the Balsall Common Village Plan and Berkswell Parish Plan have not identified needs of this magnitude. • Site is important for the management of flood water, even with present arrangement, Station Road has been closed by deep flooding of Baylis brook. • Not rational planning, decision influenced by the fact that the land is owned by SMBC, unacceptable that planning permission is given by its main beneficiary. • Area is blighted by HS2 and properties will be unsaleable. Proposed line is less than 300m from the site on a high viaduct. Proposed houses will be directly exposed to 95dB noise and pressure blast every 2 minutes. 2/3rds of the trains are not planned to stop at Bickenhill and will be at full speed. • Although close to Berkswell Station, housing in this area is bound to generate significant extra road traffic. The village centre is a bottle-neck that suffers grid-lock, while the route into Coventry is constrained by the railway underpass.	• Should be removed from the list of housing sites. • Latest Census data needs to be analysed to justify the projected housing requirement. • Comprehensive survey required to show loss of green belt here is less damaging than other possibilities. • Brownfield sites need to be considered.	W	No comment

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519	P5 - Sites 22 & 23	O	N	U	J, N	<ul style="list-style-type: none"> • Virtually in open countryside as remote from the village centre as imaginable. No retail, recreation, employment or public facilities nearby. Not planning, simply licensing whatever proposal a developer can come up with. • If developed, urban sprawl will be hard to resist, accentuating sustainability, intrusion and traffic difficulties. • No clear need for this number of additional housing units in the area. Balsall Common Village plan survey did not identify needs of this magnitude. • Sites are entirely dependent on car access and contrary to SMBC and national policies on sustainability. • A452 is already congested and could not cope with the additional traffic. Alternative routes into Balsall Common are not suitable for this level of growth. 	<ul style="list-style-type: none"> • Remove sites 22 and 23 from the list of housing sites. • If numbers can be justified from latest census data, a more appropriate solution would be to develop a new village that could be nucleated around infrastructure and facilities. 	W	No comment
519	P5 - Site 24	O	N	No comment	No comment	<ul style="list-style-type: none"> • There is an unrecognised right of way across the site, diverted because of the ammunition depot but reinstated in accordance with post war legislation. 	<ul style="list-style-type: none"> • Reinstated path M118 on its legal route. 	W	No comment
520	P5 - Site 8	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Appendix A (p.140) states that release of land for housing in 'Station Approach' is from April 2018 onwards and for 'Rail/Bus Interchange Station Approach' from April 2023. • Unlike most other development sites, there is no detailed map in Appendix to illustrate proposals • Chiltern Railways franchise runs to 2021 and we have a ten-year interest in the future of the station at the time of writing. Also clear that Station approach's infrastructure and access to it is not of infinite capacity. • Would welcome detailed presentation of the case for and nature of proposed development at Station Approach, both within and outside the LDF process 	No comment	W	No comment
521	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Windfall housing land supply and failure to accommodate an additional 20% provision, contrary to the emerging NPPF. 	No comment	W	No comment
521	P4 and P5 Proposed rural exceptions site - Land West of Stratford Road, Hockley Heath	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Draft Local Plan does not include a site location plan identifying the site nor a reference number, reference is made to the SHLAA but none of the sites have such an address. 	No comment	W	No comment
521	P4 and P5 Proposed rural exception site - Land off Spring Lane,	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Would assist in providing much needed affordable housing in the south of the Borough. • Available and deliverable within five years. • No known constraints. 	No comment	W	No comment

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	Hockley Heath								
523	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Unclear why the housing target of 11,000 is proposed as the requirement. Council should explain why this is appropriate and not 14,000 suggested by the National Household Projection. • Why does the plan state a requirement of 11,000 net when the sum of 525 net p.a. is 11,550? • How do requirements relate to SHMA evidence which indicates a need for 904 homes. Unclear why the Council is not reflecting the SHMA except that the Plan requirement is a capacity constrained figure. The capacity constrained approach is further justified by the West Midlands Urban Renaissance Strategy, not sure what status this has given that it was prepared to underpin the RSS, soon to be defunct. It would be compromised if other authorities are no longer adhering to its policies. • Too great a quantity of windfall sites, even if windfall is only expected to make a contribution post 2021. Unclear how windfalls will contribute to supply in the first 10 years. It does not represent positive planning, it is reactive, relying on sufficient sites to materialise in time to enable the Council to achieve the targets in the trajectory while absolving the Council from having to make more difficult planning decisions. • The Council does not currently have five years housing land supply and should revisit SHLAA restrictions including considering green belt release to identify suitable sites that will accommodate the district's housing needs. • Capacity constraints are man-made designations. They are not inviolable. If the Council planned more positively to identify development opportunities then the full housing requirement could be reached without relying on windfall. • Phasing is contrary to national policy and unjustified with no evidence relating to viability to demonstrate delivery. • Question whether strict phasing policy is sufficiently flexible to meet the trajectory. • Does not follow that the Council can proscribe all available previously developed land must be used before the release of green field sites can be entertained. • Need to assess whether it is feasible to apply the 60% previously developed land target and consider a range of the likely impacts that a brown field-first or regeneration-first type policy would have on delivery. Extent of the previously developed land policy will depend on viability assessment, including cumulative impacts on other policies, viability, market values, impact on other strategic objectives and delivery of the housing trajectory. • If the Council wishes to see more brownfield sites developed, particularly in regeneration areas, in the earlier years of the plan, Council should consider setting the affordable housing target at zero – do areas need mixed and balanced communities, is this the greatest planning priority? And set CIL/s106 at a very low level, focussing only on essential hard infrastructure, if at all. • Urge Council to experiment, consider zoning some areas non-planning areas. • The Council does not have five years housing land supply. To avoid risks of planning by appeal and the presumption in favour of sustainable development, recommend the Council does not adopt such a strictly 	No comment	No comment	No comment

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						controlled approach to land release.			
525	P5 - General	O	Y	U	J, N	<ul style="list-style-type: none"> • Housing provision target is incorrect in terms of housing need. Requirement to take into account latest household projections of 640 households per annum, considerably higher than 525. • 525 dwellings per year should total 11,550. • The SHMA indicates an annual housing requirement of 904 dwellings, 19,888 homes. • Windfalls should not be included in the first 10 years of land supply, Inspector considering the Moat House Farm appeal found the Council had not put forward sufficient justification for windfalls in the five year housing land supply. Windfalls and small sites with planning permission are double counted. Small sites with planning permission will comprise windfalls. Exacerbates the problem of counting windfall development in the first 10 years. Inclusion of windfalls is reactive and doesn't adhere to the emphasis for positive planning. • Failure to consider historic undersupply in the first five years. Only 2,068 completions, so a backlog of 557 to meet the target of 525p.a. Backlog needs to be accounted for in the housing requirement calculation. • Insufficient flexibility, equating to 2%. A larger level of flexibility is needed to help cover lapsed planning permissions, allocated sites. 10% would be more appropriate applied to an increased housing land provision target in line with household projections. • Overly high density levels are applied to allocated sites, unlikely to be delivered and highly likely to result in unsuitable design with densities at this level often resulting in an element of flats and apartments. A lower density requirement, closer to 30 dwellings per hectare would be more suitable and deliverable in the current housing market. Further land will be required to be allocated, even if the target is not increased. • Further allocations with a full review of green belt boundaries is required once errors in the supply calculation are rectified and the housing target is brought in line with projections. • Acknowledge the need for phasing to maintain constant supply and delivery over the Plan period, but object to allocation of Hampton-in-Arden in Phase 3. Identifying rural areas as less accessible and phased towards the end of the Plan period (para. 8.4.14), contradicts para. 5.4.7 which indicated part of the spatial strategy is to focus employment and housing in accessible locations, with Hampton-in-Arden listed as an example. Hampton-in-Arden is a sustainable location with excellent public transport links. • Phasing fails to recognise rural area housing needs by pushing development to the latest phases. Some housing in the rural area should be delivered in the earlier phases. Hampton-in-Arden is a suitable settlement to deliver some housing earlier. • Moat House Farm appeal highlighted a lack of five year housing land supply. To help rectify this position it is necessary to allocate further development in the early phase of the Plan. 	<ul style="list-style-type: none"> • Increase the net additional housing figure. Further housing allocations will be needed to meet this increased housing target. 	E	Feel we can positively assist the Inspector

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525	P5 Other Sites – Old Station Road Hampt on-in-Arden (SHLA A Ref. 214)	O	Y	U	J	<ul style="list-style-type: none"> An ideal site for allocation. In a sustainable location within close proximity to services and facilities. Within 400m of a train station with frequent services to Birmingham and recognised by the UDP inspector "...reasonably related to local facilities, employment and public transport and there are no overriding infrastructure, technical, physical, or environmental constraints". (para 3A.48). Demonstrates no overriding constraints that would prohibit allocation and future development. Allocation was rejected because of the "...absence of any pressing or overriding need to allocate further land for housing to meet the current future housing requirements" and no "exceptional circumstances" or other special reasons to justify releasing the site from the green belt. These exceptional circumstances do now exist and the Council has accepted the need to release land in Hampton in Arden. Site is capable of delivering in excess of 100 houses in an early phase of the Plan and could help meet rural housing needs. Land off Meriden Road (Site 24) should not have been preferred for allocation over land on Old Station Road. Unless it is considered that both sites are needed, this site should be allocated and Site 24 should be deleted. Both sites have an impact on the green belt significantly mitigated by established or potential planting. Preferable in respect of accessibility to key local and community facilities, but requires minor footpath/cycle works in the vicinity of the junction with Meriden Road and the railway bridge, where there is ample space to enable improvements. Preferable relationship with the settlement pattern, complementary relationship with the nucleated form of the village and centralised services. Site 24 would continue the negative growth pattern of linear form with low connectivity and poor relationships between neighbouring development. Restoration of the ammunition depot would have a mitigating effect on development, but creation of open space would exceed what is required to serve the proposed development and poorly located to serve the village. 	<ul style="list-style-type: none"> Earlier phasing of development in Hampton in Arden would be a more appropriate strategy than that currently proposed. Consider this is a more justified approach. 	E	Feel we can positively assist the Inspector
526	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Ongoing erosion of the greenbelt is of particular concern. Whole area around the sites will be vulnerable once the initial decision has been taken. Village is already struggling to cope with its existing size, estates at Riddings Hill and Dengate Drive added considerably to its size and left no capacity for parking or schools for large scale development such as will become inevitable once the initial approval of these sites is given. Had considerable ongoing discussions with bus providers over the reduced bus service since the more direct service to Solihull was withdrawn. Nothing has been said to suggest the service will be reinstated therefore additional pollution and traffic will be detrimental well beyond Balsall Common. 	No comment	W	No comment
528	P5 – Sites 2, 8, 14, 19, 22, 23 and 24	O	No comment	No comment	No comment	<ul style="list-style-type: none"> A number of the housing sites are adjacent or partly within a flood plain and a detailed flood risk assessment will be required. Solihull Town Centre, Middlefield and Meriden Road have some surface water issues. A drainage scheme will be required for the Kenilworth Road and Balsall Common sites. The Conway Road site is within the 100 year flood plain of Kingshurst Brook, where there would be an objection to residential development. 	No comment	W	No comment
529	P5 - Site 15	O	N		E, J, N	<ul style="list-style-type: none"> Horses, badgers, foxes and other wildlife use the land. Taking away wildlife, the nature to trees that have TPOs. Don't want building in front of my face when I have green land. See you intend to build right up to the fence, what I and others on the estate do not want. If built would like it further back to the canal and the aqueduct, bearing right towards the High Street to allow horses to feed and the same for the wildlife. 	No comment	W & E	I wish to be considered as I have respect for others, and speak my mind on how I feel about this building plan.

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532	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Main concern is the traffic lights on Kelsey Lane/Kenilworth Road. Already recently re-phased to cut down the number of accidents, but additional traffic will make the situation worse. See drivers trying to beat the lights daily, bad place to do it as it is not a cross-roads and has poor visibility. Coupled with high speeds people drive through the village (well documented by a local action group), more traffic will increase accidents so close to village schools. 	No comment	W	No comment
533	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Work at Westwood Heath Business Park, I already struggle to get out of my drive on Kelsey Lane in the morning due to traffic. Also large number of lorries on Kelsey Lane (one of the reasons it is so damaged), lorries working on a new building sees will add to this. The B4101 is a well known rat run for drivers avoiding the A45 getting into Coventry, damaging Balsall Common and driving huge volumes of traffic through Burton Green, infrastructure is not designed to handle this volume of traffic. A new housing development will only add to the problem. 	No comment	W	No comment
533	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Insufficient village infrastructure. Congested village centre (parking). Kenilworth Road traffic/road safety. 	No comment	W	No comment
541	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Moved to the village 14 years ago because it was a village, it cannot get any larger as the facilities are not in place. 	No comment	W	No comment
542	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Moved to the village 14 years ago because it was a village, if it gets any larger it will just be part of the conurbation of either Solihull or Coventry. 	No comment	W	No comment
543	P5 - Site 1	O	No comment	U	J	<ul style="list-style-type: none"> Already densely populated in an area struggling for resources. Areas have high unemployment, more houses, increased population stretches resources. Green spaces in these areas are crucial to social wellbeing and leisure for existing residents, not to mention wildlife. Other areas of the Borough with a much lower ratio of people to acres that could benefit from development. Areas are already multi-cultural, not the case in other parts of the Borough. Concerned about plans to increase population in an already densely packed Chelmsley Wood and Kingshurst. Area of high un-employment, with very limited social opportunities or venues, existing resources are overstretched, both areas struggle to gain or maintain resources. Green spaces for low-income families are crucial for social wellbeing. Families in high density social housing desperately need open, green spaces for health, social and economic reasons. Green spaces are precious and in the main cherished by residents. Wildlife corridors are crucial to wildlife inhabitants and a joy to people of all ages. 	<ul style="list-style-type: none"> Surely there are other areas within the Borough which would benefit from development 	W	No comment

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543	P5 - Site 2	O	No comment	U	J	<ul style="list-style-type: none"> • Already densely populated in an area struggling for resources. • Areas have high unemployment, more houses, increased population stretches resources. • Green spaces in these areas are crucial to social wellbeing and leisure for existing residents, not to mention wildlife. • Other areas of the Borough with a much lower ratio of people to acres that could benefit from development. • Areas are already multi-cultural, not the case in other parts of the Borough. • Concerned about plans to increase population in an already densely packed Chelmsley Wood and Kingshurst. • Area of high un-employment, with very limited social opportunities or venues, existing resources are overstretched, both areas struggle to gain or maintain resources. • Green spaces for low-income families are crucial for social wellbeing. Families in high density social housing desperately need open, green spaces for health, social and economic reasons. • Green spaces are precious and in the main cherished by residents. Wildlife corridors are crucial to wildlife inhabitants and a joy to people of all ages. 	<ul style="list-style-type: none"> • Surely there are other areas within the Borough which would benefit from development 	W	No comment
543	P5 - Site 4	O	No comment	U	J	<ul style="list-style-type: none"> • Already densely populated in an area struggling for resources. • Areas have high unemployment, more houses, increased population stretches resources. • Green spaces in these areas are crucial to social wellbeing and leisure for existing residents, not to mention wildlife. • Other areas of the Borough with a much lower ratio of people to acres that could benefit from development. • Areas are already multi-cultural, not the case in other parts of the Borough. • Concerned about plans to increase population in an already densely packed Chelmsley Wood and Kingshurst. • Area of high un-employment, with very limited social opportunities or venues, existing resources are overstretched, both areas struggle to gain or maintain resources. • Green spaces for low-income families are crucial for social wellbeing. Families in high density social housing desperately need open, green spaces for health, social and economic reasons. • Green spaces are precious and in the main cherished by residents. Wildlife corridors are crucial to wildlife inhabitants and a joy to people of all ages. 	<ul style="list-style-type: none"> • Surely there are other areas within the Borough which would benefit from development 	W	No comment
543	P5 - Site 6	O	No comment	U	J	<ul style="list-style-type: none"> • Already densely populated in an area struggling for resources. • Areas have high unemployment, more houses, increased population stretches resources. • Green spaces in these areas are crucial to social wellbeing and leisure for existing residents, not to mention wildlife. • Other areas of the Borough with a much lower ratio of people to acres that could benefit from development. • Areas are already multi-cultural, not the case in other parts of the Borough. • Concerned about plans to increase population in an already densely packed Chelmsley Wood and Kingshurst. • Area of high un-employment, with very limited social opportunities or venues, existing resources are overstretched, both areas struggle to gain or maintain resources. • Green spaces for low-income families are crucial for social wellbeing. Families in high density social housing desperately need open, green spaces for health, social and economic reasons. • Green spaces are precious and in the main cherished by residents. Wildlife corridors are crucial to wildlife inhabitants and a joy to people of all ages. 	<ul style="list-style-type: none"> • Surely there are other areas within the Borough which would benefit from development 	W	No comment
544	P5 - Site 23	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Currently constructing an 80 bed nursing home almost directly opposite, as a potential neighbour support the proposal. 	No comment	W	No comment

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545	P5 - Site 19	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Not in favour of any further greenfield development unless all brownfield sites have been fully explored and exhausted. • A master-plan is necessary to enable facilities and infrastructure in the centre of the village to accommodate housing it has already accepted and to make proposals for the next 15 years. 	No comment	W	No comment
545	P5 - Site 22	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Not in favour of any further greenfield development unless all brownfield sites have been fully explored and exhausted. • A master-plan is necessary to enable facilities and infrastructure in the centre of the village to accommodate housing it has already accepted and to make proposals for the next 15 years. 	No comment	W	No comment
545	P5 - Site 23	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Not in favour of any further greenfield development unless all brownfield sites have been fully explored and exhausted. • A master-plan is necessary to enable facilities and infrastructure in the centre of the village to accommodate housing it has already accepted and to make proposals for the next 15 years. 	No comment	W	No comment
546	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Concerns that green belt is considered for development when, due to manufacturing decline, the Midlands has a large quantity of brownfield land (including Duggins Lane). • I am fortunate to live in Yorkshire green belt where planning applications would not be considered unless they were in keeping with the natural surroundings and did not impact on the surrounding area and community, surprised that Solihull Council could consider a development that is clearly at odds with both the community and natural environment. Once greenbelt is developer it is lost forever for this generation and generations to come. 	No comment	W	No comment
547	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Moved to the village 14 years ago because it was a village, if it gets any larger it will just be part of the conurbation of either Solihull or Coventry. 	No comment	W	No comment
549	P5 - General	O	Y	U	J, E	<ul style="list-style-type: none"> • Calculation of the amount of land required for new housing is unjustified and ineffective. Even if Council's proposals are achieved, there will be a shortfall of 3,000 homes to meet projected household growth. • Council received a housing target of less than projected growth through the RSS on the basis that it wished to protect the Borough's high quality environment which it maintains is a significant contributory factor to previous and future economic success. But this target can no longer be relied on, a new one must be derived based on up-to-date forecasts of future population growth. • Rely on a significant contribution from windfalls based on past trends. Housing land supply from windfalls will be reduced by the change in definition of garden land to previously developed land was brought about with the clear intention of preventing garden grabbing in areas with high land values and robust employment protection policies. • Proposed housing is unlikely to be delivered, town centre delivery will be slow; Blythe Valley Park is unsuitable and unsustainable and housing in large villages is contrary to fundamental green belt objectives; significant infrastructure problems; Level and local opposition is a significant barrier, likely to involve protracted determination periods and potential judicial review. 	No comment	W	No comment
549	P5 - Site 8	O	Y	U	J, E	<ul style="list-style-type: none"> • Delivery is likely to be slow, as a result it has been included in all three phases. 	No comment	W	No comment
549	P5 - Site 10	O	Y	U	J, E	<ul style="list-style-type: none"> • Unsuitable and unsustainable, would lead to an isolated pocket of development contrary to other local plan objectives. 	No comment	W	No comment

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549	P5 Other Sites - Land at Tidbury Green Farm (part of SHLAA Ref. 117)	O	Y	U	J, E	<ul style="list-style-type: none"> • Site's suitability and sustainability credentials were examined and found acceptable at the UDP public inquiry. • SHLAA concludes high demand and no significant constraints. Would not conflict with Council objectives, it would not have an adverse impact on the Meriden Gap, be a short term urban extension south of Shirley or introduce a general threat to Solihull's high quality environment. • Suitability of safeguarded housing sites was considered by the Moat House Farm inspector who concluded that the suitability of the site for housing had previously been addressed by the Council and other Inspectors and there was no reason to depart from the findings. The same principal applies to this site. • Accessibility – western part of the site has easy access to schools, healthcare and shops selling fresh food. If this part alone had been assessed it would have received a higher rating in the SHLAA and put forward as an allocation. Only the western part of the site is safeguarded. • Expedient for the Council to continue to identify safeguarded land, requirement remains extant. The Local Plan includes no safeguarded land, so there is no contingency to deliver housing if identified supply is inadequate in due course. 	• Retain site outside of the greenbelt and allocate for housing in the first phase.	W	No comment
551	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • These sites are too remote from the village centre which would increase traffic problems. 	No comment	W	No comment
552	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Should not use greenfield sites when there are brownfield sites. 	No comment	W	No comment
553	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village has recently experienced considerable residential development, putting a strain on infrastructure. • Investment in needed to develop the disused sites near/at the centre of the village, which is looking run-down and shabby. • New development should be on brownfield sites and in particular should not take the boundary nearer to Coventry or Kenilworth. 	No comment	W	No comment
554	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Agree with all comments, especially greenbelt boundaries. 	No comment	W	No comment
555	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Use brownfield sites, not greenfield. • Too far away from the village centre. 	No comment	W	No comment
557	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Brownfield sites should be developed first before greenfield sites. 	No comment	W	No comment
565	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Ruining greenbelt area. • Insufficient amenities for the extra building. • Impact on an already busy village area, insufficient parking. 	No comment	W	No comment
566	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Number of residents when facilities would not be able to accommodate. 	No comment	W	No comment

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567	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • There will be extra traffic. • Imagine local schools could not cope with the influx of children. • Newcomers would have to come to the village for everyday shopping and to the schools, more traffic by the shops. Difficult to cross the road now, would be frightening with extra traffic. • Much more parking will be needed, are there any areas where they can be built? • Newcomers using Berkswell Station on a daily basis, where will they be able to leave their cars? 	No comment	W	No comment
573	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Concerns regarding the extra traffic the proposed developments will generate along the Kenilworth Road, taking into account the extra traffic from the new care home. • Concerns regarding health services, takes 3-4 days to get a doctor's appointment at present. With an additional influx of residents, appointments in the future do not bear thinking about. • Schools appear to be under pressure at the moment, any extra intake of students would create problems. • Taking into account recent development in Kelsey Lane and Kenilworth Road, you visualise the remaining land bordering Kenilworth Road and Windmill Lane being developed which highlights the above concerns more. • Has any consideration been given to the empty office block behind the shops in Station Road into apartments? 	No comment	W	No comment
580	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Village cannot survive if more housing is not accompanied by more infrastructure – medical, educational and environmental. Balsall Common has reached its peak. Greater numbers mean more people will become disaffected, disengaged and anonymous as village life will suffer. • Character of the area should be protected as a village within rural agricultural greenbelt and not under constant threat. • There are plenty of brownfield sites within the Borough which should be developed to improve the quality of life for people who live closest to them. 	No comment	W	No comment
585	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Infrastructure issues, traffic volume, school size. • Erosion of green belt. 	No comment	W	No comment
586	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Should build on brownfield sites first. • Balsall Common infrastructure will not support 500+ new dwellings. 	No comment	W	No comment
587	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Pressure on primary school, traffic pollution. 	No comment	W	No comment

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588	P5 - Sites 1-7	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Kingshurst & Fordbridge and Chelmsley Wood Councillors undertook a consultation with local residents about the proposed housing sites. Delivered 11,000 newsletters and several thousand letters and questionnaires in wards most affected by proposals. Huge response with hundreds of questionnaires, emails and letters returned. • People across the two wards are furious about further loss of green space. Already too little for recreation and children to play as gardens are small or non-existent. Green space has been gradually used up and even pubs have been replaced by houses. • Many mention increased pressure on roads/congestion, pressure on local services such as schools. • Five (3 for Site 2) favoured development, but most said proposed density is too high. • High proportion support development in other areas outside their immediate area, possibly green belt adjoining Chelmsley. • Deep annoyance locally about assumed higher density in north than south. • Strongest feelings are about Site 1, Babbs Mill, attracting greatest comment and anger. Clearly heavily used for recreation/walking/observing wildlife and would be deeply missed. Some feel betrayal, given undertakings that no more housing would be built when they moved in. • No discernable support from residents for the proposed sites. • Anger bordering on outrage that more green space is to disappear; many have said "enough is enough". • Proposals should be removed. Council should investigate how homes can be provided in the vicinity on sites that do not use up all the existing green space where people live. 	No comment	W	No comment
590	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • The village cannot cope with the traffic at the moment without yet more houses. 	No comment	W	No comment
606	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Insufficient infrastructure within the village to cope with the extra housing. • Sort out the Chattaway site and behind the Co-op before building more houses in Balsall Common. 	No comment	W	No comment
618	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Walk grandchildren to school and traffic is dreadful, quite scary crossing the A452. • Greenbelt should be preserved at all costs for future generations to enjoy. 	No comment	W	No comment
619	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Please don't build any more houses on greenbelt. 	No comment	W	No comment
620	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Should not be in greenbelt. 	No comment	W	No comment
621	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Need better infrastructure. • There are brownfield sites around. 	No comment	W	No comment
631	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • There is precious little provision in the village for elderly people to shop or park, this will make it worse. 	No comment	W	No comment
636	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Why build here when other sites are available, village is large enough already. 	No comment	W	No comment
637	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Schools, shops and facilities in the village are unable to cope with a development of this size. 	No comment	W	No comment

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638	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Concerned about the increase in traffic through the village. Concerned about the use of greenfield sites when brownfield sites could be developed first. 	No comment	W	No comment
639	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> You should look at brownfield sites first. The village cannot take any more houses. 	No comment	W	No comment
640	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Use this road about 3-4 times a day and traffic is bad enough as it is now. 	No comment	W	No comment
641	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Before building any more houses, there is a need for more shops. The Castaways needs to be developed first. 	No comment	W	No comment
642	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Will cause great pressure on schools, medical centre and traffic. 	No comment	W	No comment
643	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Concerned about traffic, lack of facilities in the village, lack of public transport. 	No comment	W	No comment
648	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Unsuitable for traffic (congestion). Greenbelt site. Impact on Balsall Common (car parking, car journeys etc.). No easy access to public transport. No requirement for extra housing. 	No comment	W	No comment
650	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Keep the village a community, this will sprawl out the village. People are likely to go to Kenilworth. There will be pressure on local primary school. 	No comment	W	No comment
651	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Against building on greenbelt and spoiling the village. 	No comment	W	No comment
652	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Further housing developments would have a huge impact on the village, which is already bulking under the strain of expansion to date. Already difficult to get doctor's appointments, parking is a nightmare and schools are too full. Answer is to address these problems before any further housing is even considered. 	No comment	W	No comment
653	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Any more housing of any kind in this area would be a disaster. 	No comment	W	No comment
654	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Agree with all the Barrage concerns, especially building on greenbelt. 	No comment	W	No comment
655	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> It will make meeting house lane more of a rat run. 	No comment	W	No comment
656	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Particularly concerned about building on greenbelt. 	No comment	W	No comment

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657	P5 - Sites 22 & 23	O	Y	U	J	• Balsall Common is fine as it is, don't want it altered so drastically.	No comment	W	No comment
658	P5 - Sites 22 & 23	O	Y	U	J	• Don't object to the housing near the new medical centre, but do object to housing near Windmill Lane off Kenilworth Road.	No comment	W	No comment
659	P5 - Sites 22 & 23	O	Y	U	J	• Balsall Common has had far too much building recently, all large, executive housing but no housing for young, retired or local people. • Don't object to the housing near the new medical centre, but do object to housing near Windmill Lane off Kenilworth Road.	No comment	W	No comment
660	P5 - Sites 22 & 23	O	Y	U	J	• Too much traffic on the A452 already.	No comment	W	No comment
661	P5 - Sites 22 & 23	O	Y	U	J	• The village would be overcrowded and there are not enough facilities to cope with the extra houses.	No comment	W	No comment
662	P5 - Sites 22 & 23	O	Y	U	J	• Need better infrastructure.	No comment	W	No comment
664	P5 - Sites 22 & 23	O	Y	U	J	• Object to the Council building on green belt land as we are very busy in Balsall Common and no thought to the impact on the village.	No comment	W	No comment
665	P5 - Sites 22 & 23	O	Y	U	J	• Strongly object to building on green belt areas and spoiling rural villages in the process.	No comment	W	No comment
666	P5 - Sites 22 & 23	O	Y	U	J	• Why are you ignoring brownfield sites?	No comment	W	No comment
667	P5 - Sites 22 & 23	O	Y	U	J	• Need better infrastructure and use of brown sites around the village.	No comment	W	No comment
671	P5 - Sites 22 & 23	O	Y	U	J	• Create pressure on amenities.	No comment	W	No comment
672	P5 - Sites 22 & 23	O	Y	U	J	• Use brownfield sites.	No comment	W	No comment
673	P5 - Sites 22 & 23	O	Y	U	J	• Why choose greenfield sites when there are good brownfield sites available.	No comment	W	No comment
674	P5 - Sites 22 & 23	O	Y	U	J	• Why build on greenbelt? Why not use brownbelt? • Schools already over –subscribed, how will this be overcome.	No comment	W	No comment
675	P5 - Sites 22 & 23	O	Y	U	J	• Traffic in the village is terrible, this will make it worse. • Stop building on green belt, it is there for a reason.	No comment	W	No comment

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676	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Balsall Common is becoming overcrowded. Object to building on green belt. Concerned about the amount of people using the doctor's facilities and whether the new medical centre can cope. 	No comment	W	No comment
677	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Village infrastructure has not yet caught up with existing residential development, further housing in these circumstances would be irresponsible. 	No comment	W	No comment
678	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Too many houses already, schools full, not enough doctors for any more patients. No public transport, not enough shops for more residents. No recreational facilities for youngsters, already too many youths congregating in the village. 	No comment	W	No comment
682	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> Development site appraisal commissioned from Mott MacDonald is incorrect: Sites are not correctly located on the sites maps. Speed limit is not 40mph, it is 30mph which probably explains why no speed issues were observed. If visited as detailed, difficult to see how either of the above could have been overlooked. Apparently no congestion was observed at 8.25 on a Tuesday morning, nothing short of incredible. Council's own traffic data indicates a vehicle passing every 3 seconds. There is almost always congestion midweek, often backed up to Southfields Farm. If correct, no validity with a sample size of 1. Report states there is recent traffic data for Site 22 but not 23, inconsistent as the sites are 200m apart. Distances to amenities are stated as the same from both sites, despite a minimum 200m separation. No acknowledgement made of new medical centre opening in spring. The estimated dwelling capacity for site 23 is inconsistent with the local plan. Beggars belief that decisions regarding the sustainability of new developments are being taken on evidence that is fundamentally flawed, especially on something as basic as a speed limit. Appalled SMBC are paying a supplier for such a poor quality report. Both are subsets of larger sites, they had been evaluated and conclusion was that neither should be developed due to impact on the greenbelt and noise, therefore sites were not included in the Emerging Core Strategy. Even as recently as the Shaping Solihull's Future Together conference (July 2011), there was no indication the sites were to be nominated. The first time they were proposed was at the conference in November 2011. As such, neither site has been subject to the same scrutiny as those detailed in the Emerging Core Strategy. Given minimal time to respond, there was no identified need for housing in the recommendations or action points set out in the Village Plan (2010) and both sites are in the green belt, this calls into question the basis on which the sites were justified. No proven demand within the village for additional housing of this scale – essentially a commuted village, little local employment, so little local demand for housing by the local indigenous population. Only 19 responses from the Rural Needs survey (2009) indicated a need for housing. The number living in affordable accommodation was just 40, having risen from 12 over 8 years. Demand for 88 affordable homes has not been justified (based on a total increase of 220). Response from the planning team was "it is not possible to predict the level of housing need at a geography as small as a single village". The Village Plan request that a full review should be undertaken to understand the implications of a significant increase in housing stock and the request for a full discussion with local residents and the need to review the infrastructure 	No comment	W	No comment

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						<p>should dwellings be imposed on the village has been ignored.</p> <ul style="list-style-type: none"> Alternative sites have not been identified and evaluated to justify releasing greenbelt to meet proven demand – brownfield and degraded Greenfield sites have been identified which combined with site 19 would more than satisfy the proven need for affordable housing. All three are within the built up area of the village and two are highly accessible to the village centre and the railway station. As none of these sites have been evaluated as part of the SHLAA, it has not been proven that the exceptional circumstances exist to justify building on greenbelt. Policy 17 is not respected. The only justification for building affordable homes on greenbelt might be to provide employees for the care home. There is no safe way for pedestrians to cross Kenilworth Road. Carbon footprint – Commuter village with little employment within the village, recognising the increased need for housing in the Borough overall, locating housing in Balsall Common would necessitate people to travel. Ill conceived and in direct conflict with Policy 8 and 9. Inadequate public transport (2 trains per hr to Birmingham and Coventry and 2 buses per hr into Solihull/Coventry from Kelsey Lane during peak times only) required commuters to rely on cars. Calls into question the SA “in terms of accessibility to employment, Balsall Common ... (is) well linked to Birmingham by rail” conflicts with evidence that only 9% of people travel by train to work. Could be a consequence of limited parking available at the rail station resulting in people parking at Hallmeadow Road and a tendency to drive to Tile Hill. Addition of 220 houses will increase road traffic and significantly impact on carbon footprint. Exacerbated by the distance of the proposed sites from local amenities, which will necessitate the use of cars for local journeys. Lack of adequate parking in the village often encourages residents to drive further afield, adding to carbon footprint and depriving village shops of valuable custom. Traffic congestion and safety on the Kenilworth Road – Congestion recognised as a major problem, Kenilworth Road/Alder Lane junction recognised as the 5th most congested in the rural part of the Borough (2008 survey) Re-synchronisation of the lights since improved safety but had negative impact on traffic delays. Delay of 90s per mile recorded from Alder Lane junction northbound through most of Balsall Common. Addition of 155 houses, all having to access Kenilworth Road will have major impact on traffic congestion and road safety. Particular problems tuning north with traffic accelerating away from the lights and traffic heading north backing up. Turning right, the blind dip is a major safety factor even during quite periods. Commuting to the three defined economic centres, tendency to turn right, during peak times residents have to turn left into Windmill Lane (sharp bend) and make their way back through the village via Meeting House Lane. The 80 bed care home being built opposite with associated traffic will increase congestion. Traffic travelling either way along Kenilworth Road north of Windmill Lane averages 1 vehicle every 4.3s (rising to 1 every 2.8s and 3s on Tues & Weds). Approx 1.5 vehicles per household access the A452 at peak times. This would result in an extra 233 cars trying to access the Kenilworth Road during peak hour. 7 accidents over 3 years is only reported accidents, accidents are frequent in reality. Accidents are so frequent one resident keeps a brush and blankets available. Greenbelt, defensible boundary – Would create indefensible boundaries, sites could well extend leading to eventual infilling of the fields between. Would be an irreversible travesty as area around Balsall is identified as Ancient Arden landscape and conflicts with the 2008 sustainability objective “protect and enhance environmental assets such as landscape, countryside, historic environment and open space”. Erosion of greenbelt from HS2 renders remaining greenbelt more precious. Perception of SMBC that site 23 “sits between existing 			

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						<p>development" is misleading. South is a large house set in parkland and refurbishment/conversion of an old farmhouse and outbuildings designed to fit into greenbelt surroundings with restrictive covenants, total footprint is less than a third of the field and can't be regarded as development. Development will make it difficult to defend infilling the remaining 2/3rds of the field. Will create an anomaly. No consistency in the SHLAA as to what constitutes a defensible boundary when evaluating site options.</p> <ul style="list-style-type: none"> • Visual amenity – Approaching Balsall Common along the A452 people enjoy a wide boulevard aspect with open countryside gradually giving way to a few scattered houses and farm buildings before the density of housing increases entering the village. Site 22 especially will completely alter this rural aspect and give the impression of an isolated large housing site with no graduation in housing density, in direct conflict with the Countryside Strategy to "minimise the impact of new developments on the edge of the countryside" as well as the principles of the village plan. Fields comprising site 23 and beyond afford considerable visual amenity to existing residents, one of the main reasons for choosing to live here. Development would harm character and appearance forever. Density is out of keeping with surrounding properties and unclear whether the height would be at low level demanded by the Council of some older properties, conflicting with Policy 14 and principles of the village plan. • Pressure on local amenities – Primary and secondary school are over capacity with waiting lists for most year groups. Primary school has been pushed to three form entry, preference is for two. Difficult to ascertain likely load on schools, although proposals equate to 110-176 children. Pressure on the village centre would be significant, parking is a challenge in the village centre and at the railway station after 8.30am with cars having to park on Hallmeadow Road. Idea that extra housing could support the vitality of the village is ill-conceived. Effect will be to stretch the load to breaking point. Housing has increased by 317 properties (2001-2009) with the new medical centre being the only major infrastructure investment. Return on funds to the village to enhance amenities has been minimal in comparison to revenues raised through land sale. • Effect on local employment – Southfields Farm currently provides valuable employment, running the farm and operating a garden shed trade and retail. 6 people are employed at Westacre with plans to reach 20 and strategy to source locally where possible sustaining local employment. Significant investment to date in a village where there is scarcely any employment and economic climate where enterprise should be encouraged, favouring houses over jobs does not seem to be in the communities best interests. • Access to local amenities – remote from key services. Railway Station and medical centre 1.8km and 2.1km and primary school 0.6km and 0.9km involving crossing Kenilworth Road at the junction. No pedestrian crossing, islands not designed for pedestrians. Proposed crossing at Kelsey Lane will not address key safety concerns, traffic lights timed for traffic only. Allowing for pedestrians would add to congestion. Pavement prior to Welsh Road is little more than thin tarmac strip (although need to address is recognised). Nearest shop selling fresh food is 1km and 1.3km. Even if people wanted to walk to the station or medical centre the most direct route is along Meeting House Lane with no pavement. Outside "accessibility and ease of access criteria" for doctors surgery, fresh food, high frequency bus service and high frequency rail service. Policy 7 has not been respected. Accessibility ratings have not been re-evaluated in the latest SHLAA following relocation of the doctor's surgery. Calls into question the SA report that "providing extensions to existing settlements in the area represents the most sustainable way of accommodating housing to meet Borough needs". Lack of green space 			

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						<p>identified for Balsall Common south, developments will add number of people being deprived of access to green space, do not respect the principle within the village plan to “avoid encircling the village centre with new pockets of housing estates isolated from the village centre wherever possible”.</p> <ul style="list-style-type: none"> • Noise – Kenilworth Road is a high volume trunk road used as a short cut from M40 to M42 day and night. Assessed as Category C during certain parts of the day. Residents complain of being unable to sleep in front bedrooms because of HGVs. SMB believe this can be mitigated by orientation and set back, in reality noise will be audible. Does not recognise additional noise from the care home with inevitable emergency vehicles, there is no objective, accurate and consistent re-evaluation of alternative sites to show that there are no suitable alternatives. • Impact on natural environment – bats often sighted, although less numerous since development of Welsh Road. Roosting spots could be disturbed and bat population severely impacted. Bats are recognised priority species, development would appear to contravene Council’s obligations to protect species. The fact that the Council’s ecologist has raised no objection implies that a valid and reliable survey cannot have been undertaken in view of the reality of the bats presence. Site 23 has a ditch along part of its boundary and site 22 has a natural pond, home to a variety of amphibians. • Marshland – Balsall Common is built on marshland. Gardens are frequently under water. Natural spring runs under Southfields Farm, pump has been run 24/7 to clear the cellar of water. Large pond at back of Site 22, residents are concerned at potential consequences for land drainage with 155 houses. • If a proven need for housing is demonstrated, should be a rigorous evaluation of alternative sites, ideally by Parish Councils and Residents Associations in a way consistent with SMBC policy statements an in line with community requirements. 			

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682	P5 Other Sites - SHLA A Ref. 181	O	Y	N	J	<p>• There are a further twelve sites, two of which are degraded greenbelt with significant advantages over sites 22 and 23, either of the two largest of these would provide more homes than 22 and 23 combined. Objector scored and ranked sites, concluding proposed sites rank lower than the others assessed. • Barrett's Lane, Lea Francis House and Chattaways Balsall Common are most attractive to develop, brownfield or degraded Greenfield. Lea Francis and Chattaways ideally located for affordable housing and positive asset to the village, acknowledged by the community. • Sites 34 and the Fisheries are highly attractive, either one would realise more homes than 22 and 23 combined. • Number of good sites with low to medium housing capacity – 32, 25, 150, 107, 137 and 10/38. • Sites scoring 13 or less are not considered attractive for development, this includes sites 22 and 23. • Total capacity of sites, excluding those of 13 points or less is 612 homes. • Lea Francis Hall (est. 18 affordable homes) – Excellent brownfield site, well positioned especially for affordable homes. Advantages - Brownfield sit; removes eyesore; appropriate for affordable housing; close to shops, station, medical centre, school; defensible boundary; hotspot for anti-social housing would be safer; could comprise building and car park. Disadvantages - Noise; possible safety issues during daytime (deliveries to Co-op); Potential traffic impact given village congestion, but small numbers. Planning permission for office space expired. Residential planning application refused, with lack of information to justify loss of employment site as building derelict for 7 years and design issues. • Duggins Lane (SHLAA Ref. 137) (est. 33 homes) – Greenbelt but already developed, remote from Balsall Common, but close to Coventry. Advantages - Previously developed (redundant light industrial building, derelict for 10 years); accessible to medical services and fresh food in Coventry; improve visual amenity. Disadvantages - Indefensible boundary but permissible; close to railway line (noise). • Barratts Lane – (est. 5 homes) - Small site with many advantages Advantages - Previously developed; low noise; low traffic impact; safe walking to schools; close to shops, station, medical centre; impact on residents but could be seen as an advantage; defensible boundary Disadvantages – None identified. • Near Lavender Hall Pak (SHLAA Ref. 32) (11 homes) – Good site but relatively small. Advantages – Defensible boundary; low noise at night but less during the day; minimal traffic impact; visual amenity impact is low; minimal impact on existing residents; safe walking to schools; close to village infrastructure – shops, station, medical centre. Disadvantages – Precedent for releasing garden land from greenbelt. • Near George in the Tree roundabout (SHLAA Ref. 34/178) (159 homes)– large site, but currently used as a football ground with a 25 year lease, but could be relocated, sale by Council could fund an alternative site for the football club and perhaps invest in affordable homes. Advantages – clearly defensible greenbelt boundary; impact on removal from greenbelt would be minimal; low noise rating; A452 could be accessed at roundabout; minimal impact on visual amenity; minimal impact on existing residents; close to village infrastructure – shops, station, medical centre. Disadvantages – existing football facility. Precedent for releasing garden land from greenbelt. • Equestrian Centre (SHLAA Ref 55) (275 homes)– Large site with many disadvantages for housing. Advantages – close to schools; safe walking to schools, already partly developed. Disadvantages – high impact on traffic; high impact on visual amenity; remote from village infrastructure – shops, station, medical centre; indefensible greenbelt boundary; noise. • Berkswell Service Station (SHLAA Ref 198) (26 homes) – relatively small but with advantages being partial brownfield. Advantages – Partial brownfield; already significantly developed; low impact on visual amenity; low noise. Disadvantages – Indefensible boundary; access currently northbound; low accessibility to village amenities; release of neighbouring garden land required; loss of employment site. Castaways</p>	<p>• There are two sites which would be highly attractive to develop within the village and this is acknowledged by the community (Lea Francis House and Castaways). • There are a further twelve sites, two of which are “degraded greenbelt” which have significant advantages over sites 22 and 23. Either of the two largest of these would provide for more homes than 22 and 23 combined. • No justification on published criteria for developing sites 22 and 23 in preference to any of the fourteen identified sites. • There are opportunities which could be explored by the Council which would yield benefits to the Council and Community as well as providing a substantive number of houses by selling Site 34 and relocating the Hornet's training ground, possibly as part of wider sporting facility on another site less conducive to housing</p>	E	To ensure collective voice of several hundred objectors to sites 22 & 23 is heard and understood

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						<p>(5 homes) – Well positioned for affordable housing. Advantages – for sale; brownfield and removed existing eyesore; appropriate for affordable housing (flats above commercial); close to village infrastructure – shops, station, medical centre, school; defensible boundary. Disadvantages – noise; potential traffic impact given congestion, but small numbers. • Kelsey Lane, opposite Windmill Lane (5 homes) – small site with positive aspects. Advantages – brownfield with defensible boundary; low noise; low visual amenity impact; derelict, health issue for current neighbours; low impact on traffic due to size of plot but access limited. Disadvantages – Remote from village infrastructure – shops, station, medical centre but still within village boundary; not demonstrated that owner is willing to sell. • Frog Lane (SHLAA Site 150) (55 houses) – well located medium-sized site. Advantages – very low noise site; close to schools; safe walking to schools; minimal impact on visual amenity. Disadvantages – defensible boundary on 2 sides only; some impact on residents; narrow access to Frog Lane, but possible to access directly onto Balsall Street East. • Off Dengate Drive (SHLAA Sites 10 & 38) (69 houses) – medium sized site with advantages but access issue and traffic congestion. Advantages – very low noise; close to village centre infrastructure – shops, station, medical centre; minimal impact on visual amenity; minimal impact on residents; includes office conversions and outbuildings on part of the site, believed to be redundant. Disadvantages – Indefensible boundary (but clear belt of trees); 18 months to assess ground stability around pond; access to site needed; traffic congestion on Kenilworth Road and Dengate Drive; TPOs. • Needler’s End Lane (SHLAA Site ref. 25) (82 houses) – medium sized site with advantages and disadvantages. Advantages – very low noise; very low traffic impact; safe walking to schools; close to village infrastructure – shops, station, medical centre. Disadvantages – indefensible boundary; impact on existing residents; access to farm track; visual amenity – users of footpaths. • The Fisheries (170 houses) – large, well advantaged site, particularly for affordable/starter homes but unknown around HS2. Advantages – very large site (could develop fist part only); Close to village infrastructure – shops, station, medical centre; low noise site; minimal impact on visual amenity. Disadvantages – 1, possibly 2 sides indefensible greenbelt boundary; potential traffic impact given single track bridge over railway; unknown impact of HS2; perception of dislocation from village; not determined if owner willing to sell. • Opposite Saracen’s Head (SHLAA Ref. 181) (176 houses) – large site but remote with major disadvantages. Advantages – low noise site; access direct on Balsall Street East. Disadvantages – indefensible boundary; remote from village amenities; some impact on visual amenity but frontage faces existing properties.</p>			
683	P5 - Site 21	O	No comment	U	J	<p>• Proposal breaches SMBCs own flood risk objective “to minimise the risk of flooding by avoiding development in high flood risk areas wherever possible”. (page 25, Challenge I, Objective B). • Areas of known flood risk adjacent to site with a history of flooding some properties. No flood attenuation measures are in place. Climate change may further increase flood risk. • Evidence is that the area is at risk of flooding and therefore inappropriate for development of the proposed site.</p>		W	No comment
684	P5 - Site 6	O	No comment	No comment	No comment	<p>• Potentially adding 70-140 residents to such a small area. Huge impact on services already stretched, e.g. doctors and maternity units. Schools will be oversubscribed once houses bring young families to the area, already angers me that I am a Solihull resident and my children would not stand a chance of a place in a south Solihull school. While local schools become overcrowded my children’s education suffers. • Area is important - peaceful, offering a substantial green land area, this and wildlife will be lost. Essential for young children to access it and thrive with physical, creative and social development. Meriden Park can</p>		W	No comment

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						already be overcrowded with older children and teenagers, which can be very intimidating for young children. • Will bring extra vehicles and more pollution. • Crime is low, guaranteed to bring trouble to the area with knock on effect to police services being reduced. Where will this leave us? Taking the law into our own hands? Or feeling threatened and vulnerable in our own homes? • Chelmsley Wood is overcrowded with high rise in every other road and other development. • Isn't it time to stop redevelopment in North Solihull? How many Council estates do you see in South Solihull? There are many areas for growth there – Tudor Grange Park or green land on Monkspath Hall Road.			
686	P5 - Sites 22 & 23	O	Y	U	J	• Loss of valuable greenbelt when there are alternative available. Even then this would create considerable infrastructure problems with a severe negative impact of the lives of Balsall Common citizens. Current infrastructure is inadequate.	No comment	W	No comment
687	P5 Dickens Heath	O	N	U	E, N	<ul style="list-style-type: none"> • Do not believe the level of housing is justified. • Plan does not address the aging population issue. • No assessment of empty/unsold/incomplete development. • No reason for increase in housing requirement from 11,000 to 14,000. • Local Plan is a totally different proposal for Dickens Heath – time line has advanced, sites moved from to be considered to proposed and a new site has been added. • No evidence of the SHLAA assessment of Dickens Heath, appears impossible that current infrastructure can support further building activities, village is already c50% larger than original plans, vision of limiting parking to promote "greener transport modes has failed, resulting in drastically insufficient parking. Most roads are double parked, access for construction vehicles will be difficult. • All Dickens Heath proposals should be removed. Completion of development and best use of existing incomplete sites should be proposed. • If further development of Dickens Heath is required to support growth and alternative sites cannot be found, development should be towards the north of the village to create a better link with rail and bus networks, would also remove construction traffic from the village centre and allow settlement and stability. 	<ul style="list-style-type: none"> • All current sites for Dickens Heath should be removed. • Document should proposed the completion of the development and best use of incomplete sites. • If further development required and alternative sites cannot be found, development should be towards the north of the village. 	E	Residents of Dickens Heath have not been correctly represented in previous feedback.
688	P5 - Sites 22 & 23	O	Y	U	J	• CPRE objected to an application for housing of this land was I 1994, objections were upheld. This is greenbelt land, why are you even considering it for housing when sufficient brownfield sites are available. Just look at disused/derelict factory at Duggins Lane, empty for 15 years; April building behind the Co-op. Why not considered? • Live on cross roads, witness/experience/attend road accidents at least once a week. Wall outside my house was knocked down by a car last year. Development would create further pressure and volume of traffic at this crossroads, adding to the already significant risk of road users. • Stop being hoodwinked by developers/entrepreneurs wanting to make a fast buck out of raping our countryside for the sake of quick development opportunities. Put time and effort into considering brownfield sites, so what if it costs developers more, at least you as custodians of our countryside can affirm you did all you could to sympathetically develop land for housing needs without stripping out the greenbelt.	No comment	W	No comment

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689	P5 - Sites 22 & 23	O	Y	U	J	<p>• Would not add to the character of the village and would cause any number of problems – traffic chaos on an already dangerous road, lack of school spaces and additional sports facilities which would all necessitate considerable investment. Parking problem at the railway station and village centre would need to be addressed. Inadequate public bus services would compound this problem with inevitable increase in car usage, all causing frustration to local people, their well being should be first priority. They have chosen Balsall Common for its pleasant environment and village character which will be severely jeopardised.</p> <p>• Already been new developments in the past two years, wide variety of property for sale, so why the need for more building when there is a slump in the housing market?</p> <p>• PM has stated that housing estates will not be plonked on the edge of villages against local opposition in planning reforms (Telegraph 10th January 2012): “villages will be able to designate new green spaces in their local plans, that they want to keep. I care deeply about our countryside and environment. Our vision is one where we give communities much more say, much more control”.</p> <p>He also stated: “we are not changing green belt, we are not changing areas of outstanding natural beauty, we are not changing SSSIs – all these protections that are there”, Presumably the PMs words will be taken into account when further considering the proposals.</p>	No comment	W	No comment
690	P5 - General	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Insufficient provision of housing for the plan period • Insufficient sites allocated, over-reliance on windfalls • No justification for phasing process of housing • Failure to provide for affordable housing to meet Borough’s needs • Lack of agreement to address shortfall elsewhere • Contrary to NPPF guidance requiring that local plans meet the full objectively assessed needs • Failure to provide for needs identified in SHMA or to meet housing projections, unmet need and take account of second homes and vacancies 	• Should provide for 12,384 – 16,401 dwellings	E	• Importance to soundness

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
691	P5 – General, Sites 10 and 15	O	Y	U	J, E, N	<p>• Insufficient housing provision to meet needs of Borough. Requirement in the order of 14,450 to 18,470 for the period 2006-2028</p> <p>• Failure to take into account evidence in the SHMA, and the latest household projections and need for additional allowance for unmet need, second homes and vacancies</p> <p>• Housing provision fails to meet requirement for labour force contrary to emphasis on providing for jobs and economic growth</p> <p>• Lack of agreement for having shortfall to be addressed elsewhere</p> <p>• Failure to apply a 10% discount to sites already having planning permission to allow for non-development or reduction in density</p> <p>• Lack of evidence to support challenging figures for unidentified sites in the North Solihull Regeneration Area</p> <p>• Reliance on windfalls not consistent with national policy and should be limited to period 2021-28</p> <p>• Support allocation of safeguarded land including Site 15 and focussing of development within the mature suburbs</p> <p>• Shortfall in land for housing may required recommendation of return of remaining land to the Green Belt and allocation of additional sites</p> <p>• Sites in North Solihull Regeneration Area are not deliverable as public funding unlikely to be available</p> <p>• Deliverability of sites in Solihull town centre has been over-estimated given reliance on high density apartment-type schemes</p> <p>• Insufficient evidence to justify allocation of Site 11 given failure to achieve re-use in more favourable market conditions</p> <p>• Not evidence to support Site 10 given it was considered unsuitable in SHLAA and expectation that it will be utilised for employment</p> <p>• Support allocation of Site 15, although likely to delivery 200-250 dwellings rather than 300</p> <p>• Phasing strategy in inflexible and not supported by evidence</p> <p>• Insufficient deliverable sites for plan period 2011-2016</p> <p>• Development briefs preparation will be time intensive and costly and is not necessary where early pre-application engagement has taken place</p>	<p>• Amend Policy P5 to take account of increased need for housing, housing land requirement, and to delete phasing approach</p>	E	<p>• Importance to soundness</p>
692	P5 – General, Sites 10 and 12	O	Y	U	J, E, N	<p>• Insufficient housing provision to meet needs of Borough. Requirement in the order of 14,450 to 18,470 for the period 2006-2028</p> <p>• Failure to take into account evidence in the SHMA, and the latest household projections and need for additional allowance for unmet need, second homes and vacancies</p> <p>• Housing provision fails to meet requirement for labour force contrary to emphasis on providing for jobs and economic growth</p> <p>• Lack of agreement for having shortfall to be addressed elsewhere</p> <p>• Failure to apply a 10% discount to sites already having planning permission to allow for non-development or reduction in density</p> <p>• Lack of evidence to support challenging figures for unidentified sites in the North Solihull Regeneration Area</p> <p>• Reliance on windfalls not consistent with national policy and should be limited to period 2021-28</p> <p>• Support allocation of safeguarded land including Site 12 and focussing of development within the mature suburbs</p> <p>• Shortfall in land for housing may required recommendation of return of remaining land to the Green Belt and allocation of additional sites</p> <p>• Sites in North Solihull Regeneration Area are not deliverable as public funding unlikely to be available</p> <p>• Deliverability of sites in Solihull town centre has been over-estimated given reliance on high density apartment-type schemes</p> <p>• Insufficient evidence to justify allocation of Site 11 given failure to achieve re-use in more favourable market conditions</p> <p>• Not evidence to support Site 10 given it was considered unsuitable in SHLAA and expectation that it will be utilised for employment</p> <p>• Support allocation of Site 12</p> <p>• Phasing strategy in inflexible and not supported by evidence</p> <p>• Insufficient deliverable sites for plan period 2011-2016</p> <p>• Development briefs preparation will be time intensive and costly and is not necessary where early pre-application engagement has taken place</p>	<p>• Amend Policy P5 to take account of increased need for housing, housing land requirement, and to delete phasing approach</p>	E	<p>• Importance to soundness</p>

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
693	P5 – General, Sites 10, 13 and 15	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Insufficient housing provision to meet needs of Borough. Requirement in the order of 14,450 to 18,470 for the period 2006-2028 • Failure to take into account evidence in the SHMA, and the latest household projections and need for additional allowance for unmet need, second homes and vacancies • Housing provision fails to meet requirement for labour force contrary to emphasis on providing for jobs and economic growth • Lack of agreement for having shortfall to be addressed elsewhere • Failure to apply a 10% discount to sites already having planning permission to allow for non-development or reduction in density • Lack of evidence to support challenging figures for unidentified sites in the North Solihull Regeneration Area • Reliance on windfalls not consistent with national policy and should be limited to period 2021-28 • Support allocation of safeguarded land including Sites 13 and 15 and focussing of development within the mature suburbs • Shortfall in land for housing may required recommendation of return of remaining land to the Green Belt and allocation of additional sites • Sites in North Solihull Regeneration Area are not deliverable as public funding unlikely to be available • Deliverability of sites in Solihull town centre has been over-estimated given reliance on high density apartment-type schemes • Insufficient evidence to justify allocation of Site 11 given failure to achieve re-use in more favourable market conditions • Not evidence to support Site 10 given it was considered unsuitable in SHLAA and expectation that it will be utilised for employment • Support allocation of Sites 13 and 15, although likely to delivery 200-250 dwellings rather than 300 on Site 15 • Phasing strategy in inflexible and not supported by evidence • Insufficient deliverable sites for plan period 2011-2016 • Development briefs preparation will be time intensive and costly and is not necessary where early pre-application engagement has taken place 	<ul style="list-style-type: none"> • Amend Policy P5 to take account of increased need for housing, housing land requirement, and to delete phasing approach 	E	<ul style="list-style-type: none"> • Importance to soundness
694	P5 – General, Sites 10 and 11	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Insufficient housing provision to meet needs of Borough, requirement for in the order of 14,450 – 18,470 for period 2006-2028 • Failure to take account of evidence in SHMA and the latest household projection, and to include additional allowance for unmet need, second homes and vacancies • Lack of agreement for housing shortfalls to be addressed elsewhere • Failure to apply a 10% discount to sites already having planning permission to allow of non-development or reductions in densities • Lack of evidence to support challenging figures for unidentified sites in North Solihull Regeneration Area • Reliance on windfalls not consistent with national policy and should be limited to period 2012-2028 • Sites in North Solihull Regeneration Area are not deliverable as public funding unlikely to be available • Deliverability of sites in Solihull Town Centre has been over-estimated given reliance on high density apartment-type schemes • Little evidence to show deliverability of Site 11, or to support Site 10 given it was considered unsuitable is SHLAA • Failure to allocate land at Barratts Lane Farm, Balsall Common 			
695	P5 Other Sites - Golden Farm, Knowle	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Failure to identify land at Golden End Farm, Knowle for alternative development to agriculture. • Could address need for care village for the elderly, leisure and recreational facilities, plus affordable and market housing, live/work units and possible commercial use. 		W	No comment
696	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • Many other brownfield sites overdue for development • Local business would have to move • Disruption on local roads and threat to highway safety • Keep the rural feel of Balsall Common 	No comment	W	No comment

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PD1	P5 - Site 18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Extremely concerned about Griffin Lane proposals Do not understand reason for further housing in Dickens Heath and lots of empty properties Local school is full, some residents have to send their children outside of area Lack of parking in village Roads around proposed land would not cope with extra traffic Complete existing building projects before starting more 		W	No comment
PD2	P5 - Site 21	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Site makes an important contribution to the Green Belt Site been used for agricultural or grazing use Whole site had no other planning use Current long-term housing allocation was made without a great deal of local consultation or consideration and under different planning guidance Lack of firm boundaries to the north, would lead to further development towards Shirley, Monkspath and Dickens Heath Further development would destroy the free-standing settlements in the Green Belt and set a precedent for Warwickshire and Worcestershire Long history of flooding at Coppice Walk Flood risk would have to be mitigated, which would threaten its viability and make it unlikely that the site would attract premium development 		W	No comment
PD3	P5 - Site 17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) Lack of consultation with residents January 2012 LDF is completely different to November 2010 LDF No consideration given to economic conditions Brownfield land on Garden Square should be a priority before developing Greenfield sites Griffin Lane has a lot of wildlife and provides a great backdrop view to the area Village already 50% larger than original plans Lack of parking Traffic impacts Failure to promote greener modes of transport on existing development 		W	No comment
PD3	P5 - Site 18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) Lack of consultation with residents January 2012 LDF is completely different to November 2010 LDF No consideration given to economic conditions Brownfield land on Garden Square should be a priority before developing Greenfield sites Griffin Lane has a lot of wildlife and provides a great backdrop view to the area Village already 50% larger than original plans Lack of parking Traffic impacts Failure to promote greener modes of transport on existing development 		W	No comment
PD3	P5 - Site 20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) Lack of consultation with residents January 2012 LDF is completely different to November 2010 LDF No consideration given to economic conditions Brownfield land on Garden Square should be a priority before developing Greenfield sites Griffin Lane has a lot of wildlife and provides a great backdrop view to the area Village already 50% larger than original plans Lack of parking Traffic impacts Failure to promote greener modes of transport on existing development 		W	No comment

Person ID	Policy / Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
PD4	P5 - Site 17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Dickens Heath is already overpopulated by increased housing density • No additional provision for infrastructure, services, health, welfare facilities have been made to cope with increased strain on public services • Road network is poor and cannot cope with existing demand • Sites allocated for housing still not taken up – clearly a lack of demand • Sites within Green Belt 	<ul style="list-style-type: none"> • More appropriate sites on brownfield land should be considered 		
PD4	P5 - Site 18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Dickens Heath is already overpopulated by increased housing density • No additional provision for infrastructure, services, health, welfare facilities have been made to cope with increased strain on public services • Road network is poor and cannot cope with existing demand • Sites allocated for housing still not taken up – clearly a lack of demand • Sites within Green Belt 	<ul style="list-style-type: none"> • More appropriate sites on brownfield land should be considered 		
PD4	P5 - Site 20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Dickens Heath is already overpopulated by increased housing density • No additional provision for infrastructure, services, health, welfare facilities have been made to cope with increased strain on public services • Road network is poor and cannot cope with existing demand • Sites allocated for housing still not taken up – clearly a lack of demand • Sites within Green Belt 	<ul style="list-style-type: none"> • More appropriate sites on brownfield land should be considered 	E	To ensure Dickens Heath residents are heard
PD5	P5 - Site 24	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Supportive of releasing land for housing in principle • We will shortly discuss the proposal with the owners of the Ammunition Depot 		W	No comment
PD8	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Unsure what the issue is with „an unsustainable short-term extension south of Shirley’ • Generalised threat to Solihull's high quality environment is vague • Local Plan meets the aims of the West Midlands RSS Urban Renaissance Strategy in that development is focussed on regeneration and redevelopment sites rather than urban extensions • Problem arises as not all the other MUA Authorities are implementing the RSS urban renaissance strategy in terms of taking a larger share of future growth than identified in household projections (i.e. Coventry and Birmingham) • This may encourage continued out-migration of people and jobs from West Midlands Metropolitan Areas to the Shires, such as Warwick District • Issue complicated by uncertainty surrounding revocation of RSS • Although Local Plan largely conforms with urban renaissance strategy, it would not conform with NPPF or PPS in absence of RSS, as it does not fully meet the identified housing need and demand 		W	No comment
PD9	P5 - Site 1	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Housing site is part of Babbs Mill LNR. • Where is the evidence to demonstrate the reasons that this development clearly outweighs the nature conservation value of the site and its contribution to wider biodiversity objectives • How and where is it feasible to mitigate for this site so that those affected locally may benefit – if this is not feasible, is it acceptable 		W	No comment
PD10	P5 - Site 15	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Housing site is a potential Local Wildlife Site • Although this is a non-statutory designation, the LPA has a biodiversity duty as part of the NERC Act 2006 • Where is the evidence to demonstrate the reasons that this development clearly outweighs the nature conservation value of the site and its contribution to wider biodiversity objectives • How and where is it feasible to mitigate for this site so that those affected locally may benefit – if this is not feasible, is it acceptable 		W	No comment

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PD10	P5 - Site 8	O	Y	U	E	<ul style="list-style-type: none"> Unachievable to deliver 300 dwellings in Phase 1 given significant infrastructure upgrades required – timescales too tight Town centre dwelling capacity is overestimated 	<ul style="list-style-type: none"> Reduce number of dwellings to be delivered in Phase 1 Focus residential development in Phases 2 and 3 to allow sufficient time for necessary infrastructure enhancements 	E	<ul style="list-style-type: none"> Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square
PD10	P5 - Site 8, Figure 17	O	Y	U	J	<ul style="list-style-type: none"> Our client is unable to commit to the Local Plan requirement of 100 dwellings in Mell Square Our client's view that the capacity for 100 dwellings on 'other small scale opportunity sites in the town centre' is overestimated given the limited 'other' town centre sites that have not already been proposed to accommodate residential development (i.e. Touchwood II, Monkspath Hall Road Car Park and Station Road Approach/Lode Lane including Lode Lane Car Park) Residential development may not be located or limited to Mell Square East as mix, amount and location of residential development will be based on market conditions, viability considerations as well as market constraints Provision of additional, replacement and refurbished town centre car parking should be phased according to the delivery of new residential development to enable coherent, robust and realistic approach to replace the lost parking 	<ul style="list-style-type: none"> Estimated dwelling capacity in Mell Square and other small scale opportunities should be reduced or afforded greater flexibility Mell Square residential development should not be confined to Mell Square East Local Plan should commit to preparation of Town Centre Car Parking Strategy 	E	<ul style="list-style-type: none"> Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square
PD11	P5 - Site 1	No comment	No comment	U	J, N	<ul style="list-style-type: none"> Evidence base does not provide an adequate or proportionate assessment of the implications of development at Site 1, contrary to national policy. Development of the site may cause substantial harm to the adjacent Grade II* Listed Sheldon Hall. 	No comment	W	No comment
PD12	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Do not support proposed level of housing growth. 	<ul style="list-style-type: none"> Increase minimum housing target to 785 new dwellings per annum between 2006-2008 	W	No comment
PD12	P5 - Other Sites	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Green Belt SHLAA Site 130 (Allotment Site, Leys Lane, Meriden) should be released for housing via a full Green Belt review Meriden is identified as one of more sustainable settlements in Solihull Settlement Study 	<ul style="list-style-type: none"> Include SHLAA Site 130 as a strategic site allocation for housing 	W	No comment
PD14 = 160 Substitution	P5 - General	O	Y	S	No comment	Substitute for Person ID160 response		E	Substitute for Person ID160 response:E – EiP gives Trustees opportunity to have site assessed by Inspector and to compare the site with those allocated in the Plan. Also opportunity to make a reasoned assessment of Green Belt issues and 5 year housing land supply. Need to examine percentage of windfalls in 5 year housing land supply.

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PD15	P5 - Site 1	O	Unsure	U	J	<ul style="list-style-type: none"> • Strongly object to building on wetland at Babbs Mill • Too few leisure and parks in the area – will reduce our green space • Buildings too close to R. Cole will subside • Lack of consultation - Should have sent simple letter to residents • Will not contribute to health and well-being of the area • Will compromise the natural and historic qualities of area • Refurbish or re-build existing Council properties 	<ul style="list-style-type: none"> • Use repossessed properties and waste land for new builds 	W	No comment
PD16	P5 - Site 1	O	No comment	U	E, N	<ul style="list-style-type: none"> • Object to allocation of a statutory Local Nature Reserve for residential purposes • Inconsistent with national policy on biodiversity - loss of LWS would be contrary to PPS9 • Conflicts with Challenges A & K and P10 & P14 in the plan which seek to protect and enhance natural environment and regenerate North Solihull • Principle of sustainable development as stated in draft NPPF should be at core of plan • Should recognise „Natural Capital’ of such sites and unseen adverse economic issues in allocating • LNR is an important local green space and strategic biodiversity and green infrastructure asset • Cole Valley is an important wildlife corridor, connecting important habitats within and surrounding the urbanised area of Solihull – therefore vital to ecological network • LNR situated in North Solihull, where issues of social deprivation, including lack of high quality green space are critical challenge 	<ul style="list-style-type: none"> • Delete Site 1 	W	No comment
PD16	P5 - Site 15	O	No comment	U	E, N	<ul style="list-style-type: none"> • Object to allocation of a Local Wildlife Site for residential purposes • Inconsistent with national policy on biodiversity - loss of LWS would be contrary to PPS9 • Conflicts with Challenge K and P10 in the plan which aim for an ecosystem approach • Principle of sustainable development as stated in draft NPPF should be at core of plan • Should recognise „Natural Capital’ of such sites and unseen adverse economic issues in allocating them 	<ul style="list-style-type: none"> • Delete Site 15 	W	No comment
PD17	P5 - Other Sites	O	N	U	E	<ul style="list-style-type: none"> • Should assess alternative sites: o Duggins Lane (SHLAA site 137), Berkswell Service Station (SHLAA site 198); Lea Francis House and Castaways sites in Balsall Common centre; SHLAA sites 10 and 38 in the Green Belt; SHLAA sites 34 and 178 in the Green Belt; Draft Local Plan Sites 22 and 23 		W	No comment

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PD17	P5 - Site 19	O	N	U	E	<ul style="list-style-type: none"> • 210 objections on behalf of BRAID for following reasons: <ul style="list-style-type: none"> o Loss of amenity, wildlife habitat, green belt and general degradation of local environment o Additional car traffic will exacerbate existing pressures on roads in this area as well as village centre o Add to existing highway safety issues o Inadequate evaluation of alternative brownfield land o Site should be retained as green belt and used for community benefit • Lack of consultation with local community • Petition is only small representation of objection in local community • Not complied with Council Statement of Community Involvement • Loss of prized green belt land for visual amenity and recreation is contrary to Council's Green Spaces Strategy • Berkswell Parish Council were assured that the approval of the Medical Centre would not set a precedent for Green Belt development • SHLAA Sites 137 and 198 are brownfield sites – lack of robust justification for not developing those sites • Further 2 sites in village centre – Lea Francis House and Castaways could be developed for housing • Poor public transport service in Balsall Common despite train station • Hallmeadow Road already has high levels of traffic as 'by-pass' for commuters and overspill station car parking • Impact of health centre still unknown • Development of site contradicts objectives a) and c) of Challenge F and objectives b) and c) of Challenge H 	<ul style="list-style-type: none"> • Should assess alternative sites: <ul style="list-style-type: none"> o Duggins Lane (SHLAA site 137), Berkswell Service Station (SHLAA site 198); Lea Francis House and Castaways sites in Balsall Common centre; SHLAA sites 10 and 38 in the Green Belt; SHLAA sites 34 and 178 in the Green Belt; Draft Local Plan Sites 22 and 23 	W	No comment
PD18	P5 - Site 17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) • Lack of consultation with residents • January 2012 LDF is completely different to November 2010 LDF • No consideration given to economic conditions • Brownfield land on Garden Square should be a priority before developing Greenfield sites • Griffin Lane has a lot of wildlife and provides a great backdrop view to the area • Village already 50% larger than original plans • Lack of parking • Traffic impacts • Failure to promote greener modes of transport on existing development 	<ul style="list-style-type: none"> • Should remove all current proposed sites in Dickens Heath and focus on completion of incomplete building sites, occupancy of empty and unsold properties • North of the village would be more efficient transport links would be more sensible 	W	No comment
PD18	P5 - Site 18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) • Lack of consultation with residents • January 2012 LDF is completely different to November 2010 LDF • No consideration given to economic conditions • Brownfield land on Garden Square should be a priority before developing Greenfield sites • Griffin Lane has a lot of wildlife and provides a great backdrop view to the area • Village already 50% larger than original plans • Lack of parking • Traffic impacts • Failure to promote greener modes of transport on existing development 	<ul style="list-style-type: none"> • Should remove all current proposed sites in Dickens Heath and focus on completion of incomplete building sites, occupancy of empty and unsold properties • North of the village would be more efficient transport links would be more sensible 	W	No comment

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PD18	P5 - Site 20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Planned housing unjustified given quantity of empty/unsold/incomplete premises in Dickens Heath (e.g. Garden Square) Lack of consultation with residents January 2012 LDF is completely different to November 2010 LDF No consideration given to economic conditions Brownfield land on Garden Square should be a priority before developing Greenfield sites Griffin Lane has a lot of wildlife and provides a great backdrop view to the area Village already 50% larger than original plans Lack of parking Traffic impacts Failure to promote greener modes of transport on existing development 	<ul style="list-style-type: none"> Should remove all current proposed sites in Dickens Heath and focus on completion of incomplete building sites, occupancy of empty and unsold properties North of the village would be more efficient transport links would be more sensible 	W	No comment
PD19	P5 - Site 19	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Residents very concerned Providing allotments would help to mitigate impact 	<ul style="list-style-type: none"> Suggest two mitigation factors for site: <ul style="list-style-type: none"> Set aside land on Site 19 for allotments running east/west of the north-western edge where it backs onto properties on Riddings Hill Plant trees/shrubs between allotments and current housing to provide screening and natural habitat. 4-5m deep should be sufficient. Would then comply with Sections 8 and 11 of new NPPF, especially Para. 73. 	W	No comment
PD21	P5 - General	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Agree with proposal to disperse some housing around rural settlements, but should include employment sites as well 		W	No comment

Person ID	Policy/ Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
BARRAGE 'Balsall Against Rural Ruin and Greenbelt Erosion'– Repeat response from respondents listed below (in addition to comments on main sheet): 14 – 37, 39 – 54, 56 – 57, 64, 68 – 88, 90 – 95, 97 – 104, 109, 111 –112, 114 – 133, 139 – 147, 152, 154 – 155, 157 – 159, 170, 172 – 179, 181 – 186, 192 – 204, 215, 219 – 224, 226 –227, 239 – 242, 245, 247, 253, 263 -267, 269, 271 –272, 274 – 324, 327 –328, 352, 354, 356 – 361, 388 – 494, 496 – 503, 526, 532 – 542, 546 –547, 551 – 575, 577 – 682, 685 - 689, 696	P5 - Sites 22 & 23	O	Y	U	J	<ul style="list-style-type: none"> • No proven demand from within the village to justify increase in housing stock of this magnitude (affordable or otherwise), given commuter village with few employment opportunities. (Corroborated by the Rural Needs Survey (2009)) and the survey underpinning the village plan. • Balsall Common Village Plan contains no recommendation or action point in relation to the need for the provision of additional housing in Balsall Common. This is a top down imposition which does not represent the move towards localism. • No justification for altering green belt boundaries to enable more houses to be built on precious green belt land as there are no identified exceptional circumstances. • There are brownfield sites available known to SMBC which have not been evaluated as alternative sites. These would be sufficient to provide for the identified need for affordable homes in the village. • Proposal deviates from the Council's own Policy statements and/or intent on the following grounds: <ul style="list-style-type: none"> • Site fails to meet Council's accessibility criteria to local amenities including doctor's surgery, fresh food shop, high frequency bus service, high frequency rail station. • Geographically flawed, will add to the carbon footprint as most residents will have to drive to work due to inadequate public transport and lack of connectivity across the Borough. • Traffic flow rate between Windmill Lane and Kelsey Lane recorded as 1 vehicle every 3 seconds during midweek morning rush hour. Inconceivable how an estimated 230 vehicles will join the A452 without significant delays or increasing the risk of accidents. • Development will create an indefensible green belt boundary and an anomaly in the boundary. • Visual amenity of the current open aspect of the approach into the village will be ruined. The two development will be totally out of keeping with the character of the surrounding landscape. • Pressure on the village centre, particularly parking will be intolerable, encouraging residents to drive elsewhere to shop, depriving shopkeepers of custom and adding to carbon footprint. • No cognisance taken of the Village Plan requirement to include infrastructure as part of further imposed plans to expand the village and the imperative for local consultation. • Both sites assessed as noise Category C and should only be developed if there are no alternatives. There are alternatives. • Site supports two businesses providing valuable local employment, one is a start-up company with an ambitious growth strategy. Businesses will be destroyed, inferring a strategy of housing development taking priority over economic sustainability and employment. • Walk to both schools is treacherous, particularly to the primary school due to the need to cross Kenilworth Road. • Sizeable bat population, although less since building Welsh Road. Ecological survey yet to be done, concern remains that further development could have a devastating impact on the remaining bat population. • Land at the south of the village is poor drained marshland. Developers would have to mitigate, but there could be a consequential impact on the surrounding area. • Overall, no justification, based on Council policy statements. No evidence of a rigorous comparative study to justify the selection of the sites. 	<ul style="list-style-type: none"> • Should undertake a bottom-up assessment of housing need for Balsall Common • If there is a proven need for a substantive increase in housing stock, require the following: <ul style="list-style-type: none"> o A holistic approach to ascertain improvements in village infrastructure o An objective, comparative study on most appropriate location for housing in line with SMBC policy statements • All of above require extensive consultation with local residents to reflect localist approach 	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
60	P6	O	N	Unsound	J, E, N	<ul style="list-style-type: none"> • Policy not worded clearly. • Criteria expressed as considerations not clear criteria. • Criterion vii beyond requirements of national policy. • Identified unmet need should be expressed as a minimum level of provision and the number set out in the policy. 	<ul style="list-style-type: none"> • Insert the word „unacceptable’ before „adverse’. • Insert minimum figures into the policy text. • Revise criterion vii. • Revise "in the allocation of any future site" to read "sites", thereby enabling the delivery of more than one. 	W	No comment
65	P6	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Pleased that the use of Green Belt land will only be used in exceptional circumstances. 	No comment	W	No comment
259	P6	S	No comment	Unsound	E, N	<ul style="list-style-type: none"> • Policy will be out of date by the time the local plan is adopted. Policy wording is unclear and creates uncertainty. Concern that 17 pitches need to be found on existing sites. Policy seems to preclude consideration of new sites which may come forward in 2012. Wording could limit the application of criteria solely to existing well established sites that do not benefit from full planning permission. Not clear if 'applications which perform well against the above criteria will be considered favourably' relates to all applications. Circular 01/2006 states that the Local Plan should set out criteria. 	No comment	E	No comment
338	P6	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Land at School Road Hockley Heath (previously suggested as a site for Gypsies and Travellers) is unsuitable for development of any sort. 	No comment	W	No comment
PD11	P6	O	No comment	U	J, N	<ul style="list-style-type: none"> • Suggests including a reference to the historic environment to criterion iv) to accord with national policy. 	<ul style="list-style-type: none"> • Suggests including a reference to the historic environment to criterion iv) to accord with national policy. 	W	No comment
PD16	P6	S	No comment	S	No comment	<ul style="list-style-type: none"> • Welcome acknowledgement of ecology and biodiversity within assessment criteria of Gypsy and Traveller Site allocations • Retain Clause 4 of Policy 6 	No comment	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
231	P7	S	No comment	No comment	No comment	Support and endorse policy objectives. Could also promote continued investment and improvement of Borough's public transport hubs and infrastructure.	No comment	E	No comment
232	P7	S	Y	S	No comment	Supports policy and reference to Airport as an established accessible, sustainable location.	No comment	W	No comment
233	P7	S	Y	U	E	Policy not effective unless "core walking and cycling networks" are improved so that users feel it is safe. Draft Plan not reference how overall cycle network will be made fit for purpose. Network and routes must be continuous and safe.	No comment	W	No comment
262	P7	O	Y	U	E	• Policy is too rigid in its locational requirements for housing. Requirements should be approximate. Include a wording that ensures less rigidity.	Include a wording that ensures less rigidity.	E	To raise important issues on soundness.
349	P7	O	N	U	N	Should be a strong emphasis on accessibility, but policy wording over-restrictive and does not allow for conditions in smaller/rural settlements.	Wording of policy should be adjusted to: 'Large scale development will be expected to meet the following accessibility criteria' or insert 'where possible' or 'ideally' instead.	W	No comment
350	P7	O	N	U	N	Should be a strong emphasis on accessibility, but policy wording over-restrictive and does not allow for conditions in smaller/rural settlements.	Wording of policy should be adjusted to: 'Large scale development will be expected to meet the following accessibility criteria' or insert 'where possible' or 'ideally' instead.	W	No comment
373	P7	O	No comment	No comment	No comment	• Policy welcomed but needs to be considered against P5 and P6.	No comment	E	No comment
512	P7	O	Y	U	J	<ul style="list-style-type: none"> Note 40 pages on the topic of retail but insufficient attention to address the identified needs for traffic safety improvements in Castle Bromwich and better parking at the Chester Road/Hurst Lane and Hurst Lane North shopping area. It fails to address the findings identified by the Borough in the Chester Road Smart Study for Safer routes consultation (2009?) and the PC is disappointed that solutions and a timescale are still awaited. It is also noted that the proposed extension to the cycle route will not address the above concerns of this local community. 	No comment	W	No comment
520	P7	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Policies P7 and P8 make limited reference to bus service frequencies at locations such as Blythe Valley Park and the NEC/NIA (sic) but do not specifically articulate a clear ambitions for linkage to the Chiltern Mainline and West Coast Mainline Chiltern Railways has been consulted by Centro, SMBC and Warwickshire CC on potential to develop a direct bus corridor linking Blythe Valley Business Park to the NEC/BIA via Solihull Station as well as close working with Centro on an integrated bus service connecting Solihull, Knowle and Hockley Heath to Solihull and Dorridge stations LDF almost silent on accessibility of Dorridge Station which has also benefitted from the 2011 enhancement of the Chiltern Mainline with fastest journey times reduced from 1 hour 46 minutes to 1 hour 30 minutes. Given recent planning consent for a significant supermarket development adjacent to Dorridge Station, the need to protect car parking capacity as well as highway accessibility for buses and cars should be addressed clearly within the LDF. Local Plan would be greatly strengthened by a clear commitment to active engagement with rail industry. 	• Local Plan would be greatly strengthened by a clear commitment to active engagement with rail industry.	W	No comment
530	P7	O	Y	U	E, N	<ul style="list-style-type: none"> It is vital that new developments: <ul style="list-style-type: none"> Enable swift safe access for emergency vehicles at all times Incorporate traffic calming measures to ensure acceptable speed levels, where possible Policy P7 is thus contrary to the Action Plan contained in 'A Road Safety Strategy for Solihull (2011-2016)' and inconsistent with Paragraphs 6(9), 28, 29, 75, 76 and 78 of PPG13. WM Police does not want to deal with the very real consequences of a 'weak link' in the regulatory framework concerning highway safety 	<ul style="list-style-type: none"> Suggest inclusion of following additional text: <ul style="list-style-type: none"> c) It will be expected that planning applications for new developments will: <ul style="list-style-type: none"> i) be able to demonstrate that the emergency services will be able to safely and swiftly access all areas of the proposed development at all times ii) adhere to the guidelines and principles of 'A Road Safety Strategy for Solihull (2011 – 2016)' 	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
531	P7	S	Y	S	No comment	Supports P7	No comment	W	No comment
691	P7	O	Y	U	E, N	<ul style="list-style-type: none"> • Prescriptive distances for new housing from service lacks flexibility and there is no indication what local circumstances might justify different distances • Difficult to see how new development can realistically enhance frequency of rail services or destinations 	<ul style="list-style-type: none"> • Amend wording to promote accessibility and potential for different modes of travel 	E	<ul style="list-style-type: none"> • Importance to soundness
692	P7	O	Y	U	E, N	<ul style="list-style-type: none"> • Prescriptive distances for new housing from service lacks flexibility and there is no indication what local circumstances might justify different distances • Difficult to see how new development can realistically enhance frequency of rail services or destinations 	<ul style="list-style-type: none"> • Amend wording to promote accessibility and potential for different modes of travel 	E	<ul style="list-style-type: none"> • Importance to soundness
693	P7	O	Y	U	E, N	<ul style="list-style-type: none"> • Prescriptive distances for new housing from service lacks flexibility and there is no indication what local circumstances might justify different distances • Difficult to see how new development can realistically enhance frequency of rail services or destinations 	<ul style="list-style-type: none"> • Amend wording to promote accessibility and potential for different modes of travel 	E	<ul style="list-style-type: none"> • Importance to soundness
PD10	P7	O	Y	U	E, N	<ul style="list-style-type: none"> • P7a(ii) implies that retail development is appropriate in any established location regardless of whether it not currently provides retail development. Conflicts with PPS4 and Policy P2 which seek to maintain strong and competitive town centres 	<ul style="list-style-type: none"> • Add text (in bold) to Policy P7(ii) "and in accordance with the retail hierarchy and sequential test" after "Policies P1, P2 and P19." 	E	<ul style="list-style-type: none"> • Client is key landowner in Solihull Town Centre and this is particularly important in relation to town centre development issues and land use mixes which could threaten future viability of Mell Square

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
206	P8 & Para 9.3.28	O	No comment	U	No comment	• P8 should reference smarter choices strategy/ work with the Ha to develop it and also key targets of the strategy. Para 9.3.28 should contain reference to minimising amount of travel at source by for example ,teleworking'.	No comment	E	No comment
206	P8	O	No comment	U	No comment	• Policies should elaborate on P&R and the criteria for sites. Clarity needed on MSAs and how an application would be dealt with.	No comment	E	No comment
206	Para 9.3.17	O	No comment	U	No comment	• Para.9.3.17 fails to deal conclusively with M42 widening safeguarding land.	Add to paragraph 9.3.17 ' However, given the long term aspiration to generate significant economic growth and to cater for access to HS-2 the safeguarding designation should remain.	E	No comment
206	P8	O	No comment	U	No comment	• HS2 impacts need considering in context of development around M42 J6. Further modelling needed to define the evidence base and feed into Infrastructure Delivery Plan.	No comment	E	No comment
217	Para. 9.3.23	O	Y	U	N	1998 Ministerial Statement made it clear that HA were not responsible for promoting MSA's, but the responsibility of the private sector. Draft Plan refers to 2009 MSA Appeal decision on proposals for sites at Catherine de Barnes, and J4 of the M42. Inspector's report (APP/Q4625/A/98/1013084 and A/06/1199380) concluded: <ul style="list-style-type: none"> • Remains a significant unmet need for one additional MSA serving traffic travelling in both directions on M42 between J3a and J7. • Need is greater than in 2001 • MSA at J4 would meet the significant unmet need on this section of motorway • MSA would also improve facilities and safety on the strategic road network <p>Issue of need for MSA facilities between J3A and J7 on M42 should be addressed in Local Plan as an issue of public safety.</p> <p>HA national report "Spatial Planning Framework Review of Strategic Road Network Service Area" (2010) focused on gaps in provision of MSA's on HA's network. Number of stretches of motorway which exceed 40 mile separation, and therefore considered a priority. Report recommends a new MSA along M42 between J3a and J7 to serve two West Midlands routes which exceed 40 mile separation: Warwick Services and Norton Canes on M6 Toll, and Warwick Services and Hilton Park on the M6.</p>	Proposed change: Recognition was given in the UDP for the need for an MSA between J3a and J7 of the M42 – this recognition should be given in the Local Plan.	E	No comment
230	P8 - Para. 9.3.14	O	Y	S	No comment	BW considers that inland waterway network is particularly suitable for short-haul, high volume, predominantly low value products, which are not time sensitive, and for addressing niche market goods, where it can provide a cost effective alternative to the local road network.	No comment	W	No comment
231	P8	S	No comment	No comment	No comment	Support and endorse policy objectives.	No comment	E	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
231	Para. 9.3.20	S	No comment	No comment	No comment	Centro welcome High Speed 2 and proposed location of Solihull Interchange. Welcome commitment to preparation of AAP for area around the proposed Station. AAP must be underpinned by robust access and movement strategy. Centro will continue to work with SMBC and partners.	<p>Would like appropriate strategic policy framework to provide strategic context for future preparation of proposed AAP, including following:</p> <ul style="list-style-type: none"> • Confirmation of the Council's intent to prepare an APP with timescales • Extent of area to be covered by the AAP • Council's strategic development objectives for the area covered by the AAP, including broad scale and mix of uses to be promoted • Clear commitment to development of a transport and access strategy to both inform and underpin the preparation of the AAP • Indication of the range and nature of the complimentary [sic] and supporting transport interventions required to improve surface access to the development area • Council's expectations concerning proposed funding, delivery and phasing of development and infrastructure provision 	W	No comment
233	P8	S	Y	U	E	<p>No mention of requiring provision of safe and convenient cycle storage and parking, both in residential and workplace locations.</p> <p>No mention of need for significant cycle parking and service facilities at rail interchanges.</p> <p>Need to recognise opportunity of A45 diversion to create cycle link between Elmdon, NEC, Airport and Birmingham Business Park.</p>	No comment	W	No comment
268	Para. 9.3.18 - 19	O	No comment	U	J	<p>Decision on removal/retention of bypass line should be postponed until Balsall Common Masterplan been considered. Dispute the bypass would have a damaging impact on local shops. Report by Halcrow Fox for Balsall Common Village Plan shows vast majority (65%) of vehicles travelling along A452 do not stop in village. Current traffic volume causes local residents to shop („basket-shop') elsewhere due to difficulty crossing A452. Lack of bypass will therefore worsen situation. Major fear that lack of bypass line will encourage developers to take options on land around village, in unsustainable locations. Line has protected area from development. Decision to remove the line is both premature and potentially prejudication to future of settlement. Lack of parking spaces in village results in more shopping trips to Coventry.</p> <p>Volume of traffic passing through village without stopping (65% mean average) undermines the shopping area. See Balsall Common Village Plan.</p>	Maintain the bypass line	E	No comment
349	Para. 9.3.15-9.3.19	S	No comment	No comment	No comment	Support Council decision to remove by-pass line. Likelihood of major development required to fund bypass line would be unjustified in the location.	No comment	W	No comment
350	Para. 9.3.15-9.3.19	S	Y	S	No comment	• Supports deletion of Balsall Common by-pass because it would affect a large part of the village and bring further housing to fund it. This would be unjustified in a small settlement.	No comment	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
364	Para. 9.3.18-19	O	N	U	J	Decision on removal/retention of bypass line should be postponed until Balsall Common Masterplan been considered. Dispute the bypass would have a damaging impact on local shops. Report by Halcrow Fox for Balsall Common Village Plan shows vast majority (65%) of vehicles travelling along A452 do not stop in village. Current traffic volume causes local residents to shop (,basket-shop') elsewhere due to difficulty crossing A452. Lack of bypass will therefore worsen situation. Major fear that lack of bypass line will encourage developers to take options on land around village, in unsustainable locations. Line has protected area from development. Decision to remove the line is both premature and potentially prejudication to future of settlement. Lack of parking spaces in village results in more shopping trips to Coventry. Volume of traffic passing through village without stopping (65% mean average) undermines the shopping area. See Balsall Common Village Plan.	Maintain the bypass line	E	No comment
373	P8 - 9.3.23	O	No comment	No comment	N	<ul style="list-style-type: none"> • Is an SPD the same as a DPD? Not clear how P8 will be used in regard to transport efficiency and highway safety in assessing planning applications. • Justification provided is not clear or precise. There is a HS2 reference but it should be noted that HS2 will be approved by parliament not the government. 9.3.22 should be amended. • Reference to MSA is welcomed. • Role of the Highways Agency may be incorrect. 	No comment	E	No comment
510	Parts 9.1 & 9.3	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Policy needed on reducing the need to Travel that applies to both new and existing development. Role of small-powered 2 wheelers needs to be considered in reducing need for road capacity, car parking, CO2 and health and air quality. • Bypass lines not supported because they undermine reducing the need to travel. • Should say more on HS2 and its station. HS2 and its car parking and other development are a threat to the Meriden Gap and green belt policies. 	No comment	E	No comment
513	Para. 9.3.23	O	No comment	U	N	<ul style="list-style-type: none"> • Para. 9.3.23 is incorrect in stating that the HA is not promoting a MSA. Para. 10 of the Circular 01/08 is clear this is the role of the development industry. • Council's assertion there is a lack of appropriate sites for an MSA based on previous appeal decisions is not a credible justification to not make specific provision in the Draft Local Plan. 	Statement should be re-worded to reflect Circular 01/08	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
513	Para. 9.3.23	O	No comment	No comment	No comment	<p>General comments:</p> <ul style="list-style-type: none"> • Circular 01/2008 „Policy on Service Areas and Other Roadside Facilities on Motorways and All Purpose Trunk Roads’ principally seeks to encourage greater choice in provision of service facilities for all road users, encourage drivers to take more frequent breaks, reduce the number of fatigue-related accidents • HA (2010) „Spatial Planning Framework: Review of Strategic Road Network Service Areas – National Report’ – seeks to identify locations of MSAs along the Motorway Network; determine separation distances of MSAs; identify any gaps in provision; recommendations to address provision issues along the Motorway Network. The evidence in this report should be used to inform LDFs. It states that the two routes between Warwick and Norton Cranes on the M6 Toll and Warwick and Hilton Park on the M6 are a high priority as they form one of the major routes for traffic heading between the south and the northwest. It goes on to state that: “on this basis it is recommended that a new MSA along the M42 between Junction 3a and 7 should be considered. By locating an MSA along this corridor both routes would be served by one MSA”. • Previous SoS decisions at Junction 4 and Catherine de Barnes have dismissed appeals for MSAs, but the SoS view was that there is a significant need for an MSA serving both directions of travel on the M42 between junctions 3A and 7. • Para. 27 states a presumption in favour of online sites and it is thus considered inappropriate to consider junction sites • Volume 6: Section 2 of the Design Manual for Roads and Bridges states the desirable minimum weaving length as 2km/1.24 miles 	<ul style="list-style-type: none"> • Taking all factors into consideration, land at Barston (as identified on attached plan) is considered appropriate location as: <ul style="list-style-type: none"> o Between Junctions 5 and 6 which are central to identified gap o Any MSA would be within Green Belt Meriden Bap – this site would have less impact than others o Proposal for online MSA o Sufficient land to provide minimum weaving distances o Part brownfield land 	W	No comment
519	P8	S	Y	S	No comment	<ul style="list-style-type: none"> • Removal of the Balsall Common bypass line from the Plan is thoroughly welcome. If it had been built there would have been a marked loss of trade from the village centre. Threatening shop vitality. Shell filling station would relocate and there would be progressive ribbon development along the line. • Was in the most sensitive and pressured part of the Meriden gap greenbelt, would ultimately have led to infill development, increasing areas until openness would have been lost. • Riddings Hill residents would have been exposed to a massive increase in traffic, pollution and disturbance. • A452 can be a problem at peak times, but overall the critical traffic situation has been obviated by the M42. 	No comment	W	No comment
520	P8	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Should be more explicit in supporting highway enhancements which support modal shift to rail. • Given frequency and speed of Solihull Station’s direct link to London Marylebone, its function is broader than a ‚local park and ride’. • Reference to High Speed 2 is inadequate. LDF needs to more clearly consider the role of the existing rail network in period before and after HS2’s implementation. 	<ul style="list-style-type: none"> • LDF needs to more clearly consider the role of the existing rail network in period before and after HS2’s implementation. 	W	No comment
521	P8	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Support the certainty provided by removal of the Hockley Heath bypass line. 	No comment	W	No comment
531	P8	S	Y	S	No comment	Supports P8 in the context of supporting economic growth within the area.	No comment	W	No comment

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262	P9	O	Y	U	N	<ul style="list-style-type: none"> P9 is over-concerned with climate friendliness of the individual development without reference to locational choices within policy. Inconsistent with PPS1 and NPPF. Omission of reference to ensuring development is located where it will support a reduction of greenhouse gases is unsound. Amend Policy to clarify that the location of development is to be considered in assessment against the policy. 	No comment	E	To raise important issues on soundness that need to be tested.
373	P9	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Policy contains description which should be excluded. Details of sustainability checklist should be specified. 	No comment	W	No Comment
505	P9	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Sequential approach to carbon reduction lacks clarity, is too demanding and takes little account of viability of home building. Policy is not realistic or deliverable. Should not prescribe compliance with Code for Sustainable Homes, which is a voluntary set of standards. Feasibility and costs of sequential approach needs to be assessed alongside other local plan requirements such as affordable housing. 	No comment	W	No Comment
510	P9	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Sustainability standards of new housing development will need to be monitored Existing development should be brought up to these standards 	No comment	W	No comment
523	P9	O	No comment	U	J, N	<ul style="list-style-type: none"> Lack of assessment of viability and deliverability. Unable to access Camco report from Council's website. Sequential approach is unclear. Achieving carbon reduction in line with national timetable should be left to developers' discretion. Failure to set out where there are opportunities for decentralised networks. Misunderstands differences between Building Regulations and Code for Sustainable Homes. Allowable solutions should be left to developers' discretion. 	No comment	E	To debate matters.
525	P9	O	Y	U	E, N	<ul style="list-style-type: none"> Lack of assessment of viability and deliverability. Policy is confused and over-complicated and sequential approach is unclear. 	Undertake Development Viability Assessment	W	No comment
528	P9	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support policy 	No comment	W	No comment
528	P9	N/A	No comment	No comment	No comment	<ul style="list-style-type: none"> Question when SPD will be produced, its status and request consultation on its development. 	No comment	W	No comment
691	P9	O	Y	U	J, E, N	<ul style="list-style-type: none"> Policy is impractical, unrealistic and lacks flexibility and fails to reflect guidance in NPPF. No basis for further layer of policy Should start with energy conservation/efficiency rather than decentralised networks, reflecting Building Regulations Presenting a minimum standard for on-site measures is not based on evidence and does not take account of Building Regulations Level of carbon reduction will depend on market and are unlikely to be high due to other pressures?? Takes no account of cost implication or viability Monitoring requirements overly onerous as energy consumption equipment is not mandatory 	<ul style="list-style-type: none"> Amend policy to recognise carbon emission improvements through Building Regulations and promote renewable and low carbon energy measures without specific targets 	E	<ul style="list-style-type: none"> Importance to soundness
692	P9	O	Y	U	J, E, N	<ul style="list-style-type: none"> Policy is impractical, unrealistic and lacks flexibility and fails to reflect guidance in NPPF. No basis for further layer of policy Should start with energy conservation/efficiency rather than decentralised networks, reflecting Building Regulations Presenting a minimum standard for on-site measures is not based on evidence and does not take account of Building Regulations Level of carbon reduction will depend on market and are unlikely to be high due to other pressures?? Takes no account of cost implication or viability Monitoring requirements overly onerous as energy consumption equipment is not mandatory 	<ul style="list-style-type: none"> Amend policy to recognise carbon emission improvements through Building Regulations and promote renewable and low carbon energy measures without specific targets 	E	<ul style="list-style-type: none"> Importance to soundness

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
693	P9	O	Y	U	J, E, N	<ul style="list-style-type: none"> • Policy is impractical, unrealistic and lacks flexibility and fails to reflect guidance in NPPF. No basis for further layer of policy • Should start with energy conservation/efficiency rather than decentralised networks, reflecting Building Regulations • Presenting a minimum standard for on-site measures is not based on evidence and does not take account of Building Regulations • Level of carbon reduction will depend on market and are unlikely to be high due to other pressures? • Takes no account of cost implication or viability • Monitoring requirements overly onerous as energy consumption equipment is not mandatory 	<ul style="list-style-type: none"> • Amend policy to recognise carbon emission improvements through Building Regulations and promote renewable and low carbon energy measures without specific targets 	E	<ul style="list-style-type: none"> • Importance to soundness
PD16	P9	O	No comment	U	E	<ul style="list-style-type: none"> • Broadly support the policy • Not satisfied with approach for how detailed low-carbon and renewable energy installations will be determined against impacts on natural environment • Fails to recognise benefits the natural environment provides towards mitigating and adapting to causes and effects of climate change • Benefits gained by low carbon/renewable energy projects could be offset by adverse impacts on natural environment • Need a more flexible approach in addressing climate change • Policy P10 should be complimentary to Policy P9 and not conflict with it 	<ul style="list-style-type: none"> • Remove following paragraph: "Any impacts from infrastructure ... be subject to appropriate mitigation." 	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
346	P10	O	N	U	E, N	<ul style="list-style-type: none"> Lack of link between LDF and Countryside Strategy Seeks re-alignment of boundary of Birchey Leasowes Coppice local wildlife site so that it coincides with S.106 agreement boundary 	No comment	W	No comment
373	P10	O	No Comment	No Comment	No Comment	<ul style="list-style-type: none"> Support the broad thrust, but exclude descriptive matters. 	No comment	W	No comment
522	P10	O	No Comment	U	N	<ul style="list-style-type: none"> Support commitment to new woodland creation and protection of ancient woodland. Protection should be afforded to all ancient woodland not just ancient semi-natural, as restoring plantations on ancient woodland sites is the only way of increasing the area of ancient woodland. 	<ul style="list-style-type: none"> Refer to ancient woodland only. Add native to reference to new woodland planting. 	W	No comment
510	P10	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Need greater reference to the importance of Green Infrastructure and the potential impacts of the Borough's consumptive patterns on biodiversity beyond the Borough 	No comment	E	No comment
PD11	P10	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Local Nature Reserves (LNRs) are statutory designations like SSSIs and should also be afforded „special scrutiny‘. Importance of LNRs was strengthened in 1994 by specific mention in Objective 16 of the UK Biodiversity Action Plan Declaration and management of LNRs can also help LPAs comply with their strengthened duty of care for biodiversity under the NERC Act 2006 Part 3, Section 40. Essential that Local Plans reflect the local and regional importance of LNRs What is the mechanism to measure the weight for development against a site's biodiversity value? 	No comment	W	
PD16	P10	O	No comment	S	No comment	<ul style="list-style-type: none"> Support policy in general Adoption of biodiversity offsetting within the policy will provide effective mechanism for delivering compensation that can be strategically focussed towards wider conservation objectives Consider economic measurements of natural environment and ecosystem services, which are in National Ecosystem Assessment 	<ul style="list-style-type: none"> Recommend clarifying how the economic value of biodiversity will be considered within planning decisions 	W	

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
373	P11	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Relies on documents not produced as part of planning process and unclear whether these have been subject to participation. Housing site 24 is within an area at risk of flooding. 	No comment	W	No comment
522	P11	O	No comment	U	N	<ul style="list-style-type: none"> Failure to refer to role that land and management such as tree planting can play in habitat change for water risk management. Should steer risk management towards developing green infrastructure, increasing tree cover and managing trees. 	<ul style="list-style-type: none"> Add sentence requiring development to positively use the natural environment as a water risk management tool. 	W	No comment
528	P11	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support inclusion of policy and supporting text and suggest further improvements. Welcome wording re: flood risk as aids application of the sequential test. 	<ul style="list-style-type: none"> Delete reference to feasibility/cost and require, where impractical. 	W	No comment
528	P11	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Rain water harvesting and grey water recycling can reduce demand for mains water but should be considered once all cost effective water efficiency measures have been considered, with schemes examined on their merits, as effectiveness varies. Use of sustainable drainage should be strengthened and simplified, as it is unlikely that a technique is not feasible. Welcome restriction to Greenfield drainage rates but suggest should be some scope for compromise as it could result in large attenuation values on sites. 	<ul style="list-style-type: none"> Delete reference to feasibility/cost and require, where impractical. 	W	No comment
528	P11	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Water Cycle Study should inform potential 'hotspots' within the sewerage network and request consultation on draft. 	<ul style="list-style-type: none"> Delete reference to feasibility/cost and require, where impractical. 	W	No comment
691	P11	O	Y	U	J, E	<ul style="list-style-type: none"> Policy should not seek highest possible standards of water efficiency in all development Policy should not specify a blanket figure for water discharge rates on greenfield sites as will depend on the permeability of the site Policy should make clear distinction between sites where part only is subject to flood risk and those wholly affected, as the former could be developed without utilising high risk areas 	<ul style="list-style-type: none"> Amend to encourage use of highest standards Surface water runoff to be restricted to relevant Greenfield rate Make distinction between sites wholly or partially subject to flood risk 	E	<ul style="list-style-type: none"> Importance to soundness
692	P11	O	Y	U	J, E	<ul style="list-style-type: none"> Policy should not seek highest possible standards of water efficiency in all development Policy should not specify a blanket figure for water discharge rates on greenfield sites as will depend on the permeability of the site Policy should make clear distinction between sites where part only is subject to flood risk and those wholly affected, as the former could be developed without utilising high risk areas 	<ul style="list-style-type: none"> Amend to encourage use of highest standards Surface water runoff to be restricted to relevant Greenfield rate Make distinction between sites wholly or partially subject to flood risk 	E	<ul style="list-style-type: none"> Importance to soundness
693	P11	O	Y	U	J, E	<ul style="list-style-type: none"> Policy should not seek highest possible standards of water efficiency in all development Policy should not specify a blanket figure for water discharge rates on greenfield sites as will depend on the permeability of the site Policy should make clear distinction between sites where part only is subject to flood risk and those wholly affected, as the former could be developed without utilising high risk areas 	<ul style="list-style-type: none"> Amend to encourage use of highest standards Surface water runoff to be restricted to relevant Greenfield rate Make distinction between sites wholly or partially subject to flood risk 	E	<ul style="list-style-type: none"> Importance to soundness

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216	P12	S	Y	S	No comment	<ul style="list-style-type: none"> Support consolidation and expansion of waste management facilities as will contribute to continuing viability 	No comment	W	No comment
373	P12	O	No Comment	No Comment	No Comment	<ul style="list-style-type: none"> Title of policy is misleading, should be waste management. Lack of household waste recycling centres in North and South Solihull. Lack of reference to Coventry and Solihull incinerator 	<ul style="list-style-type: none"> Title of Policy should be Waste Management. 	W	No comment
374	P12	S	Y	S	No Comment	<ul style="list-style-type: none"> Support approach, in particular, the identification of Meriden Quarry as a strategic waste management site with potential for co-location of complimentary waste operations. Supports criteria for considering suitability of sites for waste management activities. Para. 10.8.3 is overly restrictive of other appropriate waste management operations 	<ul style="list-style-type: none"> Delete last sentence of Para 10.8.3 to 'An Area'. 	W	No comment
510	P12	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Welcomes title but prevention and re-use should apply to existing as well as new development Lack of policy on unsustainable incinerator and landfill Should be greater emphasis on more sustainable management of waste 	No comment	W	No comment
528	P12	S	No comment	No comment	No comment	<ul style="list-style-type: none"> Support criteria for developments which are appropriate and consistent with national guidance. 	No comment	W	No comment
528	P12	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Some ambiguity whether seeking self sufficiency within the Borough or sub-region. Reliance on Landfill and Energy from Waste plant is not a sustainable solution, as low in waste hierarchy and opportunities higher up should be considered first. Should recognise cross boundary movements of waste are inevitable. Should promote high quality design of all waste facilities, and enhancement to existing. Policy should tackle production of waste by „designing out’ waste. 	No comment	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
62	P13	S	No comment	S	J, N	<ul style="list-style-type: none"> • Supports mineral safeguarding for coal • Supports approach for coal-related proposals 	No comment	W	No comment
216	P13	S	Y	S	No comment	<ul style="list-style-type: none"> • Supports provision for additional sand and gravel to maintain 7 year land bank • Supports extensions to existing workings to maintain production and jobs 	No comment	W	No comment
232	P13	S	Y	S	No comment	<ul style="list-style-type: none"> • Supports reference in part (viii) to aerodrome safeguarding. 	No comment	W	No comment
232	Para 10.10.7	O	Y	S	No comment	<ul style="list-style-type: none"> • Amend to refer to Aerodrome safeguarding. Mineral and quarry sites can create bird hazard because they are commonly used for landfill or wetland. 	Add, for example, after 'flood risk management' the text 'whilst also actively considering any impacts on aerodrome safeguarding issues.'	W	No comment
373	P13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • No case for extending minerals safeguarding area west of A452, as information not available for public scrutiny. • Lack of evidence for buffer zone to River Blythe and need for greater distance. 	No comment	W	No comment
374	P13	S	Y	S	No comment	<ul style="list-style-type: none"> • Support approach to mineral safeguarding. • Need for guidance on how process of safeguarding will work in practice. 	<ul style="list-style-type: none"> • Suggest guidance for inclusion in text, including exemptions 	W	No comment
528	P13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • 3 mineral sites are all adjacent or partly within a flood plain and a detailed flood risk assessment will be necessary. 	No comment	W	No comment
531	P13	S	Y	S	No comment	No comment	No comment	W	No comment
PD11	P13 - Site 32	O	No comment	U	J, N	<ul style="list-style-type: none"> • Evidence base does not provide an adequate or proportionate assessment of the implications of development at Site 32, contrary to national policy. • Development of the site may cause substantial harm to the adjacent Grade II Listed Hornbrook Farmhouse and Barn. 	No comment	W	No comment
PD16	P13 - Site 34	O	No comment	U	E, N	<ul style="list-style-type: none"> • Object to allocation of Site 34 for Borough's sand and gravel requirement of approx.. 7.5million tonnes • Site 34 situated next to Berkswell Marsh SSSI and includes Berkswell Marsh Meadow Local Wildlife Site – mineral extraction likely to harm biodiversity and site's statutory allocation • Berkswell Marsh considered largest Fen Meadow in West Midlands Region • Contrary to Local Authority's statutory duty under section 28G of the Wildlife and Countryside Act (as amended) • Any loss or degradation of the SSSI or LWS would be contrary to Government's and Solihull's targets to halt biodiversity loss by 2020. • Insufficient weight been given to PPS9 in site allocation 	<ul style="list-style-type: none"> • Delete Site 34 	W	No comment
PD21	P13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Area around Park Farm Bickenhill safeguarded for Minerals should be brought forward in advance of proposed HS2 	No comment	W	No comment

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230	Para. 10.12.10	O	Y	U	E	<ul style="list-style-type: none"> Refers to canal cutting. British Waterways welcomes proposals to protect and enhance quality of waterways, but not those which prevent their potential being fully unlocked or discourage use of waterway network. Solihull canals have unique characteristics and generate economic, social and environmental benefits for communities, e.g. contribute to regeneration; drainage and flood management; tourism; culture; sport; leisure and recreation; heritage; open space and ecological resource; sustainable modes of transport; telecommunications routes; supporting climate change; carbon reduction and sustainability. 	To make Policy P14 Amenity sound, the justification should not apply to canal corridors.	W	No comment
232	P14	S	Y	S	No comment	Council may wish to look at noise issue in light of final NPPF if it does not contain as much detail as PPG24	No comment	W	No comment
373	P14	O	No comment	No comment	No comment	• Vague, lacks direction for bad neighbour uses, tranquillity and policy on Tree Preservation Orders.	No comment	W	No comment
510	P14	O	No comment	No comment	No comment	• Welcome policy and possible actions in respect of air quality issues, but should include existing and expanding developments and possible resource management infrastructure	No comment	W	No comment
522	P14	S	No comment	S	No comment	• Support commitment to safeguarding important trees and woodlands and for more tree planting.	No comment	W	No comment
530	P14	O	N	U	N	<ul style="list-style-type: none"> It is the statutory duty of SMBC, under Section 17 of the Crime and Disorder Act 1998 (as amended by Schedule 9 of the Police and Justice Act 2006) to consider crime and disorder reduction in the exercise of all its duties. Absence of any reference to creating a safe crime free environment for residents and occupiers of new development, Policy P14 is not compliant with this duty. Policy P18 only makes reference to a safe public realm, which is only one aspect of any given development scheme Current omission is inconsistent with principle that the planning system should ensure development contributes to the creation of safe communities, asserted in Para. 27 (iii) and Para. 36 of PPS1. The Vision of the „Sustainable Community Strategy for Solihull 2008-2018 states that: „Solihull in 2018: where everyone has an equal chance to be healthier, happier, safer and more prosperous.’ Priority 2 of the above SCS is „Building Safer Communities’ Para.’s 4.34 and 4.35 of PPS12 state that planning authorities should align their Core Strategy/Draft Local Plan with Sustainable Community Strategies. 	• Suggest following amendment: xi) Permit development only if it protects the safety of existing and proposed occupiers and contributes to the creation of a crime free environment.	W	No comment
548	P14	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Seeks greater clarity on the scope of part (i) of the policy to ensure it will not inhibit future operational requirements of National Grid. Notes that part (ii) of the policy recognises that the visual and other amenities of potential occupiers and users of new development close to energy infrastructure need to be considered. 	No comment	W	No comment
682	P14	O	Y	N	J	• Although the policy refers to minimising adverse effect of noise from a development, there is no consideration of the impact of noise on development.	No comment	E	To ensure collective voice of several hundred objectors to sites 22 & 23 is heard and understood

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9	P15	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Do not support requirement for all housing to meet Lifetime Homes Standard Core Strategy should reflect fact that new standards could be implemented 	No comment	W	No comment
351	P15	O	No comment	No comment	No comment	Query wording	<ul style="list-style-type: none"> Para. 11.1.3 Query wording stating that national policy provides a presumption against development that is inappropriate in a rural area. Reference to 'rural area' would not accord with national policy - should it not be 'inappropriate in the green belt'? P15 (i) Query whether 'design' should be added to list (scale, height, massing etc). P15 (last sentence) Query whether reference to ...'encouraged to engage with the regional Design Review process (MADE)' should be reworded thus ...'encouraged to engage with the West Midlands design review panel MADE (Midlands Architecture and the Designed Environment).' The acronym MADE may not be familiar to everyone. 	W	No comment
373	P15	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Welcome cross references to other policies. The link to other documents should be made clearer, especially where may be significant changes to those documents. Need to make it clear whether the Council will refuse to register a planning application if a Design and Access Statement is inadequate. 	No comment	W	No comment
520	P15	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Sets out clear expectations of design quality at key locations. No locally-driven active ambition for enhancement of passenger facilities at and around Solihull and Dorridge stations. Should offer more ambitious vision for partnership with local Train operators and Centro, with aspirations linked to Solihull's own sense of pride in its major gateways to the town. 	No comment	W	No comment
520	Para. 11.2.2	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Could pay more attention to Birmingham International Station. 	No comment	W	No comment
523	P15	O	N	U	N, J, E	<ul style="list-style-type: none"> The requirement for all homes to be built to the Lifetime Homes standard is unsound as it is unjustified and the viability of the requirement has not been assessed in accordance with the draft NPPF. The requirement for all developments to achieve a Good/Silver rating under Building for Life (BfL) is unsound as it is ineffective and its application could impede delivery. BfL is no longer fit for purpose as a measure of design quality and is currently being reviewed by DC-CABE and the HBF. Not all schemes due to their nature/location will be eligible for all of the 20 points which schemes are assessed against and this places some schemes at a significant disadvantage. Policy P15 requires compliance with a range of other design guides/statements which is confusing and not in accordance with the draft NPPF para. 53 and para. 117, which encourages clarity in design policy. Object to the preparation of further SPDs outlined in Policy P15. Detailed matters should be examined and not delegated to second tier documents. The proliferation of SPDs can act as a barrier to growth. Do not consider this accords with the Planning for Growth Ministerial Statement and Para.'s. 48 and 21 of the draft NPPF which promote positive planning and resist the production of unnecessary SPDs. A single design reference point rather than a multiplicity of documents, which could contain conflicting statements, would aid developers and help in the implementation of the plan. 	The BfL requirement should be deleted. Should delete Lifetime Homes requirement.	E	Public debate of matters

525	P15	O	Y	U	E, N	<ul style="list-style-type: none"> • Support general principle of seeking high quality design but object to two design requirements included in Policy P15; Lifetime Homes and Building for Life. • Do not consider that the Lifetime Homes standard is consistent with national policy; the Government has not encouraged the Lifetime Homes standard as a planning requirement and it is not a mandatory element of the Code for Sustainable Homes until Level 6, due in 2016. The Code will also remain non-mandatory. Accessibility and mobility standards are regulated through Building Regulations. • Consider the Lifetime Homes requirement will place an unnecessary burden on development and barrier to growth, contrary to Government policy. • Do not consider that the requirement for all residential development to demonstrate at the least the Good/Silver BfL design standard is an effective way to ensure high quality design. It was not intended to be enforced by development plan policy, is inappropriate considering only Local Authority officers can assess schemes and the assessment disadvantages some schemes. BfL is currently under review. 	Recommend that the Lifetime Homes and BfL requirements are deleted from the policy. Reference to BfL could be made in the supporting text but it should not be a specific policy target.	W	No comment
530	P15	O	Y	S	No comment	<ul style="list-style-type: none"> • Welcome and wholly support P15 and are grateful that the Council has taken previous representations into account • In accordance with PPS1, PPS3, PPS4, PPG13, PPG17 and the draft NPPF. 	<ul style="list-style-type: none"> • Suggest following amendment: vii) Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, easily maintained and encourage walking and cycling and reduce crime and fear of crime. 	W	No comment
691	P15	O	Y	U	J, N	<ul style="list-style-type: none"> • Paragraph ii of policy should not require all development to meet highest possible standards, as not possible and contrary to NPPF • Policy should not require all development to be built to Lifetime Homes and Building for Life standards as these are discretionary 	<ul style="list-style-type: none"> • Amend paragraph ii to encourage highest standard • Amend wording regarding Lifetime Homes and Building for Life to encourage standards 	E	• Importance to soundness
692	P15	O	Y	U	J, N	<ul style="list-style-type: none"> • Paragraph ii of policy should not require all development to meet highest possible standards, as not possible and contrary to NPPF • Policy should not require all development to be built to Lifetime Homes and Building for Life standards as these are discretionary 	<ul style="list-style-type: none"> • Amend paragraph ii to encourage highest standard • Amend wording regarding Lifetime Homes and Building for Life to encourage standards 	E	• Importance to soundness
693	P15	O	Y	U	J, N	<ul style="list-style-type: none"> • Paragraph ii of policy should not require all development to meet highest possible standards, as not possible and contrary to NPPF • Policy should not require all development to be built to Lifetime Homes and Building for Life standards as these are discretionary 	<ul style="list-style-type: none"> • Amend paragraph ii to encourage highest standard • Amend wording regarding Lifetime Homes and Building for Life to encourage standards 	E	• Importance to soundness

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66	P16	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Welcomes the firm commitment in the plan to the protection and enhancement of Solihull's historic environment. • Welcomes the plan's recognition of the contribution of the historic environment to place shaping and local distinctiveness. • Suggests Para. 11.2.3 could be amended to include the historic environment as an area for improvement. 	No comment	W	No comment
230	P16	S	Y	S	No comment	<ul style="list-style-type: none"> • Supports the recognition in P16 of the importance of the historic environment and the contribution of Solihull's canal network to cultural heritage and local distinctiveness. • Comments that Warings Green Bridge on the North Stratford Canal is a Grade II Listed structure and part of the Grand Union Canal is located within the Olton Conservation Area. 	No comment	W	No comment
351	P16	O	No comment	No comment	No comment	Query wording	<ul style="list-style-type: none"> • P16 (Last sentence) Suggest 'and its setting' should be reworded 'or its setting'. • P16 Para. 11.4.1 (first bullet) Suggest reworded thus - 'In considering whether to grant listed building consent for any works, to pay special regard to the desirability of preserving the listed building or its setting or any features of special or historic interest which it possesses'. • P16 Para. 11.4.1 (3rd bullet) Suggest reworded thus - 'In the exercise of planning functions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas'. Please note that it must be 'preserving OR enhancing' to be consistent with wording of Act. 	W	No comment
373	P16	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Welcomes policy but there should be greater emphasis on Listed Buildings, Scheduled Monuments and Conservation Areas. Details of these designations could be put in an appendix. • The policy omits a reference to enhancement proposals, which is in the existing UDP. 	No comment	W	No comment
520	P16	S	No comment	No comment	No comment	<ul style="list-style-type: none"> • Welcome commitment to the conservation of Solihull and Dorridge stations. Since becoming operator of both stations, Chiltern Railways has paid attention to their presentation. 	No comment	W	No comment
PD11	P16	O	No comment	U	J, N	<ul style="list-style-type: none"> • To accord with the draft NPPF and PPS5, P16 should be amended to say that development must 'preserve and enhance the historic environment'. 	<ul style="list-style-type: none"> • Amend P16 to say 'preserve and enhance the historic environment'. 	W	No comment

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236	P17	O	No comment	U	J, E, N	<ul style="list-style-type: none"> Lack of provision for infilling in settlements Lack of definitions of settlement boundaries 	<ul style="list-style-type: none"> Refer to settlement in policy 17 4th Para. Provide guidance for infilling provided no harm to character or appearance and retains openness 	E	Example
273	P17	S	Y	S	No comment	<ul style="list-style-type: none"> Support retention of Widney Manor Road in the Green Belt 	No comment	E	Only if boundaries under consideration
325	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Query wording 	<ul style="list-style-type: none"> Needs to reconsider wording of policy with regards to replacement, extension or alternatives in light of harm to retention of smaller affordable housing Wording should refer to character, appearance of openness rather than quality to avoid conflict with national guidance 	W	No comment
338	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Supports inset around Hockley Heath village, but boundary needs to be clearly identified 	No comment	W	No comment
349	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Need for adjustment to the Green Belt to meet local housing needs should be made clear in Policy as well as supporting text 	No comment	E	Present Case for Development
350	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Need for adjustment to the Green Belt to meet local housing needs should be made clear in Policy as well as supporting text 	No comment	E	Present Case for Development
351	P17 - Third Paragraph	O	No comment	No comment	No comment	Query wording as it does not seem to follow through.	No comment	W	No comment
351	Para. 11.6.7. - Second sentence	O	No comment	No comment	No comment	Query wording as it does not seem to follow through.	No comment	W	No comment
353	P17	O	No comment	U	J, N	<ul style="list-style-type: none"> Hampton Storage Dept should be excluded from the Green Belt, whilst boundary is realigned for housing site 	<ul style="list-style-type: none"> Exclude Hampton Storage Depot from the Green Belt. 	E	<ul style="list-style-type: none"> Too complex for written reps
355	P17	O	No comment	U	No comment	<ul style="list-style-type: none"> Lack of provision for infilling in settlements Lack of definition settlement boundaries 	<ul style="list-style-type: none"> Refer to settlements in Policy P17 4th Para. Provide guidance for infilling provided no harm to character or appearance and retains openness 	W	No comment
373	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Sub-divide policy for clarity. need an explanation of best and most versatile agricultural land. Unclear what is covered by farm based diversification. Lack of justification for inclusion of inset areas for Hampton-in-Arden and Catherine-de-Barnes and should be deleted. 	<ul style="list-style-type: none"> Amend para 11.6.11 and delete inset areas for Hampton-in-Arden and Catherine-de-Barnes. 	W	No comment
379	P17	O	No comment	U	N	<ul style="list-style-type: none"> Green Belt designations around Meriden requires review. Land north of Meriden Primary School and south of A45 does not contribute to purposes of including land in the Green Belt and should be excluded. 	<ul style="list-style-type: none"> Delete land north of Meriden Primary School from Green Belt. 	W	No comment
383	P17	O	No comment	U	J, N	<ul style="list-style-type: none"> Lack of evidence to support changes to Green Belt boundaries for housing allocations or returning safeguarded land to Green Belt, which will result in excessively tight Green Belt boundaries. Inconsistent with national Green Belt 	<ul style="list-style-type: none"> Delete Sites 19, 22, 23 and 24. Allocate land at Lowbrook Farm for housing or return as safeguarded land. 	E	Explore relationship between housing and changes to the Green Belt.
384	P17	O	N	U	J, N	<ul style="list-style-type: none"> Land at Marsh Lane, Solihull where new Marie Curie Hospice under construction should be deleted from the Green Belt as does not contribute to purposes or openness. Lack of Green Belt review for this part of the Borough. 	No comment	W	No comment
513	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Query wording 	Suggested wording: <ul style="list-style-type: none"> Appropriate wording should be included in policy, affording weight to motorway service area development in the Green Belt given the significant shortfall in service provision in this location 	W	No comment

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523	P17 - Para. 11.1.4	O	No comment	No comment	No comment	• Para. 11.1.4 should explain why Green Belt releases are necessary and set out time frame for releasing.	No comment	E	To debate matters
525	P17	O	Y	U	J, N	<ul style="list-style-type: none"> • Need for Green Belt review of whole Borough in view of increased need for housing land. • Need for safeguarded land to provide for possible longer term development needs to avoid necessity of altering Green Belt boundaries in the future. • First sentence of policy re: best and most versatile agricultural land being safeguarded is contradicted subsequently and should be deleted. • Delete first sentence of policy and amend in line with threshold for consulting MAFF. • Should reflect national guidance advocating prior use of poorer grade farmland where significant development of agricultural land is necessary, considered to be 20 hectares or greater. 	<ul style="list-style-type: none"> • Full Green Belt review is required. • Delete first sentence of policy and amend in line with threshold for consulting MAFF. 	E	Assist inspector
PD12	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Strongly object to Green Belt boundaries • No reference to a full Green Belt review having been carried out. Para. 11.6.6. of draft Core Strategy stated this assessment took place as part of SHLAA • Need full Green Belt review to determine most suitable locations for future housing growth 	• Carry out full Green Belt review to determine most suitable locations for future housing growth	W	No comment
PD20	P17	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Propose a change in the Green Belt boundary along Widney Manor Rd in line with Para. 85 of new NPPF • At present Green Belt runs along the railway line and I would propose that this be moved in line with the road. • Suggest the starting point remains Highfields Road, but follows the line of the road up to and including the last dwelling before you reach the bridge over the M42 • No reason to keep this land permanently open • Comprise of rear gardens of properties fronting onto Widney Manor Road, which do not meet objectives of including land in Green Belt • Land is within the Urban Area and more suburban in character • Current Development Management policies on Green Belt do not apply to extensions in this area, which shows that they are not viewed as important to retain openness. • Widney Manor Road is a highly sustainable location, close to Widney Manor or Solihull railway station as well as Solihull Town Centre • Fail to see why this land would be retained as Green Belt when Council is proposing to take other sites out of Green Belt. 	• Change in the Green Belt boundary along Widney Manor Rd	W	No comment

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9	P18	S	No comment	S	No comment	<ul style="list-style-type: none"> Support policy and point vii Could make specific reference to development of housing and care across C2 and C3 spectrum to make allowance for Extra Care, sheltered housing, care homes and continuing care retirement communities. 	No comment	W	No comment
373	P18	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Not clear how Council will assess proposals against the policy criteria How would Council improve energy efficiency of existing buildings? Lack of criterion to assess Hot Food Takeaways 	No comment	W	No comment
522	Para. 12.2.2	S	No comment	S	No comment	<ul style="list-style-type: none"> Supports the policy promoting tree planting for health benefits. It supports the ambitions of the Public Health White Paper and the DEFRA campaign to increase tree planting throughout England. 	No comment	W	No comment
530	P18	S	Y	S	No comment	<ul style="list-style-type: none"> WM Police supports Parts (ii) and (ii) of Policy P18 and its reinforcement of objectives in PPS1, Sustainable and Community Strategy for Solihull 2008-2018, as well as Challenges A, C and J; Paragraphs 4.1.2, 4.1.6, 5.3.1, 5.4.3 and 5.5, and Policies P7 and P15. 	No comment	W	No comment
691	P18	O	Y	U	J, N	<ul style="list-style-type: none"> Policy should not expect development to meet Lifetime Homes Standard 	<ul style="list-style-type: none"> Amend policy to encourage not require standard 	E	<ul style="list-style-type: none"> Importance to soundness
692	P18	O	Y	U	J, N	<ul style="list-style-type: none"> Policy should not expect development to meet Lifetime Homes Standard 	<ul style="list-style-type: none"> Amend policy to encourage not require standard 	E	<ul style="list-style-type: none"> Importance to soundness
693	P18	O	Y	U	J, N	<ul style="list-style-type: none"> Policy should not expect development to meet Lifetime Homes Standard 	<ul style="list-style-type: none"> Amend policy to encourage not require standard 	E	<ul style="list-style-type: none"> Importance to soundness

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208	New site	O	No comment	U	No comment	• Tavern public house site, Station Road, Marston Green should be developed as a medical centre (lists attributes for this purpose).	No comment	W	No comment
362	P19	O	No comment	No comment	No comment	• More guidance needed on retail demand/provision. 2009 DTZ retail study should be updated and enforced in terms of its limits on retail capacity in centres. • Sainsbury development in Dorridge is too large for the centre. Suggests the scale and nature of new development should reflect the role and function of a centre in securing local needs.	• Strengthen P19 to clarify how much development should be allowed in each centre.	W	No comment
364	Para 12.4.1	O	Y	U	J	• A452 undermines the village retail centre. Para 9.3.18 is wrong to assume that bypasses may be detrimental to village centres.	• Change Policy 19 (a) by adding to „Solihull has a variety of local centres which need to be developed and sustained in a way which ensures their continued sustainability and economic success.,, the sentence „Where necessary action will be taken to divert traffic to meet this objective?	E	Balsall Common needs have not been addressed. Dialogue with Inspector needed.
373	P19	O	No comment	No comment	No comment	• Policy unclear/uncertain. It is assumed the list of places are local centres. • There is a case for limiting the number of premises not meeting the relevant elements of the Use Classes Order. • Reference to public realm is not understood and doesn't seem to have been considered relevant to Solihull Town Centre and Chelmsley Wood Town Centre.	No comment	E	No comment

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230	P20 - Para. 12.6.6	O	Y	U	E, N	<ul style="list-style-type: none"> Reference to residential mooring is confused Should not rely on Appeal decision as circumstances may change Unclear why schemes are automatically inappropriate development 	<ul style="list-style-type: none"> Refer to moorings only Delete reference to very special circumstances Delete reference to recent evidence 	W	No comment
237	P20 - Para 12.6.1	O	Y	U	N	<ul style="list-style-type: none"> Section on „Supporting Local Communities’ should refer to need to plan for community facilities and particularly religious worship and schools. Plan should reflect wording of NPPF (draft NPPF Para.’s 126 and 127 require a positive approach to provision of community facilities, including places of worship and a collaborative approach to the development of schools). 	<ul style="list-style-type: none"> Amend plan to reflect NPPF. 	W	No comment
338	P20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Keen to use policy to support redevelopment of sports pavilion on Hockley Heath recreation ground for community sports use 	No comment	W	No comment
368	P20	N/A	No comment	No comment	No comment	<p>Submission of list of sites for consideration as Local Green Spaces:</p> <ul style="list-style-type: none"> Knowle Park Middlefield Park The Green outside Guild House St Johns Village Green Wychwoods Woods Jobs Close Nature Reserve (3 sections) Knowle Park Allotments Knowle Library Knot Garden Knowle Green (Station Road/Warwick Road) Warwick Road Roundabout and land between Wychwood Avenue and Arden Vale Road Route of proposed bypass Kixley Lane recreation ground Footpath land and ponds from Browns Lane to Pool End Close Ponds Land from Kixley Lane going north to boundary with Grimshaw Hall (shown on the UDP map as being a SINC) Land between Warwick Road and the service road on its west side, between the junction with Arden Vale Road and Lodge Road <p>Kixley Lane recreation is owned by the National Trust; no knowledge of who owns Land north of Kixley Lane; all other land is owned by SMBC</p>	No comment	W	No comment
373	P20	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Is responsibility for providing facilities placed on Parish and Town Councils? Re-examine parts a), b) and c). Reference to unpublished strategy in c) should be deleted. Reference to British Waterways in part d) and paragraphs 12.6.6 should be reviewed. 	<ul style="list-style-type: none"> Re-examine parts a), b) and c). Reference to unpublished strategy in c) should be deleted. Reference to British Waterways in part d) and paragraphs 12.6.6 should be reviewed. 	W	No comment
691	P20	O	Y	U	J, N	<ul style="list-style-type: none"> Part b) of the policy is inconsistent with national policy as it needs to address shortfalls in provision as well as provision to meet needs of development 	<ul style="list-style-type: none"> Policy should make clear that provision should address needs of new development, and not require shortfalls to be addressed as well 	E	• Importance to soundness
692	P20	O	Y	U	J, N	<ul style="list-style-type: none"> Part b) of the policy is inconsistent with national policy as it needs to address shortfalls in provision as well as provision to meet needs of development 	<ul style="list-style-type: none"> Policy should make clear that provision should address needs of new development, and not require shortfalls to be addressed as well 	E	• Importance to soundness
693	P20	O	Y	U	J, N	<ul style="list-style-type: none"> Part b) of the policy is inconsistent with national policy as it needs to address shortfalls in provision as well as provision to meet needs of development 	<ul style="list-style-type: none"> Policy should make clear that provision should address needs of new development, and not require shortfalls to be addressed as well 	E	• Importance to soundness

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2	Chapter 13		No Comment	No comment	No comment	<ul style="list-style-type: none"> The Local Plan should set the strategic context for developer contributions to rail infrastructure (P2) and clarify when developer contributions are required towards rail infrastructure/facilities. Include policy to require developers to fund qualitative improvements to facilities/infrastructure resulting from increased patronage. Include policy acknowledging responsibility to consult statutory rail undertaker on developments affecting use of level crossings. Should set impact/funding requirements. 	<ul style="list-style-type: none"> Include policy to require developers to fund qualitative improvements to facilities/infrastructure resulting from increased patronage. Include policy acknowledging responsibility to consult statutory rail undertaker on developments affecting use of level crossings. Should set impact/funding requirements. 	E	No comment
9	Chapter 13, Figure 19, P4	O	No comment	No comment	No comment	<p>Figure 19. P4:</p> <ul style="list-style-type: none"> Strongly recommend monitoring indicators for net delivery of specialist housing and care for elderly are included Should monitor delivery of a mix of affordable housing tenures 	<ul style="list-style-type: none"> Strongly recommend monitoring indicators for net delivery of specialist housing and care for elderly are included 	W	No comment
66	Chapter 13, Figure 19, P16	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Supports the commitment to provide additional guidance on the historic environment and would like to be involved in the preparation. Suggests including an additional delivery mechanism and indicator on the maintenance of the Solihull Historic Environment Record 	<ul style="list-style-type: none"> Add 'Maintain and enhance the Solihull Historic Environment Record' to the delivery objectives. Suggest 'The percentage of the Borough that has had Historic Environment Record (HER) enhancement and/or the number of HER records created, enhanced or validated per year' as monitoring indicators 	W	No comment
206	Part 13.2-13.9	O	No comment	U	No comment	<ul style="list-style-type: none"> Regarding funding and delivery, the Highways Authority should be a partner on the Infrastructure Delivery Plan. Nature of partnership working could be further explained together with a commitment to partnership working. HA refers to further matters for consideration in the IDP including interrelationship between different funding mechanisms and considers further clarity is needed if plan is to be regarded as deliverable and sound. 	No comment	E	No comment
206	Part 13.2-13.9	O	No comment	U	No comment	<ul style="list-style-type: none"> Regarding M42 J4 more work needed in relation to Blythe Valley Park development and use for residential. Paragraph 3.1.2 of the Infrastructure Delivery Plan should reference Blythe Valley Park mitigation scheme and ongoing dialogue with Blythe Valley Park regarding M42 J4. 	Technical work should be reflected in the Local Plan (Reference to M42 mitigation works in Table 16, under P5, should be strengthened).	E	No comment
206	Part 13.2-13.9	O	No comment	U	No comment	<ul style="list-style-type: none"> Regarding M42 J5, the Highways Authority expects a Town centre Area Action Plan to set out amount of growth and how traffic impacts will be dealt with. Junction 5 impacts and how they are to be mitigated need to be assessed in this context. Joint working with Highways Agency is needed and 3.1.2 of the Infrastructure Delivery Plan will need to reflect need for technical work to understand operation and mitigation of J5. 	Local Plan and IDP should reflect growth option relative to functioning of J5.	E	No comment
206	Part 13.2-13.9	O	No comment	U	No comment	Regarding M42 J6 the NEC/Airport/ Birmingham Business Park/HS2 development will need careful assessment.	The Local Plan and IDP need to reflect a mechanism to bring all relevant parties together to develop a solution and a clear framework for developing a solution in context of J6.	E	No comment
206	Part 13.2-13.9	O	No comment	U	No comment	<ul style="list-style-type: none"> Regarding A45, A452, A446, the Local Plan should reference the operation and ability to cope with planned growth. Should also set out linkages between operation of Strategic Road Network and operation of M42 J6. 	Should reference the operation and ability to cope with planned growth regarding A45, A452, A446.	E	No comment
231	IDP	S	No comment	No comment	No comment	Centro is fully supportive of the approach in IDP. Centro currently engaged in preparation of new transport strategies including: Centro's long-term integrated transport prospectus (review) West Midlands Freight Strategy (preparation) West Midlands Rail Vision and Strategy (preparation)	No comment	E	No comment
232	Section 13.3	S	Y	S	No comment	Supports approach to partnership working. Airport benefits wider area. Key infrastructure crosses local authority boundaries. Important that Council works with other authorities/LEP	No comment	W	No comment
262	Chapter 13, Fig 19	O	Y	U	J	<ul style="list-style-type: none"> Fig 19 monitoring indicator for P5 is delivery of 525 dwellings/year. This needs to be 635 to meet housing need evidence. 	Delete 525 and replace with 635.	E	To raise important issues on soundness that

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									need to be tested.
373	Chapter 13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Who has produced the Infrastructure Delivery Plan – if it has not yet been produced how can the list in Para. 13.2.2. be supported? Table in Figure 19 does not mention the Plan Appears to ignore the Council's duties as Local Planning Authority Why no reference to health authorities? When is a SPD a DPD? Unclear set of indicators in Figure 19 Why no mention of affordable housing or detail for policies P3 and P4? 	No comment	W	No comment
510	Chapter 13	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Need more detail on how plan will be delivered and monitored and whom involved. 	No comment	No comment	No comment
PD12	Figure 19 - P10	O	No comment	No comment	No comment	<ul style="list-style-type: none"> Biodiversity and Landscape Indicators as set out in the Sustainability Appraisal (4.4.21 and 4.4.54) – how will these be measured? Who will provide/gather and analyse data? 	No comment	W	No comment
PD16	Figure 19 - P10	O	No comment	U	E	<ul style="list-style-type: none"> Very limited measure of the state of environmental assets – inadequate for monitoring purposes Should be a commitment to reviewing measures to meet evolving needs through the plan period, to give flexibility of approach to meet future needs Support monitoring indicator "Proportion of local sites where positive conservation management is being achieved (DCLG Single data list 160-00)" Whilst this is a useful measure and continues the previous NI 197 measure, we propose that further measures should be made as noted below in order to fulfil NERC Act duty: <ul style="list-style-type: none"> Monitoring percentage of land within appropriate management would align with the Nagoya commitment, and help assess progress towards national target of 17% of land managed for ecological assets A suite of measures to inform regarding the scale and condition of county important Local sites, in addition to the measure already noted in draft plan Measure for assessment of ecosystem services for wild species diversity, to measure habitat quality and scale as part of environmental assets 	Recommend additional monitoring indicators for P10: <ul style="list-style-type: none"> %age of land within appropriate management to meet ecological objectives compared to the total land area of the borough Number of potential Local Sites being surveyed per year – to measure progression Remaining number of potential local sites to be surveyed Number of new Local Sites being designated per year – to measure progression towards total environmental asset of the borough being recognised %age of land under agri-environment stewardship management %age of land within landscape scale conservation areas %age of land in active appropriate management within landscape scale conservation areas Full Protection of SSSI and LNR sites, with refusal of any development proposals that would be detrimental to these key environmental assets Protection of all veteran trees as key quality habitats and of rare species with refusal of any development proposals that would be detrimental to these key environmental assets 	W	No comment
PD16	Figure 19 - P11	O	No comment	U	E	<ul style="list-style-type: none"> Support existing monitoring indicators, but propose additional ones. 	<ul style="list-style-type: none"> Amend second monitoring indicator to read: "No. Of planning permissions refused to protect natural floodplain and to comply with EA objections and flood risk grounds Additional monitoring indicators: <ul style="list-style-type: none"> Assessment of habitat quality in the corridor alongside the rivers Appropriate management sympathetic to needs of wildlife in place in 10m buffer each side of river Annual survey of otter at identified monitoring points along the river as a 	W	No comment

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							measure of water quality o Percentage of floodplain area subject to development o Assessment of ecosystem services provided by floodplain and habitats impacting on water management and supply		

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2	Development Management	O	No comment	No comment	No comment	• Clarify in LDF that network rail will object to wind turbines, and related infrastructure that may affect railway (sets out wind turbine matters to be brought to the attention of developers.	No comment	W	No comment
13	Consultation	O	No comment	No comment	No comment	• Lack of consultation	No comment	W	No comment
65		S	No comment	No comment	No comment	• Welcome stated intention to protect the green belt and recognition of the importance of the Meriden gap. • Any development around Duggins Lane/Cromwell Road would be a concern. • The Inspector examining the Coventry Core Strategy was very clear of the importance of land in this area to the Meriden gap, so pleased this is recognised in the Local Plan	No comment	W	No comment
67	Processes	O	No comment	No comment	No comment	• Shocked and appalled by how poorly plans have been communicated, most people are hearing through word of mouth, increasing perception of them as rumours and the likelihood they will be taken seriously. Should have been presented more effectively and efficiently. Hope voices will be heard and opinions at least considered with any future decisions being communicated fully to affected areas.	No comment	W	No comment
89	Processes	O	No comment	No comment	No comment	• Shocked and appalled by how poorly plans have been communicated, most people are hearing through word of mouth, increasing perception of them as rumours and the likelihood they will be taken seriously. Should have been presented more effectively and efficiently. Hope voices will be heard and opinions at least considered with any future decisions being communicated fully to affected areas. • Atrocious residents have only become aware of proposals through communication from Cllrs Debbie Evans and Council has only published on website.	No comment	W	No comment
134	Consultation	O	No comment	No comment	No comment	• Lack of consultation	No comment	W	No comment
137	Consultation	O	No comment	No comment	No Comment	• Found out about the proposal by chance. Planning says it was posted on the internet, but no one knew when and if to look at the internet. Why can't people be notified by letter as when other plans are proposed.	No comment	W	No comment
162	Consultation	O	No comment	U	J	• Received no notification • Six weeks is insufficient • Complicated.	• Should get more information on proposals, form should have been sent to us as we are directly affected.	W	No comment
164	Consultation Processes	O	No comment	No comment	No comment	• Received no notification. • Six weeks is insufficient. • Complicated. • Should get more information on proposals, form should have been sent to us as we are directly affected.	No comment	W	No comment
212	Consultation	O	No comment	No comment	No comment	• Lack of consultation	No comment	W	No comment
219	Consultation	O	Y	U	J	Consultation is too short and limited. There is a strong need to pause for further consideration. A document as important as the Local Plan/LDF needs very considered thought and should not be rushed through. Consultation with the local community has been totally inadequate.	No comment	W	No comment
232	HS2 - Para 9.3.20-9.3.22	S	Y	S	No comment	HS2 and its station can promote economic growth and support connectivity.	No comment	W	No comment
233	SPD - Para. 9.3.24	N/A	No comment	No comment	No comment	We would like opportunity to comment on draft SPDs	No comment	W	No comment

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234	Consulation	O	N	U	J, E	Not legally compliant because of insufficient consultation and community involvement. <ul style="list-style-type: none"> • Consultation is not in line with the Statement of Community Involvement. • Full and appropriate consultation in a manner deemed acceptable by affected communities needed. • Significant objection to many of the Phase 1 housing sites and concern that not everybody knows about the Plan who should/would like to. • Full and more effective consultation with residents surrounding proposed developments. • Communities do not appear to have been sufficiently involved in Stage 1 (pre-production) or Stage 2 (Production) of the production process described by the SCI. • SCI identifies leaflets and notices displayed in public places as appropriate methods of advertising consultation relating to specific sites, these methods have not been used near the proposed housing sites and knowledge of these areas has been poor as a result. • Further and more direct consultation is required to achieve the stated aims of the SCI. • SCI suggests focus groups, public meetings, exhibitions, roadshows, street surveys and drop-in sessions to ensure appropriate involvement. None of these approaches seem to have been undertaken in the regeneration area. • Would have been of great benefit to offer advice on what the consultation process is about and how to complete the complex form required to submit comments. • Having to print and hand complete a separate form for each section of the document is obstructive. An editable version of the PDF form should have been made available. 	Full and appropriate consultation in a manner likely to be deemed acceptable by the affected communities.	W	No comment
234	P5 Site 19	O	N	U	J, E	<ul style="list-style-type: none"> • Loss of amenity in a way that cannot be adequately compensated for • Lack of identified Very Special Circumstances to justify loss of Green Belt • More appropriate Brownfield sites first • Insufficient consideration of potential impact on the environment • See alternative options identified in a separate submission by BRAID 	See alternative options identified in a separate submission by BRAID	W	No comment
235	Consulation Processes	O	N	U	J, E, N	Berkswell Parish Council was left out of the consultation with the failure of „Your Solihull‘ to reach the area. Unfortunate given the only allocation on green belt land was proposed in the Parish. Expectation is that the Council would have engaged directly with the Parish Council to explain the background and invite views before consultation. • Public participation falls short of expectations, not prepared in accordance with the Statement Community Involvement (SCI). SCI states key aims are to strengthen community and stakeholder involvement in deciding what will be built in the future and where it will be located and build consensus in preparing documents, yet new sites are proposed to be removed from the greenbelt in Dickens Heath and Balsall Common, open to consultation for the first time through the pre-submission plan asking for comments only on legality of the process and soundness of the Plan. • Involvement should be from the outset leading to a sense of ownership of local policy decisions; continuous, an ongoing programme not a one off event with clearly articulated opportunities for continuing involvement; transparent and accessible – methods appropriate to communities concerned. • Throughout preparation there have been no local level meetings, exhibitions or road shows. Council has not attended a Parish Council meeting or held a drop-in exhibition in the village hall. Only been at a high level borough-wide basis where a large number of stakeholders have been appraised. Not a two-way process, conferences have set out proposals rather than seeking views. • Focused consultation on the new materially significant elements and due consultation of the outcome is required. • Effective direct consultation with the parish councils and residents of Dickens Heath, Balsall Common and Berkswell is required to assess the most appropriate sites for allocation if it is demonstrated that a site is needed to be released from the green belt in the Parish.	No comment	W	No comment

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244	Consulation	O	N	U	J	Not legally compliant because: Correct consultation has not taken place Unsound because: No consultation on increase in numbers or release from green belt and allocation after 2023	Very short timescale for responses	W	No comment
249	Consulation	O	N	No comment	No comment	Not legally compliant because: No proper consultation has taken place	No comment	W	No comment
250	P5 Site 21	O	No Comment	U	No comment	<ul style="list-style-type: none"> • Not sound because there is no credible evidence for justification of phasing. • At the end of the development period because it is in a less accessible location, not justifiable as there are other important and relevant factors: <ul style="list-style-type: none"> • Within easy walking distance of a regular bus service along an existing footpath. • Within easy walking distance of doctor's surgery, pharmacy, shopping area post office, two primary schools, village hall, youth club and a public house. • Within a small radius there are many areas of employment easily reachable by bus, short car journey. Train stations at Shirley and Solihull for travel to Birmingham and further afield. • A34 is a short distance away with junction to the motorway network. 		W	No comment
259	Consulation	O	N	U	J, E	<ul style="list-style-type: none"> • Public participation falls short of the Parish Council's expectations and the residents it represents. The Plan has not been prepared in accordance with the Statement of Community Involvement. • The manner in which consultation has been carried out has not been effective. • Major new sites are proposed within the Parish and this is the first time they have been subject to formal public consultation and scope for comment at the pre-submission stage is limited. 	<ul style="list-style-type: none"> • SMBC should undertake a full and meaningful consultation with the public and other stakeholders on materially significant elements of the Plan that have changed since the Emerging Core Strategy. Particularly the strategic scale of proposals in Cheswick Green and the implications to delivery of the overall Plan Strategy. 	E	Bearing in mind the scale and nature of development proposed, welcome opportunity of presenting concerns to the Inspector and answering questions on matters and issues raised.

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268	Consulation	O	N	U	J	<ul style="list-style-type: none"> • Studies have not been communicated to the community, to that extent the Council's obligations to seek intelligent responses are frustrated by the Council's own failure to act. • Residents affected should have the opportunity to comment on more suitable locations, the six week consultation period does not allow sufficient time to carry out this process. If the community had been asked to review the 20 other sites listed for consideration, some degree of logic could be recognised. • Purpose of the Balsall Common Village Plan was to explore a vision for the future of Balsall Common for which support from SMBC was considered essential. Failure compounds the decision making process and constitutes unsound governance. • Much in the document we agree and support. If translated into action, Solihull will continue to be a pleasant place to live, work and shop. • At the start of the process (2008) we were assured infrastructure was at the heart of the Government's thinking. Is there tangible evidence that current Government have changed that philosophy? If not, sound Governance remains a requirement. • Perennial complaint by local organisations has been lack of infrastructure to keep up with development. Promises have been made, only improvements have been a library built on a small allocation from a large land sale and a new health centre, understand it is future proofed based on an increase in population of 30%. • Infrastructure has been raised at several meetings with SMBC over the past 10 years to no avail. In the absence of action from SMBC a village plan was undertaken. Over 5 years, over £20,000 was spent on developing the Plan, half from SMBC and the prospect of the first Plan was welcomed at the time. The Plan reported in 2009. Plan was adopted with one minor caveat. The Plan was formally presented to Solihull on completion with the expectation that further in depth discussion and action would follow. One of the major recommendations was that SMBC should open dialogue about the future of Balsall Common. No action has been taken by SMBC. • Process followed guidance at the time, but is also close to the process set out for Neighbourhood Plans (February 2012). Required SMBC to approve the Plan for it to progress to the next stage and then conduct a referendum. Neither of these actions was undertaken. • Extremely disappointing that no account seems to have been taken of the results of the study or recommendations therein. 	No comment	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.
339	Consulation process	O	Unsure	U	J	<ul style="list-style-type: none"> • Lack of information and short notice for consultation, sounds like a foregone conclusion. • Require more information, i.e. criteria for choosing Babbs Mill and more time to respond in a simple format accessible to all. 	No comment	W	No comment
340	Consulation Process	O	N	U	J	<ul style="list-style-type: none"> • Process was inadequate and not extensive enough to achieve good comprehensive feedback. • Stakeholder groups used were not representative of the community. • Failed to make direct use of communication to residents via leaflets, posters or questionnaires. • Wider consultation process should be undertaken that is open, unbiased to achieve legal compliance with the requirement for community involvement. 	No comment	W	No comment
343	Consulation	O	Y	U	J, E	<ul style="list-style-type: none"> • No consultation on release and increased housing • Unsuitable and unachievable because of the increased pressure on the already strained infrastructure, i.e. highways, schools, telephone exchange, other services. 	No comment	W	No comment
345	Consulation	O	No comment	No comment	No Comment	Solihull Council has not engaged with local residents	No comment	W	No comment
347	Consulation	O	N	No comment	No Comment	•No public consultation carried out until the recent publication	No comment	W	No comment
348	Consulation	O	No comment	No comment	No comment	There hasn't been any information, so lets have more time to debate, seems to have been already decided.	No comment	W	No comment

Person ID	Policy /Para	Support/ Object	Legally Compliant?	Sound or Unsound	Test of soundness	Representation	Suggested wording	Examination or Written Reps	Reason for Examination
364	Consulation	O	N	U	J	<ul style="list-style-type: none"> • Studies have not been communicated to the community, to that extent the Council's obligations to seek intelligent responses are frustrated by the Council's own failure to act. • Residents affected should have the opportunity to comment on more suitable locations, the six week consultation period does not allow sufficient time to carry out this process. If the community had been asked to review the 20 other sites listed for consideration, some degree of logic could be recognised. • Purpose of the Balsall Common Village Plan was to explore a vision for the future of Balsall Common for which support from SMBC was considered essential. Failure compounds the decision making process and constitutes unsound governance. • Much in the document we agree and support. If translated into action, Solihull will continue to be a pleasant place to live, work and shop. • At the start of the process (2008) we were assured infrastructure was at the heart of the Government's thinking. Is there tangible evidence that current Government have changed that philosophy? If not, sound Governance remains a requirement. • Perennial complaint by local organisations has been lack of infrastructure to keep up with development. Promises have been made, only improvements have been a library built on a small allocation from a large land sale and a new health centre, understand it is future proofed based on an increase in population of 30%. • Infrastructure has been raised at several meetings with SMBC over the past 10 years to no avail. In the absence of action from SMBC a village plan was undertaken. Over 5 years, over £20,000 was spent on developing the Plan, half from SMBC and the prospect of the first Plan was welcomed at the time. The Plan reported in 2009. Plan was adopted with one minor caveat. The Plan was formally presented to Solihull on completion with the expectation that further in depth discussion and action would follow. One of the major recommendations was that SMBC should open dialogue about the future of Balsall Common. No action has been taken by SMBC. • Process followed guidance at the time, but is also close to the process set out for Neighbourhood Plans (February 2012). Required SMBC to approve the Plan for it to progress to the next stage and then conduct a referendum. Neither of these actions was undertaken. • Extremely disappointing that no account seems to have been taken of the results of the study or recommendations therein. 	No comment	E	Tacking on additional housing only exacerbates existing infrastructure problems. We would like the opportunity to have dialogue with the Inspector.
366	Consulation process	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • LDF is totally different proposal for Dickens Heath residents, time line has advanced, site have moved from considered to proposed and a new site has been added with no consultation whatsoever, first notified by a small paragraph in the local paper. • Lack of involvement and consultation with the local community has been absolute antithesis of the Governments big society localism theme. 	No comment	W	No comment
369	Consulation	O	N	U	J, E	<ul style="list-style-type: none"> • Residents have not been consulted properly on Site 20 Cleobury Lane. • No consultation for release from green belt and allocation for housing after 2023. • No consultation on increase in numbers from 10,500 over 20 years to 14,000 over 22 years. • Very little time for residents to consider and reply/react. 	No comment	W	No Comment
373	Appendix	O	No comment	No comment	No comment	<ul style="list-style-type: none"> • Sources of published information should be included in an appendix and structured using the Harvard Reference System. 	No comment	E	No comment

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377	Proposals Map, Page 176 & Page 177 - Leys Lane, Meriden	S	N	S		<ul style="list-style-type: none"> Key should state returned to the green belt as it always has been green belt 		W	
378	Consultation process	O	No comment	No comment	No comment	<ul style="list-style-type: none"> LDF is totally different proposal for Dickens Heath residents, time line has advanced, site have moved from considered to proposed and a new site has been added with no consultation whatsoever, first notified by a small paragraph in the local paper. Lack of involvement and consultation with the local community has been absolute antithesis of the Governments big society localism theme. 	No comment	W	No comment
504	Consultation Process	O	N	U	J, E	<ul style="list-style-type: none"> Public participation falls short of expectations, not prepared in accordance with the Statement of Community Involvement (SCI). SCI states key aims are to strengthen community and stakeholder involvement in deciding what will be built in the future and where it will be located and build consensus in preparing documents, yet new sites are proposed to be removed from the greenbelt in Dickens Heath and Balsall Common, open to consultation for the first time through the pre-submission plan asking for comments only on legality of the process and soundness of the Plan. Involvement should be from the outset leading to a sense of ownership of local policy decisions; continuous, an ongoing programme not a one off event with clearly articulated opportunities for continuing involvement; transparent and accessible – methods appropriate to communities concerned. Throughout preparation there have been no local level meetings, exhibitions or road shows. Council has not attended a Parish Council meeting or held a drop-in exhibition in the village hall. Only been at a high level borough-wide basis where a large number of stakeholders have been appraised. Not a two-way process, conferences have set out proposals rather than seeking views. Focused consultation on the new materially significant elements and due consultation of the outcome is required. Effective direct consultation with the parish councils and residents of Dickens Heath, Balsall Common and Berkswell is required to assess the most appropriate sites for allocation if it is demonstrated that a site is needed to be released from the green belt in the Parish. 	No comment	E	The issue is to complex to deal with by written representation.
519	Consultation	O	N	N	J, N	<ul style="list-style-type: none"> Inadequate consultation, contrary to declared SMBC policies. Berkswell Parish do not get the Connect Magazine and most do not get free newspapers. No presentations to the Parish Council or Berkswell Society. No notice taken of representations made. Plans changed after previous publicity to increase housing numbers. 	<ul style="list-style-type: none"> Remove site from the list of housing sites. 	W	No Comment
529	Consultation Process	O	N		E, J, N	<ul style="list-style-type: none"> None on the estate has been informed of your plans, until I found it in the Solihull News and have only 3 hours to respond. Have a lot more to say, but you have not given me the chance to make comments. Have the decency to contact me and others to make comments. You have made questions very hard to understand, hard for a member of the public to understand what you are asking, has this been done to make it hard? Took a 38 min phone conversation with an officer to go through it. 	No comment	W & E	I wish to be considered as I have respect for others, and speak my mind on how I feel about this building plan.

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580	Consulation	O	Y	U	J	<ul style="list-style-type: none"> Really do hope you take good account of people's comments and concerns raised regarding the future development of any aspects of Balsall Common, otherwise planners make a mockery of the public consultation process. Local authorities and Central Government are always emphasising the importance of communities and neighbourhoods and yet actions do not reflect this time after time. 	No comment	E	Barrage Representative
682	Consulation	O	Y	N	J	SMBC has repeatedly stated its intent to engage with local communities, ensure housing growth is founded on local need and not top down numbers to ensure protection of the greenbelt.		E	To ensure collective voice of several hundred objectors to sites 22 & 23 is heard and understood
687	Consulation	O	N	U	J, E	<ul style="list-style-type: none"> Changes in economy, collapse of the main developer and failure to complete housing - extended consultation period should be allowed and all existing studies and surveys should be carried out again. Governments plans for a Big Society are contradicted by the method used to develop the Plan, residents do not feel involved, correctly consulted and informed of plans and changes to plans. 	<ul style="list-style-type: none"> Further extended consultation should take place with residents, residents do not feel they have been kept informed of plans and proposals. Evidence of increase and advancement of plans should be clearly explained. Once revised an extended period of consultation should be completed at very minimum a feedback form/survey issued to all residents in affected areas and all assessments shared with residents. 	E	Residents of Dickens Heath have not been correctly represented in previous feedback.
PD10	Appendix A	O	Y	U	E	<ul style="list-style-type: none"> Scope of Appendix A is identified at Para. 1.2.1., but title is not clear Concerned that specific phasing of development other than residential is only outlined here; reference is not given to Mell Square redevelopment as a whole; does not justify later phasing of other town centre development Touchwood II is identified in Phase 2 ahead of Phase 3 without a clear and substantive rationale for phasing Necessary that re-development and rejuvenation of Mell Square is prioritised ahead of Touchwood II to ensure that key anchor retailers are retained within Mell Square for long-term viability and secure balance of investment in Town Centre Re-location of Council Offices is not considered in proposed phasing Delivery of Touchwood extension ahead of Mell Square East would compromise ability of Local Plan to address Challenges C and D 	<ul style="list-style-type: none"> Amend title to Appendix A (in bold): „Proposed Development Sites for Employment, Housing and Other Uses.” Amend phasing of development to prioritise redevelopment of Mell Square in advance of Touchwood II – Mell Square should be identified as a Proposed Development Site in Phases 1 and 2 	W	No comment
PD17	Consulation	O	N	U	E	<ul style="list-style-type: none"> Lack of consultation with local community by Solihull Council or Parish Councils, Residents Associations etc Petition is only small representation of objection in local community Not complied with Council Statement of Community Involvement 	No comment	W	No comment