



# Sustainability Appraisal Report

Final

20<sup>th</sup> January 2012

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Prepared for:  
Solihull Metropolitan  
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# 1. INTRODUCTION

## 1.1 Local Plan

1.1.1 This document is the Sustainability Appraisal Report that accompanies the Draft Local Plan being prepared by Solihull Metropolitan Borough Council ('the Council'). It follows from a draft Sustainability Appraisal Report prepared on the Emerging Policies<sup>1</sup>.

1.1.2 Local Development Documents must undergo a Sustainability Appraisal incorporating a Strategic Environmental Assessment that considers the environmental consequences of the plan<sup>2</sup>. This Sustainability Appraisal Report documents these findings. Alongside the Sustainability Appraisal, preparation of the Plan has also involved consideration of the following:

- **Impacts on European wildlife sites:** A 'Habitats Regulations Assessment' Screening Report has been prepared<sup>3</sup> and a further screening of four sites outside the Borough has recently been commissioned;
- **Health Impact Assessment:** As noted in the Scoping Report, the Council has determined that health issues are dealt with in the Sustainability Appraisal Report;
- **Equalities Impact Assessment:** A Fair Treatment Assessment (an Equalities Impact Assessment) was undertaken on the Emerging Core Strategy that included scoping of the need for an assessment of policies<sup>4</sup>. The Fair Treatment Assessment will be finalised following consultation on the draft Local Plan;

1.1.3 The following consultations have taken place during preparation of the Plan:

- **Challenges and Choices:** Three options on the distribution of development across the Borough consulted on in early 2009;
- **Emerging Core Strategy:** September 2010 – January 2011 – attracted 485 responses;
- **Draft Local Plan:** January to March 2012.

1.1.4 The findings of the Sustainability Appraisal and consultees' responses will be taken into account in the preparation of the submission Plan to be published at the end of June 2012.

## 1.2 Structure of the Report

1.2.1 This Sustainability Appraisal Report documents the appraisal of the Draft Local Plan issued in January 2012 to assist the public and statutory bodies in better understanding the sustainability effects of the proposals. The remainder of this report is structured as follows:

- **Chapter 2** – Describes the methodology used in undertaking the sustainability appraisal;
- **Chapter 3** – Describes the policy context in which the Draft Local Plan is being prepared through a summary of links to other plans, programmes, policies, strategies and initiatives;
- **Chapter 4** - Presents a summary of the baseline sustainability data; future baseline without the plan; existing and foreseeable future sustainability problems; difficulties in collecting data and any limitations, as well as the SA framework (essentially a set of objectives which provide a benchmark for gauging the plan's sustainability);
- **Chapter 5** – Presents the appraisal of the Local Plan policies along with the conformity of the proposed policies with those of the sustainability appraisal framework;

<sup>1</sup> The Draft Sustainability Appraisal Report is available at:  
[http://www.solihull.gov.uk/Attachments/Challenges\\_and\\_Choices\\_Sustainability\\_Report.pdf](http://www.solihull.gov.uk/Attachments/Challenges_and_Choices_Sustainability_Report.pdf)

<sup>2</sup> European Parliament and Council of the European Union (July, 2001) *Directive 2001/42/EC on the assessment of certain plans and programmes on the environment* (Official Journal of the European Community – OJ No L197, 21.7.2001, p.30) as implemented by The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633).

<sup>3</sup> [http://www.solihull.gov.uk/Attachments/HRAA\\_Screening\\_SMBC.pdf](http://www.solihull.gov.uk/Attachments/HRAA_Screening_SMBC.pdf)

<sup>4</sup> Available from the Council

- **Chapter 6** – Presents the findings of the appraisal of the spatial strategy;
- **Chapter 7** – Documents the findings of the appraisal of the site allocations;
- **Chapter 8** – Presents the mitigation and monitoring proposals.

1.2.2 As a further means of improving readability, the following technical appendices provide supporting information:

- **Appendix A:** Statutory body comments on 2008 Scoping Report;
- **Appendix B:** Policies, plans and programmes;
- **Appendix C:** Countryside Strategy and Woodland Strategy Council commitments;
- **Appendix D:** Selected Ward Profiles;
- **Appendix E:** Evolution of sustainability objectives;
- **Appendix F:** Compatibility of Objectives;
- **Appendix G:** Policy Appraisal Tables;
- **Appendix H:** Appraisal Tables for Allocation Sites.

1.2.3 URS was commissioned to work alongside officers from the Council to prepare this Sustainability Appraisal Report.

1.2.4 The requirements of the SEA Directive have been met in the manner set out in the table below.

**Table 1.1 Meeting the SEA Directive Requirements**

Environmental Report Requirements	Section
a) Outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes.	Chapter 3
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Chapter 4
c) The environmental characteristics of areas likely to be significantly affected.	Chapters 4, 5, 6 & 7
d) Any existing environmental problems which are relevant to the plan or programme, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Chapter 4
e) The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapter 3 & Appendix B
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Chapters 5, 6 & 7
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Chapter 5,6,7 & 8
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 2 & 4
i) A description of the measures envisaged concerning monitoring in accordance with Article 10.	Chapter 8
j) A non-technical summary of the information provided under the above headings.	Accompanies the draft plan



### **1.3 Scope of the Appraisal**

- 1.3.1 A Sustainability Appraisal incorporating a Strategic Environmental Assessment (SEA) has been undertaken in accordance with the regulations<sup>5</sup> implementing European Directive 2001/42/EEC on the assessment of the effects of certain plans and programmes on the environment is required for Development Plan Documents. The intention is 'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans [...] with a view to promoting sustainable development' (SEA Directive, Article 1).
- 1.3.2 The Directive's definition of 'environment' includes not only the natural environment and historic environment, but also effects such as human health and material assets. It also requires a thorough analysis of a plan's effects including secondary, cumulative and synergistic effects<sup>6</sup>. Mitigation and monitoring measures are recommended to address significant effects.

### **1.4 Limitations of the Appraisal**

- 1.4.1 This appraisal has relied upon the data and information recorded in the appendices to this Sustainability Appraisal Report along with the views provided by consultees on the Scoping Report. This evidence has been updated since the Scoping Report was prepared in 2008. Together this provides an insight to both the current and emerging sustainability issues apparent across the Borough insofar as they are relevant to the scope of the Plan.
- 1.4.2 It is acknowledged that at the current time, there is considerable uncertainty associated with many aspects of national and local economy that have a considerable bearing upon the future development activity and the Council's ability to manage such activities. Such uncertainty affects both the projections on what a future without a plan might look like as well as the assessment of the alternative strategies.

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<sup>5</sup> *The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633).*

<sup>6</sup> The Directive refers to 'effects' rather than 'impacts', since plans can have beneficial effects as well as negative effects. 'Impacts' are sometimes incorrectly seen as only being adverse.

## 2. SCOPE AND METHODOLOGY

### 2.1 Introduction

2.1.1 This section provides an appreciation of the appraisal by addressing the following:

- Scope of the assessment;
- Methodology;
- State of the environment, challenges and opportunities;
- Cumulative effects;
- Significance;
- Reporting.

### 2.2 Appraisal Stages

2.2.1 The key stages are set out below, with this Sustainability Appraisal Report focusing upon Stages B and C.

**Table 2.1: Appraisal Stages**

<b>Stage A</b>	<b>Setting the context and objectives, establishing the baseline and deciding on the scope</b>
Task A1	• Identifying other relevant plans, programmes and sustainability objectives
Task A2	• Collecting baseline information
Task A3	• Identifying sustainability problems
Task A4	• Developing SA objectives
Task A5	• Consulting on the scope of the SA
<b>Stage B</b>	<b>Developing and refining alternatives and assessing effects</b>
Task B1	• Testing the plan objectives against SA objectives
Task B2	• Developing strategic alternatives
Task B3	• Predicting the effects of the draft plan, including alternatives
Task B4	• Evaluating the effects of the draft plan, including alternatives
Task B5	• Considering ways of mitigating adverse effects
Task B6	• Proposing measures to monitor the environmental effects of plan implementation
<b>Stage C</b>	<b>Preparing the Sustainability Report</b>
Task C1	• Prepare the Sustainability Report with information as required in Article 5 and Annex 1 of the SEA Directive
<b>Stage D</b>	<b>Consulting on the draft plan and Sustainability Report</b>
Task D1	• Consult on the draft Plan and Sustainability Report
Task D2	• Assess significant changes
Task D3	• Make decisions and provide information
<b>Stage E</b>	<b>Monitoring significant effects of the Plan</b>
Task E1	• Developing aims and methods for monitoring
Task E2	• Responding to adverse effects

2.2.2 The objectives and indicators to be used in the appraisal support and draw upon:

- International, national and local policies and objectives;
- The priorities included in the authority's Local Area Agreement;
- The objectives of the local area Sustainable Community Strategy; and
- The goals and objectives of the UK Sustainable Development Strategy.

## 2.3 Stage A: Scoping

Article 5(4) requires that:

*“The authorities referred to in Article 6(3) shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report.”*

2.3.1 The 2008 Scoping Report<sup>7</sup> has been used for this appraisal, supplemented by a review of the evidence base that has been published since that date. This involved:

- **Setting the context and objectives:** The formulation of objectives to take account of:
  - Environmental protection objectives from legislation;
  - Environmental objectives from other relevant plans and programmes;
  - Regional planning documents; and
  - The results of baseline data collection and consultation with the statutory environmental bodies and other stakeholders as appropriate.
- **Problems and opportunities:** Use of the evidence and expert judgement to define current and future problems and opportunities based on:
  - Evidence of environmental and sustainability problems in the area from transport and land use planners as well as statutory environmental bodies;
  - Input from other stakeholders;
  - Conflicts and opportunities identified by a preliminary review of other plans, programmes and environmental objectives;
  - Conflicts between the current or future baseline conditions and existing objectives, targets or obligations; and
  - Approaches to delivering the national transport goals.
- **Assembling the environmental baseline:** Baseline data provides the basis for forecasting and monitoring of environmental effects and helps in the identification of environmental problems. For each sustainability objective, data is collected to help answer (where possible) the following questions:
  - How good or bad is the current situation? Is it getting better or worse? How is the environment likely to change in accordance with or differently from historical trends (e.g. due to human pressure or climate change)?
  - How far is the current situation from thresholds, objectives or targets?
  - Are particularly sensitive or important elements of the environment affected: people, resources, species, and habitats?
  - Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
  - How difficult would it be to offset or remedy any damage?
  - Have there been significant cumulative or synergistic effects over time? Are there expected to be such effects in the future?
- **Relationship with other plans, programmes and environmental objectives:** A plan will be affected by, and affect, other plans and programmes and environmental objectives both within and beyond an authority’s jurisdiction. Identification of conflicts and the integration of objectives across the plans and programmes is a key activity.

### 2008 Sustainability Framework

2.3.2 The sustainability objectives from the 2008 Scoping Report have been grouped under four ‘themes’ (see Box 2.1).

#### Box 2.1: 2008 Sustainability Objectives

##### Theme 1 - Sustainable consumption and production

- Encourage sustainable economic growth and prosperity for all in a diverse local economy, with employment opportunities suited to the needs of the local workforce.
- Ensure education and training opportunities for all and value the contribution of unpaid work.

<sup>7</sup> Solihull Metropolitan Borough Council 2008: Sustainability Appraisal Scoping Report

- Minimise the use of natural resources, such as land, water and minerals, minimise waste, increase reuse and recycling and manage within the Borough/Sub-region.
- Reduce the need to travel by encouraging housing growth in accessible locations and local sourcing of food, goods and materials, and encourage the use of more sustainable modes, such as public transport, cycling and walking.

### **Theme 2 - Climate change and energy**

- Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation.
- Protect all from the impacts of climate change, such as increased temperatures and flooding.

### **Theme 3 - Natural resource protection and environmental enhancement**

- Conserve, restore and enhance biodiversity.
- Protect and enhance environmental assets such as landscape, countryside, historic environment and open space.
- Promote high quality built environment and encourage local distinctiveness.
- Minimise air, soil, water, light and noise pollution.

### **Theme 4 - Sustainable communities**

- Reduce social exclusion and disparities within the Borough.
- Improve the supply and affordability of housing.
- Ensure the Borough's national and regional assets reflect wider needs.
- Improve health, reduce health inequalities and promote healthy lifestyles, and encourage increased cultural and recreational opportunities for all.
- Reduce crime, fear of crime and anti-social behaviour.
- Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.

2.3.3 This Framework has been reviewed based on the evidence published since 2008. It was concluded that as high level statements, the sustainability objectives would be revised, reflecting this evidence and the observations on the 2008 Scoping Report from the Statutory Consultee as summarised below. Evolution of the objectives is presented in **Appendix E**.

## **Statutory Body Observations on 2008 Scoping Report**

2.3.4 Stage A was undertaken in 2008 and culminated in the production of a Scoping Report for consultation between August-October 2008. The comments<sup>8</sup> received focused upon:

- Plans/policies with direct bearing on historic environment in Appendix B, summarising content, historic environment aspects and implications for sustainability appraisal/Draft Local Plan.
- The need for baseline data to cover all statutory historic assets & non-designated features of local value.
- Include historic environment in the sustainability framework, showing how they are derived from baseline work include detailed decision-making criteria/questions with specific questions for historic environment.
- Include reference to PPS25, Agency Policy on Culverts, Groundwater Protection & Practice, A Better Place to Play and Soil A Precious Resource in Appendix B.
- Include indicators on flood risk & developments incorporating sustainable drainage systems (SuDS) with ambitious target in baseline data.
- Amend indicator on sustainable drainage systems to number of permissions incorporating SuDS, targeting all suitable development
- Include indicators in the baseline on number of permissions incorporating SuDS, coverage of natural ecosystems; include water resources under natural resource protection and indicator - permissions with conditions to improve water quality/quantity.
- Additional indicators to include landscape management, tree planting and Tree Preservation Orders (TPOs), contribution to LBAPs, damage to designated sites, developments incorporating wildlife corridors and number of surveys undertaken for protected species.

<sup>8</sup> Solihull MBC, 2008: Sustainability Appraisal Scoping Report Appendix A

- Include additional objective on landscape character & quality.
- Include indicators on coverage of natural ecosystems through development, damage to designated sites, surveys of protected species, contribution to Arden Landscape Guidelines & TPOs and protection/enhancement of water quality and quantity.

## Update of the Scoping Report

- 2.3.5 It has been necessary to undertake a review of the Scoping Report to confirm the Sustainability Framework as it will be used to inform both the assessment of strategic spatial proposals and thematic policies (as was originally intended), and also site allocations proposals across the Borough.
- 2.3.6 In preparing this Sustainability Appraisal Report, the following changes were made to the scope of the assessment based on the responses made by the consultees and the evolving policy framework:
- Summarise local policies and plans, cover historic assets in baseline data, include criteria/questions in the Sustainability Framework and indicator(s) for historic environment.
  - Include additional documents, indicator on Sustainable Urban Drainage (SuDS) in baseline, and target all developments.
  - Amend to include indicators on SuDS & contribution to Arden Landscape Guidelines.
- 2.3.7 Reflecting on the 2008 Report, the following steps were taken to reflect current good practice:
- The relationship between the Habitats Regulation Assessment and the Sustainability Appraisal has been presented;
  - The scope of the SA has not been unduly limited because of the topics mentioned in the Directive since the list of topics identified in the Directive is a non-exhaustive list;
  - Efforts have been made to provide an informative and illustrated narrative to avoid reliance upon a review of tabular information to appreciate the issues;
  - Key messages' from the context review have been distilled in terms of opportunities, challenges and the rationale for the views on scoping;
  - Only limited attention has been given to a comparative examination of the Borough's environmental, social and economic characteristics with those of the region and the rest of the country. This stance is taken since this activity is not particularly helpful to the plan delivery process. This position is a logical progression from the SEA Directive which requires reports to include a consideration of - *'any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance'*.
  - Given the iterative manner in which the plan-making and appraisal processes are to be conducted, distinguishing between 'messages for the plan' and 'messages for the SA' is an unhelpful distinction. Therefore a single set of key messages are presented.

## Technical Scope

- 2.3.8 Within the SEA Directive, the term environment not only refers to the natural and historic environment, but also to effects such as human health, population and material assets.
- 2.3.9 The regulations implementing the SEA Directive require that the likely significant effects on the environment are assessed to include topics such as but not limited to:
- Biodiversity;
  - Population;
  - Human health;
  - Fauna and flora;
  - Soil;
  - Water;

- Air;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape & townscape;
- The interrelationship between these factors.

2.3.10 In considering the effects of the Draft Local Plan on health issues, the following social groups are considered to capture health inequalities as well as general consequences for public health:

- Children;
- Women;
- Elderly;
- Those with a health problem;
- Low-income groups.

2.3.11 The appraisal has been structured under four sustainability 'themes' of:

- **Theme 1** - Sustainable consumption and production;
- **Theme 2** - Climate change and energy;
- **Theme 3** - Natural resource protection; and environmental enhancement;
- **Theme 4** - Sustainable communities.

2.3.12 In considering the appraisal of the Draft Local Plan the focus has been upon:

- **Policies:** These apply across the Borough;
- **Spatial strategy:** The geographic distribution of the proposed site allocations;
- **Site allocations:** Considering the performance of groups of housing and employment related sites.

## Future without the Plan (Future Baseline)

2.3.13 The SEA regulations require that information is provided on the relevant aspects of the current state of the environment and **the likely evolution thereof without implementation of the plan**. Establishing the future baseline, or 'business-as-usual' scenario, is often challenging as future trends are often hard to difficult to identify with confidence. Nevertheless, Chapter 4 describes the future baseline in relation to each sustainability topic.

## Data Gaps

2.3.14 The following data gaps were found to exist while updating the evidence base:

- **Financial uncertainties:** The consequences of reductions in budgets and changes to the financing of development.
- **Impact on designated wildlife sites:** Any effects caused by changes to the development can only practically be determined when details of the proposal and the ecological character of the neighbouring areas are known.
- **Habitat fragmentation:** Most data available refers to designated sites and LBAP species, with documented data on lengths/areas and the condition of non-designated habitats not readily accessible. The assessment is based on the potential for the Plan policies to result in fragmentation, human pressures on the site or the potential for enhancement of habitats.
- **Visual intrusion from development upon landscape, townscape and heritage assets:** As these effects are determined by the location and design of development proposals, it is only possible to infer a link between plan policies and visual amenity at this stage.

- **Air and noise pollution:** Areas thought to be experiencing elevated noise levels have been identified. The implications of the Plan upon air and noise pollution are constrained by the absence of local air quality and acoustic data.
- **Material Assets:** No significant gaps exist apart from data on water use.

2.3.15 Additional data gaps as they relate to specific topics are highlighted in Chapter 4 which deals with the sustainability context for the Draft Local Plan.

## Challenges and Opportunities

2.3.16 Evidence and expert judgement has been used to define current and future challenges and opportunities based on:

- Planning officers' and statutory environmental bodies' evidence of sustainability issues in the area;
- Input from other stakeholders;
- Conflicts and opportunities identified by a preliminary review of other plans, programmes and environmental objectives;
- Conflicts between the current or future baseline conditions and existing objectives, targets or obligations; and
- Approaches to delivering the national sustainability objectives.

## Relationship with other Plans and Programmes

2.3.17 A plan will be affected by, and affect other plans and programmes, and environmental objectives both within and beyond an authority's jurisdiction. Identification of conflicts and the integration of objectives across plans and programmes is a key activity. Hence relevant policies, plans and programmes, strategies and initiatives have been reviewed at the European, national and local scales.

## Cumulative Effects

2.3.18 It is necessary to identify the likely cumulative effects resulting both from the Plan elements and in combination with effects from other plans, programmes and projects.

2.3.19 At this stage, the following other plans, programmes and projects that may give rise to cumulative effects have been identified:

- Birmingham Airport Runway Extension;
- Birmingham City Centre Airport Rapid Transit;
- East Birmingham/North Solihull;
- High Speed 2 Interchange;
- Anita scheme; and
- A45 Coventry Road.

## Setting of Objectives

2.3.20 The objectives have largely been set by the 2008 Scoping Report, however these have been revisited to take account of:

- Environmental protection objectives from legislation;
- Environmental objectives from other relevant plans and programmes; and
- The results of baseline data collection and consultation with the statutory environmental bodies and other stakeholders as appropriate.

## 2.4 Stage B: Appraisal

### Appraisal

2.4.1 At Stage B the aim is to assess the plan at key points in its development so as to enhance the effectiveness of plan-making through the elements illustrated below.

- B1: Test Draft Local Plan objectives against the SA Framework;
- B2: Develop strategic alternatives;
- B3: Predict the effects of the strategy and alternatives;
- B4: Evaluate effects of the strategy and alternatives;
- B5: Consider mitigation and enhancement; and
- B6: Propose monitoring measures.

### B1 - Testing Plan and SA Objectives

2.4.2 This task seeks to identify any potential inconsistencies or synergies between the objectives developed in Stage A and the Plan aims and objectives. A compatibility matrix supported by a brief narrative is used to illustrate the findings of this task.

2.4.3 The updated Sustainability Appraisal Framework is presented in Table 2.2 with an assessment of the compatibility of plan objectives with the updated sustainability objectives (see Table 5.3 presented in section 5.2).

**Table 2.2: Updated 2011 Sustainability Appraisal Framework**

Solihull Draft Local Plan Sustainability Appraisal Framework	
<b>Sustainable consumption &amp; production</b>	
<ol style="list-style-type: none"> <li>1. To contribute to regeneration and economic development initiatives spatially targeted towards specific community groups:               <ol style="list-style-type: none"> <li>a. To provide a quality of life able to help retain well-educated members of the work force.</li> <li>b. To enable the provision of offices and premises able to meet the needs of business start-ups as well as larger businesses attracted by the transport-hub and knowledge-hub that exists.</li> </ol> </li> <li>2. To reduce the number of people experiencing difficulties in accessing employment, education and training opportunities.</li> <li>3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel.</li> <li>4. Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region:               <ol style="list-style-type: none"> <li>a. Deliver reductions in the quantity of water used in the Borough.</li> <li>b. Deliver reductions in the waste arising and to move up the waste hierarchy.</li> <li>c. To use previously developed sites where appropriate where there is no net loss of ecological value.</li> <li>d. To promote resource efficiency.</li> </ol> </li> </ol>	
<b>Climate change &amp; energy</b>	
<ol style="list-style-type: none"> <li>5. Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation:               <ol style="list-style-type: none"> <li>a. To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the national 34% reduction target.</li> <li>b. To encourage reduced energy use, use of distributive energy systems and renewable energy.</li> </ol> </li> <li>6. To assist in the adaptation businesses need to become more resource efficient and also to deliver more sustainable products and services better equipped to a changing market place caused by climate change.</li> <li>7. Manage, maintain and where necessary improve the drainage network to reduce the economic losses from flooding.</li> <li>8. To ensure that development provides for adaptation to urban heating, the effects of high winds and assists in promoting behaviour change.</li> </ol>	
<b>Natural resource protection &amp; environmental enhancement</b>	



**Solihull Draft Local Plan Sustainability Appraisal Framework**

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

**Sustainable communities**

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

2.4.4 For the appraisal, potential development sites have been grouped as follows on the basis of being likely to exhibit similar levels of performance against the sustainability framework:

- **North Solihull Regeneration Zone:** Ten sites/areas in the Cole Valley and in Marston Green;
- **Solihull Town Centre:** One site;
- **Shirley: Powergen site and Solihull Lodge;**
- **South Western Rural Housing:** Dickens Heath (three sites); Cheswick Green (one site); Blythe Valley (one site);
- **Eastern Rural Housing:** Hampton in Arden (one site).

2.4.5 The seven potential employment sites and three employment sites are grouped as follows for the appraisal:

- **NEC/Birmingham Business Park:** (4 sites);
- **Shirley** (TRW, Solihull Business Park, A34);
- **Kenilworth Road** (three minerals sites).

## B2 - Identifying Alternatives

Article 5(1) requires that:

Assessing the likely significant effects of implementing the plan or programme must include consideration of “any reasonable alternatives taking into account the objectives and geographical scope of the plan or programme”. This is normally an iterative process with the assessment influencing plan or programme development. There is also a requirement to provide “an outline of the reasons for selecting the alternatives dealt with”. Hence an audit trail that explains and justifies the shortlist of alternatives that have been selected for assessment is required.

2.4.6 Alternatives comprise different ways of:

- Achieving the aspirations of the local community;
- Dealing with environmental problems; and
- Addressing long term sustainability objectives.

2.4.7 Alternatives can be considered at a broad strategic level for example increasing urban densities or the release of edge of town land for development. Alternatives can also be considered for the detailed statements of policy direction for specific areas in the Borough such as emphasis to be given to open space or development in a particular area.

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

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

2.4.10 Following the Forest Heath High Court judgement on the reporting of reasonable alternatives, the alternatives considered during the development of the Draft Local Plan are set out in section 5.3.

## B3/B4 – Forecasting and Appraisal of Effects

2.4.11 In appraising the effects of the plan, the following factors have been considered:<sup>9</sup>

- The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- The probability, duration, frequency and reversibility of the effects;
- The cumulative nature of the effects; and
- The potential for effects to occur upon valued or vulnerable areas.

2.4.12 Carrying out the appraisal involves considering, for each policy, spatial strategy and site allocation, the following:

- Is it clear what is proposed?
- Who/what is likely to be affected?
- Where is the effect likely to occur?
- Is the effect likely to affect an area or population that is vulnerable or particularly valued?
- Will any social group be disproportionately disadvantaged / affected by the alternative?
- What is the magnitude of the impact based on duration, scale, uncertainty, direct, indirect, cumulative, reversible?
- Is the strategy likely to have a significant effect on the objectives?

<sup>9</sup> This approach to determining significance is a requirement of the SEA Directive.

- If so, can the effect be enhanced, avoided or its severity reduced?
- If the effect cannot be avoided, e.g. by conditions or changes to the way it is implemented, can the proposal be changed or eliminated?

- 2.4.13 Significance criteria capture duration, geographic scale, probability as well as whether the effect would be direct, indirect or cumulative. While the potential for an impact to be reversible is recorded, since there would not necessarily be a guarantee that resources would be available to reverse the impact, the assessment significance assumes a worst case outcome. The reversibility of the impact is then considered in making recommendations to avoid, minimise or offset its effects.
- 2.4.14 To aid consistency a sustainability assessment tool has been used that records the selection of the analyst against each of the assessment criteria identified above. This provides an audit trail against which the findings can be checked.
- 2.4.15 The assignment of significance is via rule-based criteria drawing on instruction provided by the SEA Directive. The rule-based criteria can be manually overridden by the assessor if the need arose, although this required justification and agreement by the project director.
- 2.4.16 To assist in judging the significant effects of policies and proposals for the Draft Local Plan, the following set of significance criteria have been prepared to guide the assessment process (see Table 2.3).

**Table 2.3: Significance Criteria**

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

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

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

**Table 2.4 Impact Significance**

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

**Uncertainties**

2.4.18 Some uncertainties are associated with the appraisal of plans reflecting questions over funding, the timing of major projects and new housing as well as changes to the policy framework. The appraisal identifies where uncertainties exist that have a bearing upon whether significant effects are likely to occur.

**Reporting**

2.4.19 Spider diagrams have been used to present the findings in a clear manner (see Box 2.2). **Essentially, the greater the footprint of the shaded area, the better the option or policy performs in sustainability terms.** A sliding scale of 3 to -3 that has been used whereby 3 is a major positive effect, 0 is a neutral effect, and -3 is a major negative effect.

2.4.20 In the example above the option / policy is likely to have a major positive on health and well being and a moderate negative outcome for water and biodiversity. The majority of the remaining effects are either minor positive or negative, or neutral.

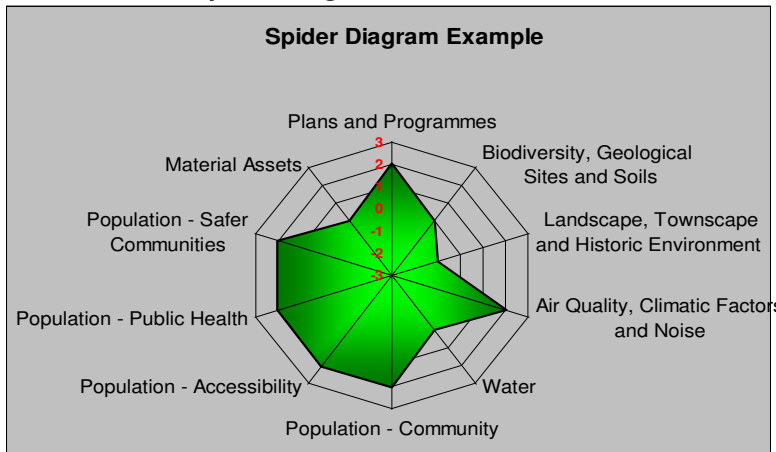
**Secondary and Cumulative Effects**

2.4.21 Secondary or indirect effects occur at some distance or time from the original effect of the plan. Such non-cumulative effects are identified and assessed mainly by considering potential links between various objectives.

2.4.22 Cumulative effects arise where several proposals that may or may not individually be significant, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Such effects can be **additive; neutralising or synergistic.**

2.4.23 During the appraisal receptors have been identified that may experience cumulative effects.

**Box 2.2: The Spider Diagrams**



**B5 - Mitigation and Enhancement**

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

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

2.4.25 Where potential significant adverse effects are identified mitigation measures are proposed. Also, opportunities to provide enhancement have been identified. Mitigation recommendations have been made, where appropriate, for each policy/site allocation within the Draft Local Plan.

2.4.26 As the Draft Local Plan sets the framework for projects that may fall under the requirements to undertake an Environmental Impact Assessment (EIA), an opportunity exists while considering mitigation and enhancement measures to identify measures that are more appropriately undertaken at that stage.

**B6 - Monitoring**

Article 10 of the SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are to be monitored in order, *inter alia*, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.

2.4.27 Where likely significant effects are identified, and especially where these are adverse effects or where uncertainties are identified, proposals to monitor such effects are presented in chapter 8. This allows an evidence base to be built up for future appraisals to inform the further plans and projects as well as potentially to address uncertainties where appropriate.

2.4.28 Measures by which significant positive and negative effects can be monitored are (Stage C). These are then confirmed in the Adoption Statement (Stage D). Monitoring will be incorporated into Authority Monitoring Reports.

**2.5 Stage C: Sustainability Appraisal Report**

2.5.1 Stage C involves documenting the process and findings in an Environmental or, in this case, Sustainability Appraisal Report to accompany the Draft Local Plan at consultation. A Non-Technical Summary has also been prepared.

## 2.6 Stage D: Consultation

2.6.1 The Sustainability Appraisal Report will be published alongside the Draft Plan providing information on:

- How the Plan was developed;
- Challenges and opportunities;
- Alternatives considered;
- Consequences of the preferred option; and
- Proposals for mitigation and monitoring.

## 2.7 Stage E: Adoption

2.7.1 If the sustainability appraisal finds that adoption of the Plan has the potential to result in significant sustainability effects then proposals on how such effects are monitored are to be agreed.

2.7.2 The Adopted Plan will have taken account of responses to consultation on the published draft Plan and on the published Sustainability Appraisal Report. An adoption statement would record:

- How sustainability considerations were integrated into the plan;
- How the Sustainability Appraisal Report has been taken into account;
- How the opinions and consultations have been considered;
- The reasons for selecting the alternatives underpinning the final plan; as well as
- The measures to be taken to monitor the effects of the strategy.

2.7.3 SEA guidance indicates that the existing monitoring arrangements of the plan and for other plans can be used to obtain the required information. Particular attention will be paid to the monitoring proposals to ensure that they are practical and within anticipated resource constraints.

2.7.4 Monitoring that will be undertaken by the Council or other organisation as identified in the Adoption Statement that will be published during December 2012.

## 2.8 Habitats Regulations Assessment

2.8.1 A Screening Report has been prepared to determine the potential consequences of the Draft Plan upon the following European sites which lie within or close to the Borough. As the closest International Site is that of Ensor's Pool (SAC) to the south of Nuneaton.

2.8.2 The HRA Screening Report<sup>10</sup> concludes that the policies and strategies described in the Plan do not give rise to direct or in-combination effects and hence the Plan itself can be screened out from requiring an Appropriate Assessment on the basis of being unlikely to lead to significant effects on European sites. However the Screening Report recommended further screening as plan policies are developed to better assess the likelihood of impacts from increased recreational pressure upon:

- Cannock Extension Canal SAC located 19.1km from the Borough;
- Cannock Chase located 28.3km;
- Peak District Dales SAC;
- Bredon Hill SAC.

2.8.3 Potential air pollution effects associated with aircraft emissions for Bredon Hill SAC (35.2km away) and the Peak District Dales SAC. Air pollution from increased traffic on the A34, A460 and A513 was considered to have the potential to affect Cannock Chase SAC (respectively and 28.3km away from the Borough).

<sup>10</sup> SMBC, 2008: Core Strategy Appropriate Assessment Screening Report

- 2.8.4 Given that the effects of aircraft emissions are likely to be assessed should an application for expansion of the runway at Birmingham International Airport be received, it is appropriate that any potential effects upon the two SACs be considered in the assessments. These assessments would inform the planning consent process since they would be based upon a fuller appreciation of operational considerations than is feasible when considering this Draft Local Plan.
- 2.8.5 The implications of recreational pressures upon Cannock Chase and the Canal Extension and the Peak District Dales are largely a function of population growth and the price of transport, both of which are outside the scope of the Draft Local Plan to influence. Furthermore that the plan has little potential to influence recreational behaviour of those who might visit such areas, beyond providing and enhancing existing opportunities. There is little that the Draft Local Plan could do to change recreational pressures.

## 2.9 Health Impact Assessment

- 2.9.1 While there is no statutory requirement to undertake a Health Impact Assessment, there is a requirement to consider the effects on human health of the plan under SEA. As part of this requirement the following approach has been adopted:

- Account is taken of health issues identified in the Joint Strategic Needs Assessment;
- Collation of information on the health plans, baseline data, health issues;
- Assessment of the health consequences of the Plan proposals and how they may be distributed across different groups;
- Recommendations to enhance the health outcomes;
- Consultation on the health outcomes;
- Consideration of the issues raised following consultation; and
- Consideration of the need for monitoring of impacts.

## 2.10 Equalities Impact Assessment

- 2.10.1 Local authorities have a duty under race, disability and gender legislation<sup>11</sup> to carry out an EqIA of their Plans. An EQIA encompasses race, gender, disability, age, religion/belief and sexual orientation.
- 2.10.2 A Fair Treatment Assessment (an Equalities Impact Assessment) was undertaken on the Emerging Core Strategy that included scoping of the need for an assessment of policies. The Fair Treatment Assessment will be finalised following consultation on the Draft Local Plan.

## 2.11 Delivery Processes

- 2.11.1 To oversee the sustainability appraisal and Plan, the Council has established an internal governance group that consists of the Members Advisory Group which has responsibility for:
- The Local Development Scheme and Local Development Documents;
  - The Sustainability Appraisal;
  - The HRA screening;
  - The EqIA;
  - Performance and risk management.
- 2.11.2 The timetable set for the production of the Local Plan is set out below:
- Consultation – January to March 2012;
  - Submission – July 2012;
  - Examination – November 2012;
- Adoption of Local Plan – May 2013.

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<sup>11</sup> Race Relations (Amendment) Act 2000, requirement to produce and publish a Race Equality Scheme. Disability Discrimination Act 2005, requirement to produce a Disability Equality Scheme. Equality Act 2006 requirement to produce a Gender Equality Scheme.



### 3. POLICY FRAMEWORK FOR THE LOCAL PLAN

#### 3.1 Introduction

- 3.1.1 The sustainability appraisal process requires an appreciation of the overarching policy context within which the Plan is prepared. This includes national, regional and local plans, programmes, policies, strategies and initiatives, including environmental protection objectives.
- 3.1.2 This section commences by considering the findings of the Scoping Report prepared in 2008 along with the observations by the Statutory Bodies (see Appendix A). Together they establish the baseline for updates to the evidence base for this Report. This section also provides information on the Local Plan’s relationship with the objectives established at a European Community, national and local level.
- 3.1.3 A list of the relevant policies and plans can be found in Appendix B. The Appendix also updates the Scoping Report section on plans and programmes by taking account of the Government’s White Paper on Local Growth, the National Infrastructure Plan and the plans of neighbouring authorities. For each, the key objectives relevant to the Borough have been identified. These objectives were then used to formulate the sustainability framework.
- 3.1.4 Given the changing nature of policies, plans and programmes, it is likely that this framework will evolve during preparation of the draft Local Plan and the Sustainability Appraisal.

#### 3.2 2008 Scoping Report

- 3.2.1 As the Scoping Report was prepared some 3 years ago, a review has been undertaken to update the plans, programmes and environmental objectives (see **Appendix B**).
- 3.2.2 Although the 2008 Scoping Report did not produce a narrative to describe the key sustainability issues it did highlight the following topics within four sustainability themes (see Table 3.1).

**Table 3.1: Sustainability Issues – 2008 Scoping Report**

<p><b>Sustainable consumption and production</b></p> <ul style="list-style-type: none"> <li>Water resources and quality</li> <li>Regeneration of North Solihull</li> <li>Role and capacity of town centres</li> <li>Accessibility</li> <li>Airport expansion</li> <li>Protecting the Green Belt</li> <li>Managing our own waste</li> <li>Diversifying the rural economy</li> </ul> <p><b>Climate change and energy</b></p> <ul style="list-style-type: none"> <li>Stabilising and reducing greenhouse gas emissions</li> <li>Climate change adaptation</li> <li>Sustainable construction (zero carbon development)</li> <li>Renewable energy</li> </ul> <p><b>Natural resource protection</b></p> <ul style="list-style-type: none"> <li>Conservation of natural resources and minimising air, light, noise, soil, water pollution</li> <li>Protecting and improving the quality of the built and natural environment (townscape and landscape character) and local distinctiveness</li> <li>Conservation of biodiversity</li> <li>Minimise flood risk</li> </ul> <p><b>Sustainable communities</b></p> <ul style="list-style-type: none"> <li>Amount and location of new housing</li> <li>Meeting housing need and demand</li> <li>Sustainable communities, including link between housing and employment growth</li> </ul> <p><b>Regional assets</b></p> <ul style="list-style-type: none"> <li>Land Rover</li> </ul>
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<p>Employment needs Road improvements Healthy lifestyles and health inequalities Reduce crime, fear of crime and anti-social behaviour Increase accessibility, reduce the need to travel and reduce congestion Settlement hierarchy</p>
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### 3.3 European Policy Framework

3.3.1 At an International and European level, recent developments have included the new policy agenda on biodiversity focusing upon halting the decline in the number of species. The European Union has also published statements on sustainable development, a White Paper on sustainable transport, papers on urban mobility and strategies on climate change. The key messages to emerge are that authorities ought to:

- Contribute towards stemming the loss of biodiversity and avoiding damage to watercourses, fisheries and groundwater;
- Enhance air quality and reduce noise levels while protecting tranquil areas;
- Promote low carbon transport including through promoting use of biofuels;
- Adopt strategies to increase resilience to climate change based on awareness of best practice in particular to issues of flood risk;
- Promote sustainable transport and ITC solutions that minimise the need to travel and better manage transport services to deliver efficient use of individual modes;
- Adopt integrated policy approaches informed by whole life costing to also include public health within decision making;
- Promote the reduction of waste arising during the construction and maintenance of transport infrastructure.

3.3.2 There are also Council for Europe conventions that relate to the rights of persons with disabilities and also for the protection, management and planning of all landscape (the European Landscape Convention). The protocol on SEA enhances consideration of health and places a requirement to provide for the monitoring of health effects. Conventions are also in place to protect habitats and species.

#### Air Quality

3.3.3 The Ambient Air Quality Directive (2008/50/EC) sets limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and nitrogen dioxide (NO<sub>2</sub>). The 2008 Directive replaced nearly all the previous EU air quality legislation and was made law in England through the Air Quality Standards Regulations 2010.

#### Biodiversity

3.3.4 In March 2010, the European Council issued a new target to halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020 and to support efforts to avert global biodiversity loss. There are six main targets and 20 actions. The six targets cover:

- Full implementation of EU nature legislation to protect biodiversity;
- Better protection for ecosystems, and more use of green infrastructure;
- More sustainable agriculture and forestry;
- Better management of fish stocks;
- Tighter controls on invasive alien species;
- A bigger EU contribution to averting global biodiversity loss.

3.3.5 A vision and headline target has been set as presented in Table 3.2 below.

**Table 3.2: EU Biodiversity Strategy Vision and Target**

<p><b>2050 vision</b> By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.</p> <p><b>2020 headline target</b> Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss.</p>
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3.3.6 The key actions of relevance (1, 3 and 6) to the Local Development Framework are presented in Table 3.3.

**Table 3.3: Biodiversity Strategy Actions**

<p><b>Action 1: Complete the establishment of the Natura 2000 network and ensure good management</b> <b>1c)</b> Member States will ensure that management plans or equivalent instruments which set out conservation and restoration measures are developed and implemented in a timely manner for all Natura 2000 sites.</p> <p><b>Action 3: Increase stakeholder awareness and involvement and improve enforcement:</b> <b>3a)</b> The Commission, together with Member States, will develop and launch a major communication campaign on Natura 2000 by 2013. <b>3b)</b> The Commission and Member states will improve cooperation with key sectors and continue to develop guidance documents to improve their understanding of the requirements of EU nature legislation and its value in promoting economic development. <b>3c)</b> The Commission and Member States will facilitate enforcement of the nature directives by providing specific training programmes on Natura 2000 for judges and public prosecutors, and by developing better compliance and promotion capacities.</p> <p><b>Action 6: Set priorities to restore and promote the use of green infrastructure</b> <b>6b)</b> The Commission will develop a Green Infrastructure Strategy by 2012 to promote the deployment of green infrastructure in the EU in urban and rural areas, including through incentives to encourage up-front investments in green infrastructure projects and the maintenance of ecosystem services.</p> <p><b>Action 7: Ensure no net loss of biodiversity and ecosystem services</b> <b>7b)</b> The Commission will carry out further work with a view to proposing by 2015 an initiative to ensure there is no net loss of ecosystems and their services (e.g. through compensation or offsetting schemes).</p> <p><b>Action 9: Better target Rural Development to biodiversity conservation</b> <b>9b)</b> The Commission and Member States will establish mechanisms to facilitate collaboration among farmers and foresters to achieve continuity of landscape features, protection of genetic resources and other cooperation mechanisms to protect biodiversity.</p>
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## Climate Change

- 3.3.7 In 2009, the Copenhagen Accord agreed to:
- Recognise the scientific view that the increase in global temperature should be held below 2.0°C;
  - Deep cuts in global emissions are required;
  - Commit to implement the quantified economy wide emissions targets for 2020, to be submitted by 31 January 2010 [Annex I Parties, including the European Union].
- 3.3.8 In 2009 the European Commission issued the report “Adapting to Climate Change: towards a European Framework for Action” which:
- Promotes strategies that increase the resilience to climate change of health, property and the productive functions of land, inter alia by improving the management of water resources and ecosystems;
  - Sets a framework for adaptation measures and policies to reduce the European Union's vulnerability to the impacts of climate change.

**Landscape**

- 3.3.9 In 2006, the UK ratified the European Landscape Convention (ELC). This Convention encourages public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe<sup>12</sup>.
- 3.3.10 The ELC defines landscape as “an area perceived by people whose character is the result of the action and interaction of natural and/or human factors”. It established the need to develop landscape policies dedicated to the protection, management and planning of urban and rural landscapes.
- 3.3.11 The Convention covers all landscapes, from the outstanding to the ordinary, that determine the quality of people’s living environment. The Convention adopts a broad definition of landscape: “*landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*”.

**Renewable Energy**

- 3.3.12 Resulting from the EU Directive 2009/28/EC on the promotion of the use of energy from renewable sources, the UK has committed to sourcing 15% of its energy from renewable sources by 2020 – an increase in the share of renewable energy by almost a factor of seven from about 2.25% in 2008.

**Sustainable Development**

- 3.3.13 The 2009 European Strategy for Sustainable Development noted that the economic situation offered opportunities to develop a dynamic low-carbon and resource-efficient, knowledge-based, socially inclusive society.

**Transport**

- 3.3.14 In March 2011, the European Commission issued a White Paper on Transport in which it expresses a desire for transport users to pay for emissions, noise and other harm they cause. The Commission envisages a radically different transport system by 2020 including greener infrastructure and low-carbon technologies. The White Paper foresees an increasing economic cost of transport due to expensive oil, congestion, scarcity of labour skills and wider application of the user pays principle.
- 3.3.15 The White Paper established ten goals of which the two are directly relevant to the Local Development Framework (see Table 3.4).

**Table 3.4: EU Transport Policy Goals**

<ul style="list-style-type: none"> <li>• Halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO2-free city logistics in major urban centres by 2030</li> <li>• 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors.</li> </ul>
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- 3.3.16 The White Paper envisages the charging of heavy-duty trucks for using European highways with the phasing in of charging in the inter-urban network or at least the main European corridors by 2020. This might have implications for traffic routing through the Borough.

**Waste**

- 3.3.17 The EU Waste Framework Directive requires the UK to recycle, compost or reuse 50 per cent of waste from households by 2020. The intermediate targets are:
  - By 2010 to reduce the amount of Biodegradable Municipal Waste (BMW) going to landfill to 75% of that produced in 1995;

<sup>12</sup> European Union (2000): *The European Landscape Convention* [online]  
[http://www.coe.int/t/dg4/cultureheritage/heritage/landscape/default\\_en.asp](http://www.coe.int/t/dg4/cultureheritage/heritage/landscape/default_en.asp)

- By 2013 to reduce the amount of BMW going to landfill to 50% of that produced in 1995;
- By 2020 to reduce the amount of BMW going to landfill to 35% of that produced in 1995.

## Water

- 3.3.18 The role of spatial planning is important to the objective of improving water quality since the impact of new housing and other development upon the water environment and achieving Water Framework Directive objectives are to be tested. For example, the Government's Water Strategy "Future Water" identifies that water efficiency will be taken into account in planning delivery of housing growth.
- 3.3.19 With the Water Framework Directive (WFD), the activities of public bodies must not lead to a deterioration of the water environment. Hence the spatial planning system is required to take account of the Water Directive objectives.
- 3.3.20 Measures that local authorities can undertake include:
- Incorporate sustainable water management into spatial plans;
  - Identify opportunities for improvement and restoration work to maximise contributions to meeting WFD objectives, such as in flood risk, land management and transport.

## 3.4 National Policy Framework

- 3.4.1 A change in the national policy direction has taken place with the Coalition Government seeking removal of Regional Spatial Strategies. At the same time a Localism agenda has been introduced in which more decisions are to be taken locally with greater opportunity for neighbourhood plans and other measures to promote local development.
- 3.4.2 This new agenda is leading to the reorganisation of the NHS with the abolition of Strategic Health Authorities and Primary Care Trusts. Health & Well-Being Boards are being created and Directors of Public Health are being located in Borough Councils and upper tier authorities.
- 3.4.3 Planning is not immune and the Government has embarked upon a series of measures to allow economic forces greater prominence in decision making and lightening the burden of planning restrictions allocating more flexibility for local decision making. Financial incentives are being proposed to affect planning decisions. Planning guidance will be radically reduced, with instructions to planning authorities to prioritise growth and jobs. It is intended that local authorities will not be able to adopt plans that block the delivery of required development by imposing unsupportable burdens on developers.
- 3.4.4 An opportunity will be made available for Neighbourhood Plans to be prepared by the local community and to enable communities to propose neighbourhood development orders that reduce the need for planning consents.
- 3.4.5 To avoid a reduction in strategic planning, a duty is to be placed on local planning authorities to engage in ongoing constructive and active engagement with relevant neighbouring authorities on the preparation of development plan documents and other activities relating to sustainable development and use of land, in particular in connection with strategic infrastructure<sup>13</sup>.
- 3.4.6 The Government has announced a series of Local Enterprise Partnerships (also known as LEPs) seeking to offer local areas the opportunity to take control of their future economic development through locally-owned partnerships between local authorities and businesses. Local Economic Partnerships are to be given a voice for business in the planning system to help with strategic plans – to determine economic priorities, guide infrastructure delivery as well as to assist in producing evidence and technical assessments to inform decision-making.
- 3.4.7 The following national policies have emerged:

<sup>13</sup> HM Treasury, 2011: The Plan for Growth

- **National Planning Policy Framework** – Consultation Draft: Published in August 2011 sets out a presumption in favour of sustainable development with significant weight attached to the need to support economic growth setting out the following core planning principles:
  - Development to be of good design.
  - Plan-led approach.
  - Development to proceed except where it would compromise the key sustainable development principles.
  - Sufficient land to be allocated for employment and housing.
  - Existing and potential environmental quality to be taken into account.
  - Protect and enhance environmental and heritage assets and reduce pollution.
  - Make efficient use of land and promote mixed use development.
  - Enable reuse of existing resources and encourage use of renewable resources.
  - Actively manage patterns of growth to make fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.
  - Take account of and support local strategies to improve health and wellbeing.
  - Secure a good standard of amenity for existing and future occupants of land and buildings.

Plans are to be prepared to meet objectively assessed development needs unless significant adverse effects outweigh the benefits. Local Plans are to be aspirational providing guidance on what will or will not be permitted and where. Policies are to provide a clear indication of how a decision maker should react to a development proposal. Strategic policies should deliver:

  - Housing and economic development requirements.
  - Retail, leisure and other commercial development.
  - Infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality.
  - Health, security, community infrastructure and other local facilities.
  - Climate change mitigation and adaptation, protection and enhancement of the natural and historic environment, including landscape and where relevant coastal management.
- **Natural Environment White Paper, 2011:** Published in June 2011, the White Paper indicates that:
  - Partnerships of local authorities, local communities and landowners, the private sector and conservation organisations will establish new **Nature Improvement Areas (NIAs)**, based on a local assessment of opportunities for restoring and connecting nature on a significant scale.
  - A new voluntary approach to **biodiversity offsetting** tested on pilot areas is proposed.
  - A new **Green Areas Designation** giving local people an opportunity to protect green spaces that have significant importance to their local communities is proposed to be introduced by April 2012.
  - Establish mechanisms for formally identifying and protecting urban **Quiet Areas**.
  - A new biodiversity strategy is to be published.
  - Coherent and resilient ecological networks are to be created.
  - Mechanisms to identify and protect urban quiet areas will be established.
  - Measures to reduce the negative impacts of artificial light and protect existing dark areas will be explored. Exemptions from artificial light statutory nuisance are to be explored.
- **Enabling the Transition to a Green Economy, 2011**<sup>14</sup>: Sets out a vision of a green economy based on growing low carbon and environmental goods and services sector, using natural resources

<sup>14</sup> [https://online.businesslink.gov.uk/Horizontal\\_Services\\_files/Enabling\\_the\\_transition\\_to\\_a\\_Green\\_Economy\\_Main\\_D.pdf](https://online.businesslink.gov.uk/Horizontal_Services_files/Enabling_the_transition_to_a_Green_Economy_Main_D.pdf)

efficiently, being more resilient and exploiting comparative advantages. The Government intends to deliver change to maximise green growth.

- **The Plan for Growth, May 2011**<sup>15</sup>: In addition to financial ambitions, it sets out the Government's intention to:
  - Be best location for corporate headquarters in Europe;
  - Increase in the proportion of planning applications approved and dealt with on time;
  - Increase investment in low carbon technologies;
  - Increase the participation of 16-24 year olds in employment or learning;
  - Narrowing the educational attainment gap.
- **Fourth Carbon Budget, May, 2011**: Greenhouse Gas Emission target for 2023-2027 emissions are to be 50% of 1990 levels.
- **Climate Resilient Infrastructure: Preparing for a Changing Climate, May 2011**: A strategic approach to adapting national infrastructure that can be replicated at the sub-regional and local level by local authorities and the new Local Enterprise Partnerships (LEPs) is described.
- **Appraising Transport Projects**, April 2011: Benefits of low carbon projects to be more accurately recognised.
- **The Carbon Plan, 2011**: Notes that the Government wishes to support and enable communities in their wish to adopt higher environmental standards for new homes including through:
  - Ensuring that there are robust sustainability standards for local authorities to use if they want to set higher standards than those in the national regulations in their local plans; and
  - Supporting eco-towns and eco-developments where there is local support and a wish to adopt higher standards of sustainability and design.
- **Planning for Traveller Sites: Consultation, 2011** to be incorporated in the National Planning Policy Framework as a replacement for Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007: Planning for Travelling Show-people. The aim of the draft new policy is to put planning for traveller sites into the hands of local planning authorities and to align planning policy for traveller sites more closely with the policies for other forms of housing<sup>16</sup>.
- **Planning Policy Statement 10: Planning for Sustainable Waste Management, 2011**: The core strategy of a waste planning authority should set out policies and proposals for waste management and ensure sufficient opportunities for the provision of waste management facilities in appropriate locations including for waste disposal. The core strategy should both inform and in turn be informed by any relevant municipal waste management strategy. It should look forward for a period of at least ten years from the date of adoption
- **Public Health White Paper 2011**: Seeks new partnerships in important areas such as transport. Every child is to be offered high-quality instruction on how to ride safely and confidently by the end of year 6 of school. The £560m Local Sustainable Transport Fund will support active travel and further support will be outlined in the Local Transport White Paper. Public health is to be better integrated into social care, transport, leisure, planning and housing with the focus upon keeping people connected, active, independent and in their own homes.
- **Flood and Water Management Act 2010**: The Act Section 21 sets a duty on the Lead Local Flood Authority (LLFA) to maintain a register of structures or features, and a record of information about each of those structures or features which, in the opinion of the authority, are likely to have a significant effect on flood risk in its area helping to improve our understanding and management of local flood risk. Section 30 allows the Environment Agency, LLFAs and Internal Drainage Boards (IDBs) to designate natural or artificial features that are important for flood or coastal erosion risk management. The effect of a designation is that a feature may not be altered, replaced or removed without consent. A new regulation will require all LLFA's to assess all drainage designs prior to construction to determine whether the design meets national sustainable drainage standards.

<sup>15</sup> [http://cdn.hm-treasury.gov.uk/2011budget\\_growth.pdf](http://cdn.hm-treasury.gov.uk/2011budget_growth.pdf)

<sup>16</sup> Planning for Traveller Sites <http://www.communities.gov.uk/publications/planningandbuilding/travellersitesconsultation>



- **National Infrastructure Plan 2010:** Forecasts a 20% increase in congestion by 2025 and requires a change to how infrastructure is planned, coordinated and delivered with adaptation to provide security and resilience. Private sector capital is to be attracted and the cost of capital for projects needs to be reduced.
- **Noise Policy Statement for England, March 2010:** Sets out aims to manage and control environmental, neighbour and neighbourhood noise.
- **Localism Bill (including a Right to Build):** This will shift power from central government into the hands of individuals, communities and councils. The Government is promoting decentralisation and democratic engagement and giving new powers to local councils, communities, neighbourhoods and individuals<sup>17</sup>. The Localism Bill proposes a new right for communities to prepare a 'neighbourhood development plan'<sup>18</sup>. Where a neighbourhood development plan is in line with national planning policy and Local Development Documents and with other legal requirements, the plan will be adopted where following a referendum; it is approved by a majority. The Localism Bill also provides for 'neighbourhood development orders' to allow communities to approve development without requiring planning consent<sup>19</sup>.
- **Creation of Local Enterprise Partnerships:** The Greater Birmingham and Solihull LEP was approved by Government in November 2010. Local Enterprise Partnerships encouraged to work on transport, housing and planning as part of an integrated approach to growth and infrastructure delivery by setting out key investment priorities, including transport infrastructure.
- **Allowing Local Authorities to Sell Electricity, August 2010:** Permits local authorities to sell electricity produced from renewable sources.
- **Review of Waste Policies, July 2010:** Following this call for evidence, the Government intend to set goals for 2014, 2020 and beyond addressing waste prevention and reuse, an increase in recycling rates, maximizing the cost-effective generation of renewable energy from residual waste; and moving towards zero waste to landfill<sup>20</sup>.
- **Planning Policy Statement for a Low Carbon Future in a Changing Climate: Consultation Draft, 2010:** Requires that planning should:
  - Shape places so as to help secure radical cuts in greenhouse gas emissions. This requires the location and layout of new **development to be planned to deliver the highest viable energy efficiency**, including through the use of decentralised energy, reducing the need to travel, and the fullest possible use of sustainable transport.
  - Actively support and help **drive the delivery of renewable and low carbon energy**.
  - Shape places and secure new development so as to minimise vulnerability and **provide resilience to impacts** arising from climate change, and do so in ways consistent with cutting greenhouse gas emissions.
  - Ensure local communities are given real opportunities to take positive action on climate change; in particular by **encouraging community-led initiatives to reduce energy** use and secure more renewable and low-carbon energy.

A series of policies were put forward for action by planning authorities.

- **Flood Risk Regulations 2009:** Transpose EU Floods Directive placing a duty on the Environment Agency and Lead Local Authorities to prepare Preliminary Flood Risk Assessments before the end of 2011.
- **Climate Change:** The Climate Change Act 2008<sup>21</sup> requires that the average annual emissions in the carbon budget period including the year 2020 (i.e. the third period, 2018-2022) are at least 34% below the 1990 baseline. This is a 34% reduction by 2020. The 2008 Planning Act placed a duty on local authorities to include policies on climate mitigation and adaptation.

<sup>17</sup> HM Government (2010). *The Coalition: our programme for government* [online] available at:

[http://www.cabinetoffice.gov.uk/sites/default/files/resources/coalition\\_programme\\_for\\_government.pdf](http://www.cabinetoffice.gov.uk/sites/default/files/resources/coalition_programme_for_government.pdf) (accessed 1 February 2011).

<sup>18</sup> Communities and Local Government (2011). *A plain English guide to the Localism Bill* [online] available at:

<http://www.communities.gov.uk/documents/localgovernment/pdf/1818597.pdf> (accessed 1 February 2011)

<sup>19</sup> See <http://services.parliament.uk/bills/2010-11/localism.html> (accessed 1 February 2011).

<sup>20</sup> Defra: Review of Waste Policies Call for Evidence

<sup>21</sup> Available online at: [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080027\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1) (accessed 22 June 2010)

- **Air Pollution:** Action in a Changing Climate 2010 describes Governments approach to meeting the climate change measures and optimising social benefits and gaining compliance with EU air quality limits.
- **The Low Carbon Transition Plan and the Renewable Energy Strategy:** Published in July 2009 they set out how reductions in emissions and renewable energy targets are to be met.
- **The Household Energy Management Strategy:** Published in March 2010, the strategy emphasises the role of district heating schemes and identified an essential role for planning in facilitating delivery of these and other community-scale energy schemes.
- **UK Climate Impacts Programme 2009:** Updated climate change projections based on three global emission scenarios provide forecasts for climate and weather related impacts.
- **The Energy Act 2008:** Introduced powers for a Feed-In Tariff and the Renewable Heat Incentive aimed at driving an increase in renewable energy generating capacity, and which is likely to have an impact on planning.
- **The Planning Act 2008:** Introduced a new planning regime for nationally significant infrastructure projects.

- 3.4.8 National policies are directed towards protecting the natural environment and making prudent use of natural resources. Indeed, there is a supportive strategy of enhancing landscape to not only assist in adaptation to climate change but also to provide a range of ecosystem services and public health benefits where accessible amenities are provided. There is also a strong link between the provision and maintenance of public open space within urban areas as well as rights of way and cycle tracks to promote physical activity.
- 3.4.9 Defra has supported the Royal Commission on Environmental Pollution’s report on minimising the impact of lighting on the environment by calling for highway authorities to reassess road lighting needs.
- 3.4.10 The Government through planning policy statements has recognised and promoted the concept of Green Infrastructure (GI). The consultation paper from CLG<sup>22</sup> on Planning for a Natural and Healthy Environment notes the importance of green spaces and green infrastructure as a means responding to climate change as well as promoting healthy lifestyles.

### 3.5 Regional Strategies

- 3.5.1 While the Regional Spatial Strategy is being withdrawn under the Localism Bill, there remain a series of other strategies that inform the delivery of sustainable development across the region that are of relevance to the Borough (see Table 3.5).

**Table 3.5: Regional Strategies**

Strategy	Implications for Local Plan
Regional Health and Wellbeing Strategy (2007)	<ul style="list-style-type: none"> <li>• Promote health and well-being as an integral part of the social, environmental and physical regeneration.</li> <li>• Reduce social exclusion and promote independence by improving safe access to services.</li> <li>• Encourage employers to have active travel plans</li> <li>• Encourage ‘designing for health’.</li> <li>• Support the provision of affordable decent homes built to the lifetime standard.</li> <li>• Reduce the excess number of winter deaths, and deaths through excess heat.</li> <li>• Promote the housing needs of diverse and additional needs groups and support people to remain in their own homes.</li> <li>• Promote the benefits of a diverse natural environment for physical and mental health and support the development of green Infrastructure.</li> <li>• Increase the number of people using the countryside and green spaces, and work to meet emerging standards for accessible local green space.</li> </ul>

<sup>22</sup> <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf>



Strategy	Implications for Local Plan
	<ul style="list-style-type: none"> <li>• Tackle climate change and its impacts and promote adaptation to climate change.</li> <li>• Reverse the trend of rising obesity levels by 2020, particularly in childhood.</li> <li>• Protect people and their environment from threats such as air pollution, land contamination, water pollution and noise pollution.</li> <li>• Ensure children and adults get the most out of life by supporting them to develop their skills for employment and access to employment.</li> <li>• Develop workplaces as appropriate as centres for promoting the health and well-being of the workforce and their families, and to promote both health and safety at work as a way of increasing productivity.</li> <li>• Broaden access to jobs by targeting unemployed people to take up entry level jobs in health and social care.</li> <li>• To reduce the number of adults in the Region doing less than 30 minutes of physical activity, sport and active recreation per week and contribute to exceeding the target for a 1% year on year increase in physical activity levels in the population.</li> <li>• Improve the quantity, quality and accessibility of cultural, leisure and play opportunities and facilities for residents.</li> <li>• <b>Integrate the health agenda into spatial planning.</b></li> </ul>
Regional Rural Development Framework (2006)	<ul style="list-style-type: none"> <li>• Enhance value of the countryside.</li> <li>• Develop a diverse and dynamic business base.</li> <li>• Improve learning and skills.</li> <li>• Establish conditions for growth.</li> <li>• Achieve fair access to services for all.</li> <li>• Secure vibrant, active, inclusive and sustainable communities.</li> <li>• <b>Recognise unique needs of rural areas.</b></li> </ul>
River Trent Flood Catchment Management Plan (2010)	<p>The CFMP for the Mid Staffs &amp; Lower Tame notes that:</p> <ul style="list-style-type: none"> <li>• Flood risk is generally low across the area.</li> <li>• Efforts are to be taken to reduce the disruption caused by flooding to transport and infrastructure.</li> <li>• Improve the status of environmentally designated areas through appropriately managing the frequency, extent and duration of flooding.</li> <li>• Reduce soil erosion resulting from rapid surface water run-off.</li> <li>• Where appropriate, return watercourses to a more natural state, increasing biodiversity and opening up green river corridors through urban areas.</li> <li>• Sustain and increase BAP habitat in the catchment.</li> <li>• <b>Provide measures to reduce the risk and mitigation to reduce the consequences of flooding. Also return watercourses to a more natural state.</b></li> </ul>
Water Resources Strategy (2005)	<ul style="list-style-type: none"> <li>• Prudent and sustainable use of natural resources.</li> <li>• Efficient use of water while bringing forward proposals for resource development.</li> <li>• Provide robustness to uncertainty and change.</li> <li>• Where uncertainty exists adopt the precautionary principle.</li> <li>• <b>Promote policies and proposals that recognise resource constraints and adopt the precautionary principle where appropriate.</b></li> </ul>
Regional Historic Environment Strategy (2010-2015)	<p>Sets out the following priorities:</p> <ul style="list-style-type: none"> <li>• Support the rich cultural diversity of the region by ensuring that all people and communities can enjoy the historic environment, physically and intellectually, reducing barriers to access.</li> <li>• Foster and increase community engagement with, and enjoyment of, the historic environment of the region, particularly in those areas where take-up of historic environment-related activities appears to be low.</li> <li>• Use the historic environment to address the skills gap in young people and adults including safeguarding, and developing, traditional building skills in the region</li> <li>• Continue to develop an understanding of the historic environment and how it contributes to the sense of place and distinctiveness of the region.</li> <li>• Ensure that historic character is respected and historic buildings, landscapes and archaeological remains are conserved and enhanced when development or change is planned.</li> <li>• Demonstrate how well used and managed historic environment can</li> </ul>

Strategy	Implications for Local Plan
	<p>contribute to sustainable development, carbon reduction and climate change adaptation.</p> <ul style="list-style-type: none"> <li>• Undertake and contribute to studies and surveys of how the historic environment is valued and used and its impact on the region's economy and quality of life.</li> <li>• Influence and contribute to the development of other policies and plans in the region to ensure that the historic environment contributes to the delivery of key aspirations and outcomes.</li> <li>• Align the objectives and marshal the efforts of the historic environment sector in the region, to realise some key goals and initiatives, including making the most of the Cultural Olympiad.</li> <li>• <b>Promote policies that protect and promote the values of the historic environment in maintaining a sense of place and contributing to economic and cultural objectives.</b></li> </ul>

### 3.6 Neighbouring Plans

3.6.1 It is necessary for the sustainability appraisal to consider the potential for any interactions with neighbouring plans and programmes. In this regard, the evolving plans for the neighbouring authorities of Birmingham City, Coventry City, Bromsgrove, North Warwickshire and Warwick have been considered.

3.6.2 To ensure consistency on cross-boundary issues, the Council has a memorandum of understanding (MoU) and holds regular meetings with planners in the neighbouring authorities. Co-ordination meetings are held with:

- **West Midlands Joint Committee:** Comprising the Planning and Transportation Sub-Committee and the Planning Advisors Group.
- **Coventry, Solihull and Warwickshire Area Planning Officers Forum:** Officer and Member forum.
- **Greater Birmingham and Solihull Local Enterprise Partnership:** Planning and Housing sub-group.
- **Specialist Coordination Groups:** Such as Warwickshire Rural Enabler Project for affordable housing in rural areas.

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

#### Birmingham City Council

3.6.4 The status and implications of relevant plans in the neighbouring authority of Birmingham are summarised in Table 3.6, with Figure 3.1 providing an over view of the spatial strategy.

Table 3.6: Birmingham City Plans

Plan	Implications for Solihull Local Plan
<p><b>Birmingham Core Strategy 2026 Consultation Draft</b> Consultation closed March 2011. Publication expected October 2012.</p>	<ul style="list-style-type: none"> <li>• Core employment areas have been identified in areas adjacent to North Solihull at Garretts Green, Bromford and Midpoint Park Minsworth (32.5 ha).</li> <li>• Bus Rapid Transit on route to Bartley Green, Great Barr and Chelmsley Wood (6-11 year programme).</li> <li>• Long stay lorry parking considered in the Bromford, and Garretts Green areas.</li> <li>• A41 designated as a “Smart Route” in which transport improvements are to be delivered with Solihull MBC and Centro.</li> <li>• A45 to be developed as a major gateway to the city centre promoting high quality design with public realm improvements along with “green” infrastructure.</li> <li>• Shard End Sustainable Urban Neighbourhood to reinvigorate the area.</li> <li>• Development of housing at the former Yardley Sewage Works site with improvements to the amenity of the Cole Valley.</li> <li>• <b>Integrate proposals for North Solihull Regeneration Zone to maximise benefit from activities proposed by Birmingham City Council.</b></li> </ul>

Figure 3.1: Birmingham City Core Strategy Spatial Strategy



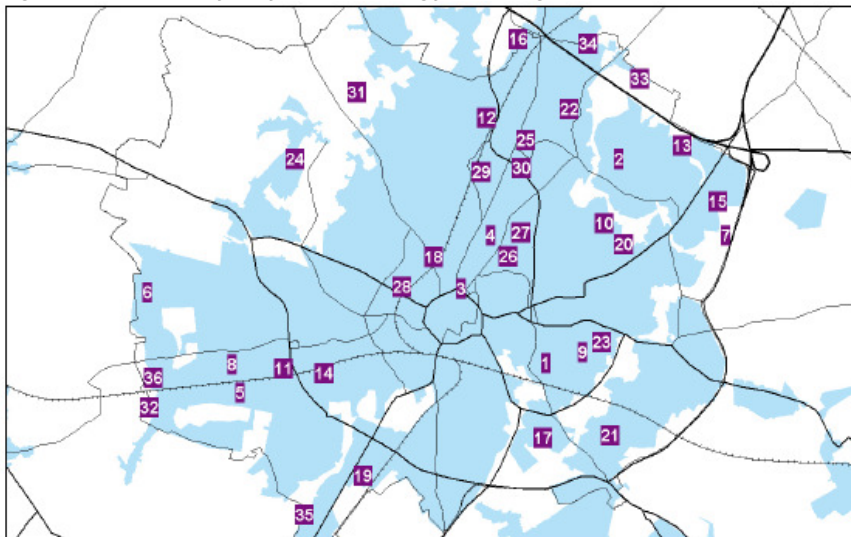
### Coventry City Council

3.6.5 Coventry City is awaiting completion of the final stages of its Core Strategy as the submission draft was issued in March 2009. Table 3.7 presents a summary of key elements of the Core Strategy of relevance to the evolution of the Solihull Core Strategy, while Figure 3.2 details the location of housing allocations.

**Table 3.7: Coventry City Plans**

Plan	Implications for Solihull Local Plan
<p><b>Core Strategy 2006-2026</b> Consultation closed 2011</p>	<ul style="list-style-type: none"> <li>• Stop Green Belt being used for housing estates.</li> <li>• Encourage regeneration.</li> <li>• Support sustainable development.</li> <li>• Bring brown field land back into use.</li> <li>• Support local shopping centres, health provision and other services.</li> <li>• Improve roads and public transport on key routes into the city.</li> <li>• Reduce the city’s carbon footprint.</li> <li>• Use the land required for new land efficiently.</li> <li>• Provide easy access to the jobs already available.</li> <li>• Focus on the city centre as a showcase for the whole city.</li> <li>• Improve the health and well being of Coventry citizens.</li> <li>• <b>Consider implications of proposals on movement patterns and employment land offer beyond the premier sites in the Borough.</b></li> </ul>

**Figure 3.2: Coventry City Core Strategy Housing Allocations**



(Source: Coventry City Council 2009 Submission Core Strategy)

**Bromsgrove District Council**

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

**Table 3.8: Bromsgrove Core Strategy**

Plan	Implications for Solihull Local Plan
<p><b>Draft Core Strategy 2 Main Consultation Document</b> January 2011. Core Strategy</p>	<ul style="list-style-type: none"> <li>• Seeks to attract inward investment to stem outward commuting and outward migration of young people.</li> <li>• Potential for a Green Belt Review.</li> <li>• Two residential development sites located to the north and east respectively of the existing residential area at Wythall (one approximately 6.3 ha in area, the second of approximately 3.1 ha).</li> <li>• Five additional Gypsy and Traveller pitches are under construction at the Wythall site.</li> <li>• <b>Consider implications of development at Wythall upon travel patterns from Dickens Heath and Blythe Valley Park.</b></li> </ul>

**North Warwickshire Council**

3.6.7 Consultation on North Warwickshire Core Strategy and other supporting documents commenced on 20th October and continued through to 12 January 2012. The Borough lies between Birmingham, Solihull, Coventry, Nuneaton and Hinckley, all of which are growth areas. No growth from these areas is expected to take place in the Borough in the plan period.

**Table 3.9: North Warwickshire District Plans**

Plan	Implications for Solihull Local Plan
<p><b>Core Strategy Issues &amp; Options Consultation</b> June 2009. Draft Core Strategy closes for consultation January 2012.</p>	<ul style="list-style-type: none"> <li>• Focus upon health and social inequalities, public transport, high level of out commuting and distribution industries and skills gap. Accessibility to services and facilities is key.</li> <li>• A Gypsy &amp; Traveller Development Plan Document is to be prepared with 26 residential and 5 transit pitches to be provided.</li> <li>• All employment related development, should support and assist improvements to access to services, health, skills training and education opportunities through appropriate contributions or specific service delivery. The aim is to address the skills and education deficit and improve aspiration, opportunity and choice of employment. Delivery will need to provide a more focused match between available local employment and the existing and aspirational local employee skill base in order to meet local economic needs and to address the large scale out-commuting pattern that presently exists in the Borough.</li> <li>• Expansion of Hams Hall (20ha) and Birch Coppice (40ha under construction) Regional Logistics Sites</li> <li>• <b>Consider implications of Hams Hall /Birch Coppice on travel to work patterns in North Solihull.</b></li> </ul>

**Warwick District Council**

3.6.8 The Local Plan for Warwick District Council is an early stage. A call for issues paper published in March 2011 and a strategy statement was published in December 2011 as the basis to prepare the Local Plan. In the absence of a draft Core Strategy there are no issues of relevance to the Solihull Local Plan.

**3.7 Other Plans and Strategies**

**Sustainable Community Strategy**

3.7.1 The Sustainable Community Strategy (2008-18) has been prepared by the Solihull Partnership. The views of local people on priorities have been drawn from partner organisations’ consultations and feedback, and the following issues were strongly identified as most important to address:

- Reducing crime and disorder, and fear of crime;
- Keeping children and young people safe at all times;
- Ensuring people can access quality health, education, jobs and leisure;
- Creating a greener more sustainable Borough;
- Ensuring housing meets local needs;
- Providing facilities and support for young people.

3.7.2 The Partnership has identified a set of short-term priorities (see Table 3.10).

**Table 3.10: Solihull Partnership Short-Term Priorities**

- Life expectancy gap – addressing inequalities between wards.
- Health prevention and promotion - programmes to support the adoption of healthier lifestyles.
- Substance misuse – addressing the issues associated with drugs and alcohol.
- Fear of crime and anti social behaviour – Addressing issues such as why residents feel unsafe and believe they are now more likely to become a victim of crime and anti-social behaviours.
- Reduction in reoffending – Tackle the issues associated with reoffending with 67% of offenders having three or more offences against their name.
- Domestic Abuse – The highest strategic priority of the safer Solihull Group.
- Serious Acquisitive Crime – Figures show burglary to be increasing and nearly five people a days having their vehicle either broken into or stolen.
- Most Serious Violent Crime.
- Road Safety – Including speed of traffic, one of the top three issues in neighbourhood surveys.
- Engaged, involved and inclusive communities – ensure all communities are involved.
- Building the capacity of the voluntary sector – supporting individuals and community organisations to help them better identify and meet the needs of their areas.
- Volunteering – Developing an infrastructure that supports the dwindling volunteer base.
- Increasing participation in sports, arts and leisure.
- The attainment gap – Address issues such as the gaps between highest and lowest achieving pupils.
- Reduce the impact of the link between early disadvantage and poor outcome throughout life.
- Alignment of 14-19 education strategy to future jobs and skills need
- Things to do, places to go – in Solihull the proportion of children and young people saying they participate in positive activities is 64%, below the national average of 65.8%.
- Keeping children safe from harm.
- Best start in life for children – Tackle inequalities before birth and worklessness – Address the special concentrations of unemployment in Solihull particularly North Solihull where over a quarter of the working age population of the working age population are claiming an out of work benefit.
- Economic growth – Delivering prosperity and jobs.
- Transport Accessibility.
- Housing stress – including issues associated with setting up first homes and being threatened with homelessness.
- Climate change.
- Conserve and enhance the natural and built environment.

## Local Transport Plan

- 3.7.3 The Local Transport Plan 2011-2026 was adopted in April 2011 and was accompanied by a Sustainability Appraisal from which evidence and other relevant information has been drawn.
- 3.7.4 The Local Transport Plan sets out to:
- Make best use of the existing transport network;
  - Enhance the quality of public transport;



- Target investment in infrastructure to support regeneration;
- Promote car-sharing and personal transport planning.

## The Birmingham & Solihull Local Enterprise Partnership

3.7.5 The Local Enterprise Partnership (LEP) identified in its September 2010 submission to Government that presented a vision of creating and supporting a globally competitive knowledge economy. Seeking to lead on automotive assembly, low carbon R&D, business and professional services, financial services, clinical trials, creative and digital sectors and environmental technologies and services. It proposed two missions:

- Creating a culture and climate for innovation and enterprise;
- Investing in infrastructure that supports private development and business growth.

3.7.6 The LEP has identified the following strategic priorities<sup>23</sup>:

- Ensuring all areas are able to benefit from High Speed 2;
- Deliver benefits from the Enterprise Zone.

## 3.8 Projects & Proposals

3.8.1 There are several transport proposals affecting the Borough. These include:

- **Birmingham Airport Extension:** Solihull MBC has granted planning permission for the runway extension in 2009. The extension will help generate employment opportunities within the Borough and will act as a catalyst attracting new businesses to the area due to improved international connections. Work has to commence on site by 2016. The S106 Agreement attached to the planning permission requires BHX to produce a Carbon Management Plan.
- **Birmingham City Centre Airport Rapid Transit:** This is a proposed metro route which would connect Birmingham city centre to Birmingham International Airport. Such route will connect with local stations and would also serve the proposed High Speed Rail station.
- **East Birmingham/North Solihull:** This proposed scheme will help enhance public transport accessibility and connectivity for areas such as East Birmingham and North Solihull, which currently have poor levels of public transport accessibility.
- **A45 Transport Corridor Improvement Scheme:** The A45 Coventry Road between its junctions with Damson Parkway and the M42 at junction 6 has an important access and connectivity role linking the motorway network with Birmingham city centre and Solihull. It is also part of the national primary route network linking Birmingham and Coventry and carries over 50,000 vehicles per day including a significant proportion of freight related movements. Existing junctions at Damson Parkway and M42 Junction 6 operate at close to capacity and can at times impact on the flow of traffic on the A45
- **ANITA:** BHX and NEC have committed to providing contributions to enhance 3 local bus services serving BA/NEC over a three-year period also providing links to East Birmingham North Solihull Regeneration Strategy. Centred on providing a flexible system for bus priority, enhancing bus stop provision, maintaining capacity, providing scope to manage traffic during periods of high demand and improving pedestrian and cycling facilities<sup>24</sup>. The improvements will increase accessibility to residential and employment areas for all who can use bus services and provide benefit to residents in the regeneration zone seeking employment in areas around the NEC and the Airport. The scheme will also target improvements to walking and cycling in the area, thus improving accessibility of those who rely on these modes of transport
- **HS2** creates an opportunity for BHX's future development. There is a need for a land-use plan (Area Action Plan), which should also address surface access issues. The proposed scheme is forecast to generate approximately a £1.5bn increase in economic output and will create approximately 22,000 jobs in the Metropolitan Area.

<sup>23</sup> <http://www.solihull.gov.uk/akssolihull/images/att30603.pdf>

<sup>24</sup> SMBC, 2009: Report to Cabinet Member for Transport 10 September 2009, Anita (Airport and NEC Integrated Transport Access) Update on Bickenhill Lane, <http://www.solihull.gov.uk/akssolihull/images/att20988.pdf>

## 3.9 Wider Issues and Challenges

3.9.1 There are also various general challenges in the Borough that need to be considered when deciding how the Core Strategy is developed.

- **Current economic climate** – Commentators on the current economic climate are wary that there is the possibility that the economy could get worse again (double-dip recession) which could lead to further job losses and would put further pressure on employment opportunities.
- **Localism & Partnering** - The implications of the Government’s proposals under “Right to Build” could lead to development taking place in places not anticipated under Borough Development Plan.
- **A Strategy for Sustainable Growth in Solihull:** This strategy is intended to provide a unified approach to delivering sustainable growth over the next 20 – 30 years; setting out the longer term vision and ambition for the Borough, and reflecting the priorities, challenges and opportunities to which Solihull will respond, specifically:-
  - The place-making agenda, through a restatement of “Urbs in Rure” – Solihull as the West Midlands “destination of choice” where people aspire to live, learn, work and play;
  - The significant potential for sustainable economic growth, with the scope for up to 75,000 additional jobs to be created and £3.9bn to be added to the West Midlands economy by realising the potential of the “M42 Economic Gateway”.
  - Recognising the key role of centres and corridors in Solihull in delivering sustainable growth, and the need for an integrated approach to their ongoing development: Solihull Town Centre, Shirley, Chelmsley Wood, the A45, A41 and A34.
  - Maintaining a focus on and impetus for the North Solihull Regeneration programme by setting a wider framework for the growth agenda.
  - Ensuring that both environmental quality and economic needs are met will be a fundamental principle of the strategy, continuing to recognise and respect the economic and social importance (as well as environmental value) of Solihull’s environment and quality of life.
  - Meeting current and future housing needs, including addressing the challenges of an ageing population and increasing housing needs amongst young people whilst responding to the current Government ambition for increased house building. Provision of more affordable housing, also recognising the role of housing and construction in economic growth. The emphasis is on removing obstacles to growth (such as encouraging the release of public sector land) and encouraging development (through, for example, the new FirstBuy scheme to assist people to part-buy a home).
  - The “people” agenda – improving outcomes and opportunities; tackling inequalities and eroding the differentials faster. There are over 14,000 workless people in Solihull (people of working age receiving workless benefits) for example, and youth unemployment (18-24) is above regional and national averages.
  - Transport plays a key role in the growth agenda. Airport growth and proposals for High Speed 2 confirm the strategic importance of transport in Solihull. Access to jobs at the key employment sites is vital to their long term success. Road, rail, metro, bus, cycling and walking can all contribute towards safe, reliable and sustainable movement of people and goods. Tackling congestion and CO<sub>2</sub> emissions remain a requirement.
  - Green Deal and the Green Economy – offering opportunities for economic growth and job creation as well as delivering on the low carbon, energy efficient and affordable warmth agenda.

3.9.2 The Council has proposals to establish an “Enterprise Belt” from South Staffordshire to North Worcestershire to include the M42 Economic Gateway. This could provide a planning framework to identify how managed growth could be achieved in the area, and develop a ‘road map’ for growth – identifying the specific barriers that need to be addressed, the schemes and initiatives and the range of projects to underpin new economic growth.



- 3.9.3 A report on sustainability issues across the West Midlands<sup>25</sup> identified the following challenges:
- **The Productivity Gap** - £15 billion per annum compared to UK average due to poor productivity & long-term unemployment.
  - **The Carbon Gap** – additional local measures needed to meet national targets - focus on transport, waste, decentralised energy and energy efficiency.
  - **Quality of Life Gap** – health inequalities – gap of 10 years of life expectancy between different places in region.
  - **Marketing Gap** – poor promotion within and outside region of good sustainability practice – but changing.
  - **Leadership Gap** – varied understanding on sustainability as overall framework for action, business often ahead of public sector, and sub-regional governance is ‘unfinished & uncertain’.
- 3.9.4 The sustainability report also noted that the West Midlands is not performing as well as the rest of the country with a £10-15 billion ‘productivity gap’. The nature of the problem has been identified as 80% structural – either lower concentration of high productivity sectors, or under performance of existing sectors, and 20% arising from the need to help the long term unemployed access work.

### 3.10 Solihull Draft Local Plan

- 3.10.1 The Emerging Core Strategy was published in September 2010 and set out the key elements of plans for developing Solihull and a vision for the future of the Borough. The Draft Local Plan, published in January 2012, adopts a set of challenges with supporting objectives that have changed slightly from those set out in the Emerging Core Strategy. These are presented in Table 3.11 below.

**Table 3.11: Draft Local Plan Challenges**

- Challenge A: Reducing Inequalities in the Borough;
- Challenge B: Addressing Affordable Housing Needs across the Borough;
- Challenge C: Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull;
- Challenge D: Securing Sustainable Economic Growth;
- Challenge E: Protecting Key Gaps Between Urban Areas and Settlements;
- Challenge F: Climate Change;
- Challenge G: Concentrations of Poor Housing Mix and the Shortage of Gypsy and Traveller Sites
- Challenge H: Increasing Accessibility and Encouraging Sustainable Transport
- Challenge I: Providing Sufficient Waste Management Facilities and Providing for Sand and Gravel Aggregates
- Challenge J: Improving Health and Well-being
- Challenge K: Protecting and Enhancing our Natural Assets
- Challenge L: Water Quality and Flood Risk

- 3.10.2 Box 3.12 provides a brief summary of the evolution of the Local Plan.

**Table 3.12: Evolution of the Local Plan**

- **April 2008** Stakeholder Conference – stakeholders participating in workshops to elicit and highlight issues for the Core Strategy and potential ways forward.
- **May 2008** - Members Advisory Group (MAG) was updated on the progress in developing the LDF, particularly in terms of how key issues had been identified through consultation and evidence base studies.
- **June 2008** Options Generation Questionnaire– questionnaire to all stakeholders to help the development of options for the overall strategy and collect views on where development should be located.
- **December 2008** LDF Core Strategy Issues and Options. Consultation: “Challenges and Choices”– identified key issues that the Core Strategy will need to address. Sets out draft vision for what we want Solihull to be like by 2026 and objectives to help us get there. Also identifies three possible

<sup>25</sup> Sustainability West Midlands: 2010: Sustainability Challenges in the West Midlands  
[http://www.sustainabilitywestmidlands.org.uk//media/resources/Sustainability\\_Challenges\\_in\\_the\\_West\\_Midlands.pdf](http://www.sustainabilitywestmidlands.org.uk//media/resources/Sustainability_Challenges_in_the_West_Midlands.pdf)

- options for how Borough might grow and develop by 2026.
- **April 2009** – Production of ‘Challenges and Choices’ - a summary of all responses received during the consultation period.
  - **May/June 2009** - The RSS Examination in Public (EiP).
  - **September 2009** extracts from the RSS Phase 2 Revision Panel Report.
  - **November 2009** - The Strategic Housing Land Availability Assessment (SHLAA) Interim Report was published.
  - **July 2010** - Revocation of Regional Spatial Strategies (RSS).
  - **September 2010** – Emerging Core Strategy Consultation.
  - **March 2011** – Emerging Core Strategy Consultation Council’s Response to the Emerging Core Strategy Consultation and Recommendations for the Core Strategy.
  - **July 2011** – Stakeholder conference.
  - **January 2012** – Publication of Local Plan

### 3.11 Uncertainties and Data Limitations

3.11.1 Key uncertainties in the context for the Solihull Local Plan are:

- Available resources and strategy to be taken by the new Council;
- Government progress on the modernising of planning, the Localism Bill and Neighbourhood Planning;
- Implications of neighbouring authority plans, particularly with regard to water quality and flood risk issues;
- National policy changes and targets for climate change, waste recycling and the natural environment;
- Content and scope of the National Planning Policy Framework.

### 3.12 Sustainability Objectives

3.12.1 Based upon the evidence presented above and drawing upon Planning Policy Statements, the sustainability agenda has been summarised in Tables 3.13 to 3.17 below.

**Table 3.13: Sustainable Economic Development**

Sustainable Economic Development: Local Plan Implications
<b>Employment</b>
<ul style="list-style-type: none"> <li>• Promote a modern, low carbon economy for the 21st century.</li> <li>• Support the success of key regional economic assets and Solihull town centre.</li> <li>• Deliver prosperity and jobs especially to North Solihull.</li> </ul>
<b>Employment Land Needs</b>
<ul style="list-style-type: none"> <li>• Maintain a 5 year supply.</li> <li>• Ensure the location of new development makes efficient use of existing infrastructure.</li> <li>• Support development on brownfield sites.</li> <li>• New economic growth and development of main town centre uses to be focused in existing centres.</li> </ul>
<b>Housing</b>
<ul style="list-style-type: none"> <li>• Ensure high quality housing for those who cannot afford market housing in particular those who are vulnerable or in need across the Borough.</li> <li>• Improve housing stock within the North Solihull Regeneration Zone</li> <li>• Deliver a mix of high quality well-designed housing particularly in terms of tenure and price.</li> </ul> <p>Housing stress – including issues associated with setting up first homes and being threatened with homelessness.</p> <ul style="list-style-type: none"> <li>• Improve affordability across the housing market, including by increasing housing supply.</li> <li>• To widen opportunities for home ownership particularly affordable housing problems in the Urban West.</li> </ul>
<ul style="list-style-type: none"> <li>• Deliver extra care housing.</li> <li>• Meet housing needs while protecting Solihull’s character.</li> <li>• Support development on brownfield sites.</li> <li>• Create sustainable, inclusive, mixed communities in all areas.</li> <li>• Deliver housing development in locations offering a good range of community facilities with good</li> </ul>

Sustainable Economic Development: Local Plan Implications
<p>access to jobs, key services and infrastructure.</p> <ul style="list-style-type: none"> <li>• Deliver patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking.</li> <li>• Manage land supply to make efficient and effective use of land.</li> <li>• Promote mixed use development.</li> </ul>
Community Deprivation
<ul style="list-style-type: none"> <li>• Address high levels of deprivation across the Borough, particularly in Chelmsley Wood, Kingshurst, Fordbridge and Smiths Wood.</li> <li>• Address the skill base of the local workforce and school leavers.</li> <li>• Tackle the high levels of young people not in education, employment or training.</li> <li>• Delivery of services for vulnerable adults and older people.</li> <li>• Address unemployment, particularly amongst young people.</li> <li>• Raise the quality of life and the environment in rural areas.</li> </ul> <p>Reduce the impact of the link between early disadvantage and poor outcome throughout life.</p> <ul style="list-style-type: none"> <li>• Deliver engaged, involved and inclusive communities.</li> </ul>

**Table 3.14: Resource Management & Material Assets**

Resource Management & Material Assets: :Local Plan Implications
Waste
<ul style="list-style-type: none"> <li>• Promote waste reduction measures.</li> <li>• Promotion of recycling and reduction in waste disposal.</li> <li>• Driving waste management up the waste hierarchy.</li> <li>• Communities to take more responsibility for their own waste.</li> <li>• Enable waste to be disposed of in one of the nearest appropriate installations.</li> <li>• Ensure the design and layout of new development supports sustainable waste management.</li> <li>• Provide at least 10 years capacity for waste management.</li> <li>• Identify type(s) of waste management facility appropriate to an area.</li> </ul>
Energy
<ul style="list-style-type: none"> <li>• Promote clean low carbon vehicle technology.</li> <li>• Promote and plan for district heating systems.</li> <li>• Facilitate local renewable energy sources.</li> <li>• Development to achieve highest viable energy efficiency.</li> <li>• Encourage community led initiatives on reducing energy consumption.</li> <li>• New development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy.</li> <li>• A target percentage of the energy used in new development that is to come from decentralised and renewable low-carbon energy sources where it is viable is to be set.</li> <li>• Set out how development is to contribute to a decentralised energy supply system.</li> </ul>
Soils
<ul style="list-style-type: none"> <li>• Recognise importance of efficiency of land use and need to conserve soil resources.</li> <li>• Seek to reclaim derelict and contaminated land.</li> <li>• Protect farmland and soils.</li> <li>• Provision of land for local food production.</li> <li>• Support development on brownfield sites.</li> <li>• Promote efficient use of land through higher density, mixed use development.</li> </ul>
Mineral Resources
<ul style="list-style-type: none"> <li>• Promote efficient use of resources.</li> <li>• Minimise use of primary aggregates by use of secondary and recycled materials.</li> <li>• Maintain sand and gravel extraction.</li> </ul>
Water Supply & Waste Water Treatment
<ul style="list-style-type: none"> <li>• Consider the capacity of existing and potential infrastructure needs including for water supply and waste water treatment when selecting development sites in ways consistent with reducing emissions and adapting to local climate change.</li> <li>• Incorporate sustainable water management into spatial plans.</li> </ul>
Transport Infrastructure
<ul style="list-style-type: none"> <li>• Peak hour congestion problems to be addressed in the Urban West.</li> <li>• Promote clean low carbon vehicle technology.</li> <li>• Promote mixed-use development policies to reduce the need to travel.</li> <li>• Encourage the use of more sustainable modes of transport.</li> </ul>

<b>Resource Management &amp; Material Assets: Local Plan Implications</b>
<ul style="list-style-type: none"> <li>• Improve safety for all road users.</li> </ul>
<b>Hospitals, Schools, Community Centres etc</b>
<ul style="list-style-type: none"> <li>• Consider the capacity of schools and hospitals to service sites when selecting development sites in ways consistent with reducing emissions and adapting to local climate change.</li> <li>• Focus developments to attract a large number of people in existing centres.</li> <li>• Address gaps in the provision of play areas and sports facilities for the young and some poor quality open spaces within the North Solihull Regeneration Zone.</li> <li>• Provide infrastructure to aid volunteering and participation in sport, arts and leisure.</li> </ul>

**Table 3.15: Community & Public Amenity**

<b>Community &amp; Public Amenities: Local Plan Implications</b>
<b>Demography &amp; Equalities</b>
<ul style="list-style-type: none"> <li>• Close the inequality gap between the best and worst wards particularly the North Solihull Regeneration zone and the rest of the Borough.</li> <li>• Current and future demographic trends and profiles should influence housing plans.</li> <li>• Accommodation needs of specific groups, in particular, families with children, older and disabled people.</li> <li>• Impact of development on the social fabric is to be taken to account</li> <li>• Policies should seek to reduce social inequalities.</li> </ul>
<b>Accessibility</b>
<ul style="list-style-type: none"> <li>• Promotion of sustainable travel patterns in new urban developments</li> <li>• Support and underpin public/community transport provision, especially within rural areas.</li> <li>• Provide equality of access to the transport system, information and &amp; communication technologies.</li> <li>• Improve accessibility to employment areas, education, health, social, leisure facilities and local fresh food outlets.</li> <li>• Address mobility options for those with special needs, including the elderly, disabled etc.</li> <li>• Address service delivery needs of Urban West arising from ageing population.</li> </ul>
<b>Allotments, Parks &amp; Open Space</b>
<ul style="list-style-type: none"> <li>• Provide or enable good access to, community and green and open amenity and recreational space.</li> <li>• Contributions from existing and new opportunities for open space and green infrastructure to urban cooling, sustainable drainage systems, conserving and enhancing biodiversity is to be taken into account.</li> <li>• Protection of opens space unless clearly surplus to requirements.</li> <li>• Openspace, sports and recreation facilities of high quality of particular value to a local community should be recognised and given protection.</li> <li>• Avoid any erosion of recreational function and maintain or enhance the character of open spaces such as from increased overlooking, traffic flow or other encroachment.</li> <li>• Promote compatibility of uses made of open spaces etc with adjoining land uses, better design to reduce crime and accessibility of existing open spaces etc, taking account of the mobility needs in the local population.</li> </ul>
<b>Local Retail Facilities</b>
<ul style="list-style-type: none"> <li>• None.</li> </ul>
<b>Travellers &amp; Gypsies</b>
<ul style="list-style-type: none"> <li>• The needs of gypsies and travellers to be provided for.</li> <li>• Potential site near Hockley Health promoted.</li> </ul>

**Table 3.16: Public Health & Safety**

Public Health & Safety: Local Plan Implications
<b>Public Health</b>
<ul style="list-style-type: none"> <li>• Address deprivation.</li> <li>• Contribute to lowering of circulatory and heart disease by supporting non-motorised modes of travel as well as by protection and enhanced access to green and open spaces, to recreational opportunities and land for local food production.</li> <li>• Take account of environmental and social determinants of health in decision making.</li> <li>• Reduce health inequalities particularly the life expectancy gap, childhood obesity rates and respond to the ageing population.</li> <li>• Facilitate healthier choices by the community by ensuring policies maximise health benefits.</li> <li>• Deliver a Rights of Way network accessible to all especially in accessing key facilities and services.</li> <li>• Address mobility options for those with special needs, including the elderly, disabled etc.</li> </ul>
<b>Air Quality</b>
<ul style="list-style-type: none"> <li>• Improve air quality by reducing the need to travel.</li> </ul>
<b>Greenhouse Gases</b>
<ul style="list-style-type: none"> <li>• Reduce the borough's greenhouse gas emissions.</li> <li>• Promote decentralised energy and heating networks.</li> <li>• Reduce energy consumption.</li> <li>• Enable use of renewable energy.</li> <li>• Promote low carbon vehicles.</li> <li>• Promote accessible and affordable sustainable transport.</li> <li>• Reduce need to travel.</li> <li>• Explore other ways of delivering services.</li> <li>• Enable communities to adopt higher environmental standards.</li> <li>• Development in terms of its spatial distribution, location and design should be planned to limit carbon dioxide emissions.</li> </ul>
<b>Adaptation to Climate Change</b>
<ul style="list-style-type: none"> <li>• Enhance resilience of urban infrastructure to flooding and also to the effects of urban heating.</li> <li>• New development minimise future vulnerability to climate change.</li> <li>• Improve resilience of elderly people to higher temperatures.</li> <li>• Enable communities to adopt higher environmental standards.</li> <li>• Encourage competitiveness and technological innovation in mitigating and adapting to climate change.</li> </ul>
<b>Flooding</b>
<ul style="list-style-type: none"> <li>• Encourage use of sustainable urban drainage.</li> <li>• Minimise risk and impact of flooding, taking a precautionary approach to development exposed to flood risk and stability issues.</li> <li>• Address implications of Internal Drainage Board designation on ability to alter, replace or remove structures without consent.</li> <li>• Identify opportunities for improvement and restoration work to maximise contributions to meeting WFD objectives, such as in flood risk, land management and transport.</li> <li>• Ensure all development in flood risk areas is appropriately flood resilient and resistant.</li> </ul>
<b>Noise</b>
<ul style="list-style-type: none"> <li>• Minimise levels of traffic noise.</li> <li>• Avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise.</li> <li>• Protection of quiet places and quiet times.</li> </ul>
<b>Crime &amp; Safety</b>
<ul style="list-style-type: none"> <li>• Improve security and minimise crime and fear of crime especially in North Solihull Regeneration Zone.</li> <li>• Address anti social behaviour by designing out crime.</li> <li>• Implement safety measures, improve personal security and reduce fear of crime.</li> </ul>

**Table 3.17: Environmental Sustainability**

<b>Environmental Sustainability: Local Plan Implications</b>
<b>Geological Sites</b>
<ul style="list-style-type: none"> <li>• Protect and enhance geodiversity.</li> </ul>
<b>Biodiversity</b>
<ul style="list-style-type: none"> <li>• Seek to avoid direct or indirect damage to sites and species that are either internationally or nationally protected.</li> <li>• Protect wildlife and employ ecosystems approach in decision making</li> <li>• Support conservation and enhancement of biodiversity particularly habitats and species affected by climate change.</li> <li>• Undertake Habitats Regulation Screening of future Local Development Documents.</li> <li>• Contribute to achievement of local and national Biodiversity Action Plans.</li> <li>• Minimise fragmentation of wildlife corridors.</li> <li>• Identify any areas of sites for the restoration or creation of new priority habitats.</li> <li>• Restore culverted watercourses to their natural state where possible.</li> </ul>
<b>Landscape</b>
<ul style="list-style-type: none"> <li>• Protect and enhance existing landscape.</li> <li>• Protect key gaps between urban areas and settlements specifically retaining effective green belt.</li> <li>• Promote access and protection of the countryside.</li> <li>• Give consideration to the protection and enhancement of landscapes.</li> <li>• Protection of landscape should not preclude the supply of renewable energy other than in the most exceptional circumstances.</li> </ul>
<b>Green Infrastructure</b>
<ul style="list-style-type: none"> <li>• Protect and enhance access to green and open spaces.</li> </ul>
<b>Water Quality</b>
<ul style="list-style-type: none"> <li>• Improve ground and surface water quality.</li> <li>• Improve the biodiversity and chemical quality of rivers.</li> </ul>
<b>Historic Environment</b>
<ul style="list-style-type: none"> <li>• Protect and enhance heritage assets and their setting regardless of designation.</li> <li>• Protect archaeological remains and listed buildings, and their setting.</li> <li>• Improve access to buildings and landscapes of historic/cultural value.</li> <li>• Avoid damage to the character of Conservation Areas.</li> <li>• Take account of the wider social, cultural, economic and environmental benefits of heritage conservation.</li> <li>• Understand value of historic environment and how that value can be sustained.</li> <li>• Avoid damage to internationally or nationally designated sites, monuments and their settings.</li> <li>• Historic, archaeological and architectural heritage of centres to be conserved and where appropriate, enhanced to provide a sense of place and focus for the community and for civic activity.</li> </ul>
<b>Townscape</b>
<ul style="list-style-type: none"> <li>• Reduce intrusion by lighting and seek to reduce signage and street furniture where appropriate and not detrimental to safety.</li> <li>• Maintaining the attractiveness of the mature suburbs in the urban west although parts are in need of enhancement.</li> <li>• Promote development that protects, creates or enhances a distinctive character that relates well to surroundings and supports a sense of local pride and civic amenity.</li> <li>• Minimise dust, odours, litter.</li> </ul>

### 3.13 Emerging Sustainability Targets

3.13.1 The following targets arise from the exploration of international, national and local plans, programmes and policies that are to be delivered towards the end of the draft Local Plan:

- Halve conventional fuelled cars by 2030;
- Deliver 15% of energy from renewable sources by 2020;
- Halt biodiversity loss by 2020;
- Recycle 50% of domestic waste by 2020;
- Reduce biodegradable municipal waste to 35% of 1995 levels by 2020;

- Reduce greenhouse gas emission by 50% of 1990 levels by 2023-2027;
- Reverse rising obesity levels by 2020, particularly in childhood;
- Reduce the number of adults doing less than 30 minutes of physical activity, sport and active recreation per week;
- Contribute to exceeding the target for a 1% year on year increase in physical activity levels in the population.



## 4. SUSTAINABILITY CONTEXT FOR THE LOCAL PLAN

### 4.1 Introduction

4.1.1 Given the passage of 3 years since publication of the Scoping Report, this chapter provides a synthesis of the baseline situation and trends across the sustainability themes relevant to the Borough. These themes have been grouped as follows:

- Sustainable consumption and production;
- Climate change and energy;
- Natural resource protection and environmental enhancement;
- Sustainable communities.

4.1.2 Appendix D provides the ward profiles for 2009/10 that have been reviewed and their findings used to inform the appraisal of the site allocations in chapter 7.

4.1.3 For each of the themes the following characteristics are described:

- Existing baseline;
- Trends and future baseline;
- Data limitations;
- Challenges and opportunities;
- Scoping;
- Objectives and indicators.

4.1.4 Comments on the Scoping Report have been incorporated into the appraisal to the extent that readily available information permits. Specifically, historic assets, sustainable urban drainage (SuDS) and the Arden Landscape Guidelines have been considered.

### 4.2 Sustainable Consumption and Production

4.2.1 This section considers the economic development theme addressing the following aspects:

- Employment;
- Employment premises & land;
- Population;
- Accessibility;
- Material assets.

4.2.2 Population and accessibility have been included in this section as they underpin the need for employment opportunities, consumption of resources and the ability to access employment either directly or following access to education and training.

4.2.3 Appendix B provides a review of policies and plans for this chapter.

#### Employment

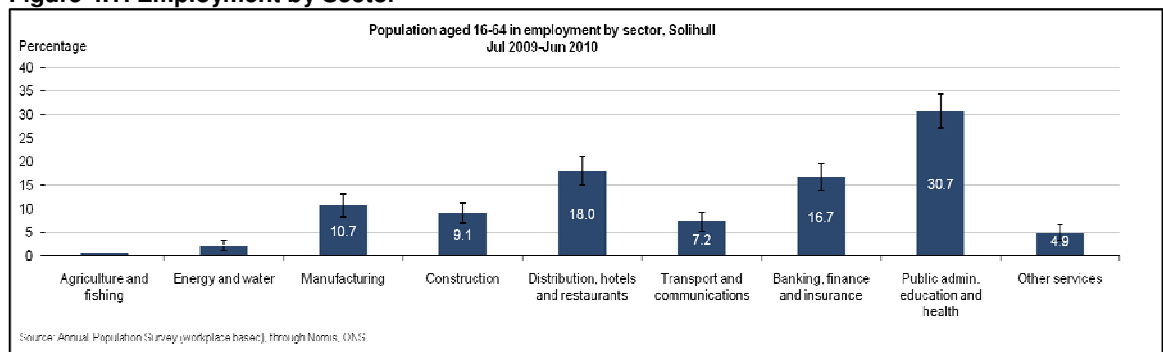
##### Baseline Conditions

4.2.4 Solihull is a broadly affluent Borough in both the regional and national context, with generally above-average levels of school performance and low crime rates compared with the West Midlands key

characteristics. Levels and extent of deprivation are limited with only 20 of the Borough's 133 Lower Super Output Areas (LSOAs)<sup>26</sup> in the most 20% deprived areas in the country.

- 4.2.5 The Borough is challenged by a prosperity gap, with performance indicators in the regeneration zone to the north of Birmingham International Airport significantly lagging the rest of the Borough. Geographically, Solihull can be split into the northern area (including the regeneration zone), the urban west (including Solihull town centre), the rural east and the semi-rural south.
- 4.2.6 In 2010, Solihull had 8,135<sup>27</sup> enterprises employing 76,200 with another 9,900 self-employed in 2010<sup>28</sup>. The Gross Value Added (GVA) in 2008 was £4,744 representing 5.1% of the West Midlands GVA. The rate of improvement between 1996 and 2008 has been at 5.9% per year. When the GVA is represented per head at £23,215 in 2008, it is greater than that for the West Midlands (£17,335)<sup>29</sup>.
- 4.2.7 The largest GVA by industry group in 2008 was the Business Services and Finance group (36%) of the total GVA, with Distribution, Transport and Communication accounting for 21.9%. Construction has been the most rapid growing sector between 1996 and 2008<sup>30</sup> (see Figure 4.1).

**Figure 4.1: Employment by Sector<sup>31</sup>**



- 4.2.8 Most of the employers are small and medium sized businesses generally being in the 0-4 employment size band<sup>32</sup>. Although this sector had the greatest number of closures in 2009 within the West Midlands, the Borough had one of the smallest number of business closures across the region.
- 4.2.9 The proportion of new enterprises formed in 2009 was greater than the average in the West Midlands region and England<sup>33</sup>. In 2008 a rate of 50.6 start-ups per 10,000 adult residents was offset by a closure rate of 52.7 per 10,000. Both figures are better than for the region. The largest proportion of enterprises is in the professional, scientific and technical sector (16.7%).
- 4.2.10 The workforce is mainly employed in services with the public administration, education and health sectors at risk from the reductions in funding. There are 350 public sector organisations with a base in Solihull, employing around 28,000 (of which Birmingham Heartlands and Solihull NHS Trust and Solihull Council employ a large proportion), accounting for approximately a quarter of local employment and 18% of local economic output.
- 4.2.11 Private sector knowledge-intensive services account for 38.2% of employment in Solihull compared to England and West Midlands averages of 31.4% and 29%. Only Stratford-upon-Avon (39.2%) and Warwick (40.9%) Districts in the West Midlands exceed Solihull's rate<sup>34</sup>.
- 4.2.12 There is relatively low unemployment in the Borough compared to the regional and national average. Although unemployment in parts of north Solihull is typically far higher at 6%, which is almost double the Borough average, with male unemployment even higher.

<sup>26</sup> There are 32,482 Lower Super Output Areas in England and 133 in Solihull.  
<sup>27</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise  
<sup>28</sup> Nomis Labour market statistics, 2011: Labour Market Profile: Solihull  
<sup>29</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Economic Context  
<sup>30</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise  
<sup>31</sup> Office for National Statistics, 2011: Local Profiles- Enterprise Updated April 2011  
<sup>32</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise  
<sup>33</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise  
<sup>34</sup> Solihull MBC, 2011: A Local Assessment for Solihull

- 4.2.13 Only 5% of the Borough's jobs are in north Solihull, although over 20% of the population live there. Levels of self-employment and new business starts are much lower in north Solihull than in the rest of the Borough, where self-employment is above regional and national average rates<sup>35</sup>.

### Trends & Future Baseline

- 4.2.14 Growth in businesses over the period 2005/6 to 2009/10 indicates that 35% of new businesses came from relocation, 30% by expansion and 13% by foreign direct investments<sup>36</sup>. Most growth came from business, professional and financial services ICT, construction; manufacturing and engineering; and wholesale and retail.
- 4.2.15 In terms of Foreign Direct Investment (FDI), globalised investment markets have made an important contribution to the development of Solihull's economy. In July 2008 there were reported to be over 150 overseas owned companies in Solihull, representing 6% of the regional total<sup>37</sup>.
- 4.2.16 The Borough accounted for 7.7% of Foreign Direct Investments (FDIs) into the West Midlands between 2004/05 and 2009/10, and 11.6% of associated employment. Between 2005/06 and 2009/10, FDIs accounted for 13% of new investments into Solihull recorded by the Council. Company expansions or relocations into the Borough accounted for nearly two thirds of recorded new investments. New business starts accounted for 8% of recorded new investments<sup>38</sup>.
- 4.2.17 Commercial property enquiries to the Council in 2009/10 were less than half the number in 2006/07 (-55%) with a smaller proportion of enquiries in 2009/10 concerning new start-up businesses (-9%) or business expansions (-6%) compared to the preceding four years. The largest proportional decrease in enquiry levels concerned the industrial/warehouse sector (-51%) followed by office (-41%) and retail (-34%)<sup>39</sup>.

### Data Limitations

- 4.2.18 No limitations are evident beyond the difficulties of forecasting future baseline conditions.

### Challenges and Opportunities

- 4.2.19 The challenges faced by the Borough are to offset the anticipated reduction in public sector employment with growth in other sectors while also addressing the disparities in unemployment across the Borough. Online retail is expected to provide an increasing threat to the town centre retail offer.
- 4.2.20 Opportunities to increase employment include:
- **Construction:** Low carbon renovation of housing stock;
  - **Transport, Storage and Logistics:** Sustainable logistics and use of rail freight, development of alternative fuels and infrastructure;
  - **Environmental goods and services:** Increased non-metal waste recycling; provision of advice, development of low carbon community energy companies/schemes;
  - **Manufacture of food and beverages:** Use of food waste to generate energy<sup>40</sup>;
  - **ITC:** Existing strong representation particularly in software consultancy and design provides a good base;
  - **Higher value, personal services, technology and ethical goods and services:** Reflects relatively affluent local population;
  - **Elderly population:** Changing demand from older residents likely to see need for care services and more local services;
  - **Export and import businesses:** Focusing upon business and financial services, motor vehicles and wholesale where potential exists.

<sup>35</sup> The Solihull Partnership, 2011: One Borough: An Equal Chance for All – Sustainability Community Strategy for Solihull

<sup>36</sup> Solihull MBC, 2011: A Local Assessment

<sup>37</sup> West Midlands Regional Observatory, Regional Integrated Economic Assessment, July 2008 (data source: Experian)

<sup>38</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>39</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>40</sup> Atkins, 2010: Opportunities in the Low Carbon Economy

## Scoping

- 4.2.21 Contributing towards regeneration and economic development in a way that adds to the prosperity of all in the Borough has been **scoped in** to the appraisal.

## Objectives and Indicators

- 4.2.22 The objective proposed is:

- To contribute to regeneration and economic development initiatives spatially targeted towards on specific community groups;
- To reduce the number of people with difficulties in accessing employment, education and training opportunities.

- 4.2.23 The indicators selected include:

- Number of small business units being established per year with good public transport links to areas of deprivation;
- Workforce engaged in new technology, low carbon and care services;
- Percentage of jobs located in North Solihull.

## Employment Premises & Land

### Baseline Conditions

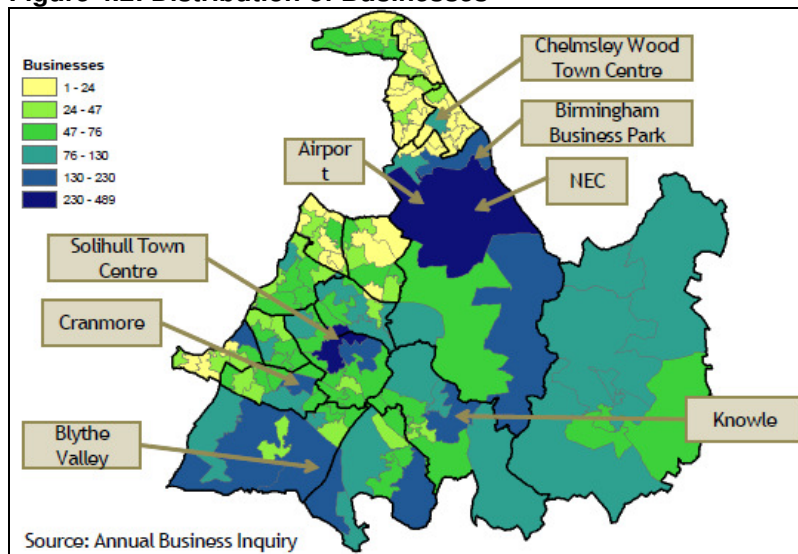
- 4.2.24 The main concentrations of business and employment in Solihull are in Bickenhill and Marston Green (the location of the Airport, NEC, Birmingham Business Park and other smaller business parks) and Solihull Town Centre. Other significant concentrations of business activity are in the urban south along the Stratford Road, including Cranmore Estate, and in Blythe Valley (the location of Blythe Valley Business Park). The Jaguar Land Rover site in Elmdon also represents a concentration of employment (see Figure 4.2).
- 4.2.25 Two Regional Investment Sites (RIS) are situated in the Borough: Birmingham Business Park in the north and Blythe Valley Park in the south, both with close links to the motorway. Consistent progress has been made in the development of RIS land. At April 2010 about 57 ha (more than 200,000 sqm of buildings floorspace) of RIS land was developed. This equates to an average annual development rate of about 2 ha at each RIS<sup>41</sup>.
- 4.2.26 In 2008 the proportion of commercial and industrial floorspace assigned to retail was 44.1%, offices 33.6% and warehousing 10%<sup>42</sup>. Typically the rental value achieved in 2008 was above both the West Midlands figures and those for England in all classes apart from factories where the Borough only exceeded the West Midlands figure.
- 4.2.27 Solihull's factory and warehouse stock peaked in 2004 and has since declined to approximately 2001 levels, reflecting the contraction in manufacturing that has occurred across the West Midlands. Solihull's stock (994,000sqm)<sup>43</sup>.

<sup>41</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009 - March 2010.

<sup>42</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Enterprise

<sup>43</sup> Solihull MBC, 2011: A Local Assessment for Solihull.

Figure 4.2: Distribution of Businesses<sup>44</sup>



- 4.2.28 The Town Centre has some significant weaknesses<sup>45</sup> including a limited diversity of uses; a decline in the environment and retailer representation in parts of the town centre (e.g. Mell Square); peak time congestion; limited public transport access; a limited evening economy; limited independent and convenience retail; and an absence of development sites.
- 4.2.29 There are some locations, including key business locations, in Solihull which are not experiencing the 2MB level of connectivity (e.g. Cranmore Industrial Estate, parts of North Solihull and rural areas of the Borough beyond the M42 boundary). This represents a significant potential constraint to businesses in these locations being able to maximise their productivity.
- 4.2.30 Solihull Borough has a strong office market, which is primarily made up of floorspace within Solihull town centre and the Borough's Premium Employment Sites (now RIS) and other out of centre business parks located along the M42 motorway corridor.
- 4.2.31 In 2009, there was evidence of demand for grade A office floor space, however the retail and leisure study concluded that there will be sufficient provision of Regional Investment Sites land to accommodate the likely need for high quality B1 floorspace in these locations within the Borough during the plan period<sup>46</sup>.
- 4.2.32 Shirley is the second largest shopping centre in the Borough and is one of a number of centres situated along the A34 Stratford Road. The centre has faced increased competition from nearby out of centre retail development along the Stratford Road corridor, as well as from the increased offer at Solihull town centre. Shirley town centre lacks a substantial retail core, with several food stores acting as anchors for mini clusters although it is well served in terms of variety for convenience shopping.
- 4.2.33 Apart from the need for new retail attractions, the DTZ 2009 Retail Study identified a need for environmental improvements aimed at breaking the linearity and reinforcing local character areas within the shopping streets.
- 4.2.34 Chelmsley Wood Town Centre is the third largest centre within the Borough. The majority of shoppers access the centre by public transport and its close proximity is the reason for choosing the centre. The centre is not viewed as being attractive, albeit that the extension will improve this substantially. It is almost entirely used during the day with very little night time activity, which potentially offers an opportunity for diversifying the uses within the centre.
- 4.2.35 The Chelmsley Wood Town Centre was considered in the DTZ Retail Study to suffer from:
- Lack of greenery and/or planting;

<sup>44</sup> Solihull MBC, 2011: A Local Economic Assessment for Solihull Consultation Appendix A

<sup>45</sup> GVA Grimley May 2009: 'Solihull Town Centre Study',

<sup>46</sup> DTZ 2009: Solihull Retail, Leisure and Offices Study

- Poor lighting and potential safety issues;
  - Mainly low order good chain stores, with few quality independents;
  - Presence of litter and graffiti detracts from environment;
  - Lack of A3/A4/A5 uses into the centre, does not encourage people to linger;
  - Insular, only faces within the centre – no real opening to the surrounding outer area;
  - Lack of natural light due to partial roof canopy;
  - Current bus interchange is poor, and unsafe;
  - High proportion of vacant units.
- 4.2.36 Redevelopment to address these weaknesses is ongoing.
- 4.2.37 Shirley and Chelmsley Wood centres contain comparatively little office development. Shirley Town Centre does have significant office developments nearby, including the vacant Powergen offices (circa 12,000 sqm) for which a development brief encouraging redevelopment for mixed-use, was approved in December 2005. The Council remains committed to focusing town centre uses in town centres in accordance with current planning policies.

### Trends & Future Baseline

- 4.2.38 The number of available office units more than doubled during 2008/09, and there was a sharp increase in the number of available retail units between 2008/09 and 2009/10 along with a sharp increase in the number of available industrial/warehouse units in 2009.
- 4.2.39 Lower investment levels are also reflected in reduced development and planning application numbers. There was a major reduction in the amount of commercial office floor space under construction in 2006/07 and 2007/08 (with the 2007/08 figure 89% lower than that in 2005/06). There was also a near three-fold increase in the amount of space with outstanding planning permission in 2008/09 compared to 2005/06<sup>47</sup>.
- 4.2.40 Over the 9 years to April 2010 107,389 sqm of business floorspace has been developed (about 25 ha). This equates to an average take up rate of about 2.7 ha per annum<sup>48</sup>.
- 4.2.41 Two scenarios explored as part of the Local Economic Assessment are summarised below:
- **Low growth scenario:** Based on public sector austerity, employment growth relative to the baseline scenario could be arrested by 2015 with a loss of around 400 jobs and GVA growth reduced to 9.6% (approximately £340 million). This scenario takes into account the impacts of public sector jobs losses, reduced public sector procurement spend and reduced public-sector funded construction activity.
  - **High growth scenario:** Based on assumptions of higher rates of growth in the ICT, transport technologies, building technologies and specialist business services sectors, it is estimated that £43 million net output growth and approximately 200 additional jobs could be achieved in the local economy by 2015. Longer term growth under this scenario is estimated at approximately £600 million and 8,250 jobs. If the tourism and leisure sector is fully developed in Solihull long-term growth could be increased still further to approximately £2 billion with 31,000 additional jobs in the local economy.
- 4.2.42 In terms of employment land supply, the Draft Local Plan core strategy has identified sufficient employment land supply for the next five years. However there is a need to ensure that the findings of the Local Economic Assessment are considered focusing upon the importance of particular sectors and high growth businesses in driving future economic growth. Consequently the size, location and quality of sites, supporting infrastructure and services will need to be considered. This includes additional smaller business units and innovation units/incubator space, with flexible planning to allow for conversion of business units in response to changing demand.
- 4.2.43 The Draft Local Plan envisages Solihull Town Centre being the focus for major retail, office, leisure, cultural and tourism development, with development in the Borough's other main centres (Chelmsley Wood and Shirley Town Centres focused on meeting local needs). The strategy proposed for the Town Centre encompasses improvements to Mell Square, improved connectivity with the railway station, phased new

<sup>47</sup> Solihull MBC, 2011: A Local Assessment for Solihull.

<sup>48</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.



development on the periphery including a Touchwood extension, high density housing, environmental improvements and a vibrant evening economy.

- 4.2.44 The DTZ Retail Study identified capacity for substantial comparison goods floorspace to support further development schemes in the town centre is forecast up to 2026. Later phases of retail development were advised to be concentrated within or adjacent to the retail core of Solihull town centre.
- 4.2.45 There is likely to be demand for additional hotel and conference facilities within the town centre to benefit from the locational benefits and links to the NEC, Birmingham Airport and business parks. Potentially there could be demand for the provision of larger leisure facilities such as an additional cinema, or a bowling alley during the plan period given the relative poor provision of these types of facilities in the Borough as a whole.
- 4.2.46 Solihull town centre is relatively constrained and is unlikely to be able to provide the amount and range of office floorspace. DTZ suggested a need for 30,000 - 35,000 sq m of additional office floorspace. They recommended that a policy be adopted, which provides, in principle, support to the development of additional office floorspace in the following broad locations: Lode Lane, Homer Road, Station Quarter, Monkspath Hall Road. The policy should establish a phasing criterion, which requires the first two sites to come forward for development first.
- 4.2.47 DTZ identified the principle needs in Shirley Town Centre a being to introduce new retail food and non food “anchors” and widen the range of shops and services, in particular comparison goods retailers, which the Parkgate scheme goes some considerable way to delivering. An improvement in the range and quality of retail units is needed to attract retailers to the centre.

#### **Data Limitations**

- 4.2.48 Absence of up to date employment land projections.

#### **Challenges and Opportunities**

- 4.2.49 The challenges faced by the Borough are:
- To monitor the growth in business activity to determine which growth scenario is to be provided for;
  - To ensure delivery of ITC infrastructure to enable businesses to be established and flourish;
  - Attempt to avoid a decline in business and professional services as well as in the engineering/transport technologies cluster<sup>49</sup>;
  - Increase the provision of A3 uses to encourage longevity of stays at Shirley;
  - Prevent clustering of certain uses in Shirley High Street, in particular convenience stores, to encourage a greater foot flow between areas of the centre and to prevent the development of competing retail zones;
  - Develop an evening economy with the provision of more A3 and A4 units in Shirley;
  - Develop cycle access and provision further by ensuring cycle lanes on all accesses into the High Street;
  - Potential for new development, particularly at the new Park Gate development to the North of the Shirley retail centre;
  - Clearer signage for vehicles;
  - Measures to soften the environment through planting and use of attractive materials at Chelmsley Wood town centre;
  - Improvements to the pedestrian access from the car parks to the Chelmsley Wood shopping areas;
  - Development sites for future growth.
- 4.2.50 Opportunities are associated with new transport infrastructure as well as the science and knowledge based businesses that may be grown or attracted to the area.

<sup>49</sup> WMRO, 2010: City Regional Employment & Skills Assessment 2009



## Scoping

- 4.2.51 Given the adequate supply of employment land as well as the provision of smaller business incubation premises that do not call for significant land allocations, employment land has been **scoped out** of the appraisal.

## Objectives and Indicators

- 4.2.52 None are proposed.

## Population

### Baseline Conditions

- 4.2.53 The Borough's population of just over 205,000 comprises 39,300 under 15 year olds 128,100 in the working age population and 37,800 over 65 years old. Consequently, the Borough has a high proportion of over 65 year old people with the figure of 18.4% being in excess of the national figure of 16.3%.
- 4.2.54 There are significant spatial variations in the population age profile with the 'North Solihull' regeneration area having a younger population (21.9% of the population are aged 15 or under) and the urban west having the highest percentage of residents aged 65+ (18.3%)<sup>50</sup>.
- 4.2.55 Around 10% of the working population is self-employed with the remainder being<sup>51</sup>
- 13% works part time;
  - 42% works full time;
  - 16% are retired.
- 4.2.56 There are significant spatial variations in the living patterns of residents of different ethnicities and religions. Black or Black Caribbean residents are most likely to live in the 'North Solihull' regeneration area. Asian or Asian British Indian residents are most likely to live in the urban south of the Borough. Muslim residents are most likely to live in the urban west. Sikh residents live throughout the south of the Borough with significant communities living in Blythe and Meriden.
- 4.2.57 Proportionately more of the Borough's 94,700 economically active residents work in higher skilled and managerial positions (52.3%) than than other parts of the region<sup>52</sup>.
- 4.2.58 While the working age population is well qualified with 22.9% having a degree level qualification, 26% are only qualified to NVQ1 level or below, the working age population in North Solihull has much lower qualification levels than the rest of the Borough (see Figure 4.3). Less than 10% of the working age population held an NVQ Level 3 or above qualification in 2001. The highest concentrations of adults aged 25-34 occur in Parkfields and Chelmsely Wood.
- 4.2.59 The residents of the 'North Solihull' regeneration area are more likely to be employed in manufacturing (21%) and elementary or plant, process and machine operative occupations (35%). Residents of the area are less likely to be employed in business services (14%) or in managerial, senior official or professional occupations (11%). This can be linked to the lower average qualifications levels identified in the 'North Solihull' regeneration area (and other areas)<sup>53</sup>.

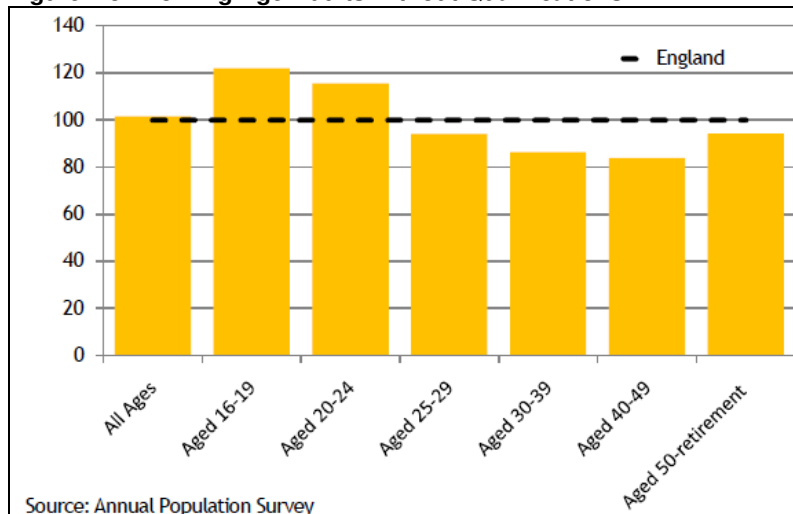
<sup>50</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>51</sup> <http://solihulllife.buildingmy.com/#/demographics/4517520232>

<sup>52</sup> Nomis Labour market statistics, 2011

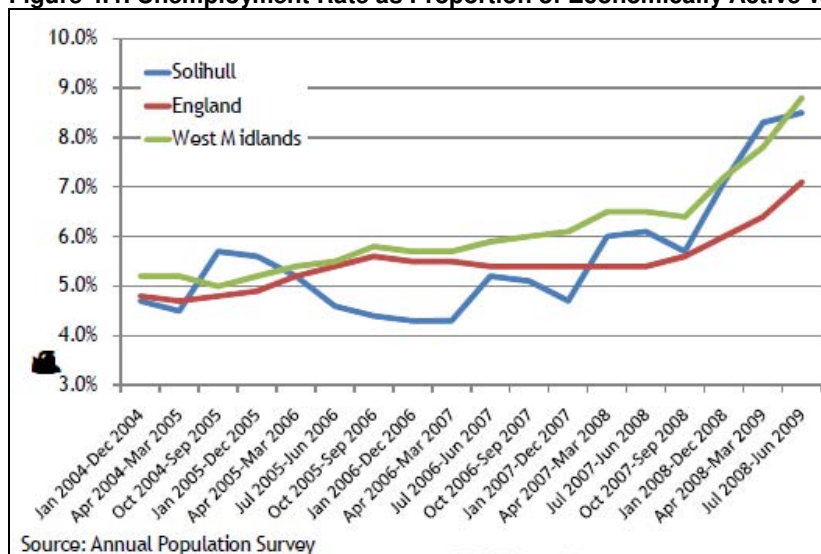
<sup>53</sup> Solihull MBC, 2011: A Local Assessment for Solihull

**Figure 4.3: Working Age Adults without Qualifications<sup>54</sup>**



4.2.60 Solihull’s unemployment rate is significantly above the average for England (8.5% of the economically active population compared to 7.1% across England and 8.8% across the West Midlands)<sup>55</sup> (see Figure 4.4). The unemployment rate amongst 25 to 34 year olds is more than double the England average at 14.6% compared to 6.8%. Young women aged 16 to 24 experience the highest unemployment rate of any age/gender group at 22.3%, followed by young men aged 16 to 24 who experience a rate of 15.1%.

**Figure 4.4: Unemployment Rate as Proportion of Economically Active Workforce<sup>56</sup>**



4.2.61 There are high levels of youth unemployment. Current workforce skills gaps include ICT and customer service skills. There is increasing demand for higher level qualifications, but there are high numbers of young people and adults with no or low level qualifications (11.2% of the population have no qualifications)<sup>57</sup>.

4.2.62 The distribution of “worklessness” in Solihull is closely correlated with the geography of overall deprivation, social and other low value housing, low skills, poor health or disability (indicated by the geography of incapacity benefit claims) and household income levels<sup>58</sup>.

<sup>54</sup> Solihull MBC, 2011: A Local Assessment for Solihull.

<sup>55</sup> Ibid

<sup>56</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>57</sup> Solihull MBC, 2011: Work and Skills Plan, <http://www.solihull.gov.uk/akssolihull/images/att29003.pdf>

<sup>58</sup> Solihull MBC, 2011: A Local Assessment for Solihull

4.2.63 Solihull is home to a growing population of children and young people who are separated from their parents and seeking asylum in the UK, and attracts economic immigrants from Europe and beyond who are attracted by the strong economic opportunities.

**Trends & Future Baseline**

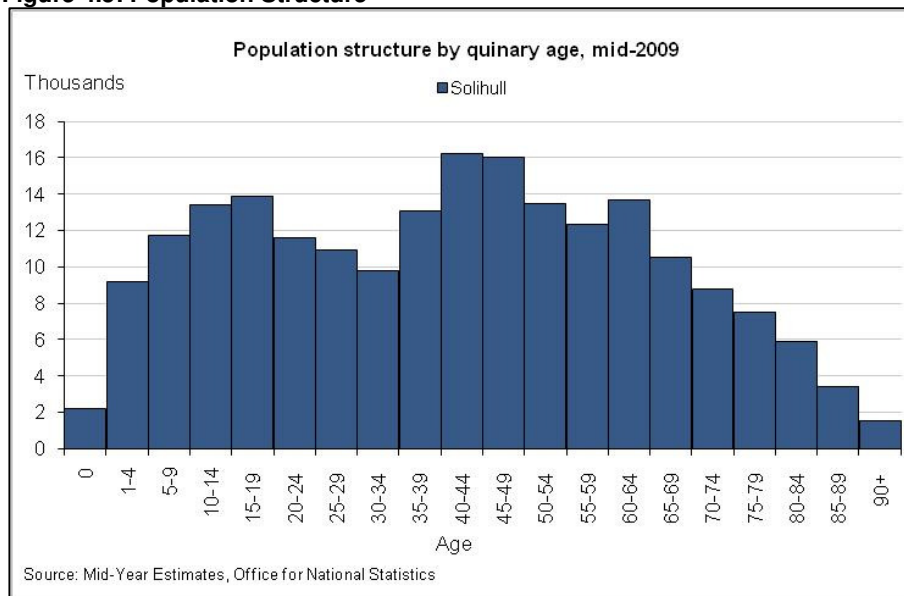
4.2.64 The Borough has seen a gradual increase in its population from 199,000 in 2000 to 205,200 in mid 2009<sup>59</sup> and now is predicted to increase to 220,800 by 2023 increasingly due to in-migration. ONS statistics reveal that by 2028 net in migration will be twice that of the natural change in the population (800 and 400 respectively)<sup>60</sup>. The 2008 ONS forecasts suggest a modest increase in the working age population of 2.6% (see Table 4.1).

**Table 4.1: Forecast Population by Age Group (ONS - 2008-based)<sup>61</sup>**

Age band	2011		2028		2011-2028	
	Persons (Thousands)	Age band as % of total	Persons (Thousands)	Age band as % of total	% increase in number in age band	Change in age band as % of total
<b>All persons</b>	<b>206.7</b>	<b>100</b>	<b>227.1</b>	<b>100</b>	<b>9.9%</b>	
<b>0-15 years</b>	<b>39.7</b>	<b>19.2%</b>	<b>44.4</b>	<b>19.6%</b>	<b>11.8%</b>	<b>2.1%</b>
<b>16-64 years</b>	<b>127.8</b>	<b>61.8%</b>	<b>131.1</b>	<b>57.7%</b>	<b>2.6%</b>	<b>7.4%</b>
<b>65+ years</b>	<b>39.2</b>	<b>19.0</b>	<b>51.6</b>	<b>22.7%</b>	<b>31.6%</b>	<b>9.5%</b>

4.2.65 There has been a steady decline in the number of 0-15 year olds between 2000 and 2009 (See Figure 4.5). Hence the working age population is shrinking as a proportion of the total population. However analysis undertaken for the City Region MAA area (Birmingham, Coventry, Solihull, the Black Country and Telford & Wrekin)<sup>62</sup> shows that the working age population is forecast to grow by nearly 100,000 people over the next 10 years, underpinned by an increase in young people.

**Figure 4.5: Population Structure<sup>63</sup>**



<sup>59</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Demography.

<sup>60</sup> ONS 2011: Painting Pictures of Place Services: Local Profiles: Demography.

<sup>61</sup> ONS 2011: Painting Pictures of Place Services: Local Profiles: Demography.

<sup>62</sup> WMRO, 2010: City Region Employment and Skills Assessment Phase 3.

<sup>63</sup> Office of National Statistics, 2011: Local Profiles – Demography Updated April 2011

- 4.2.66 The growth in the working age population across the region is being offset, by out-migration of many of the most skilled, qualified and ambitious young adults – reflecting the limited supply of higher skilled jobs in knowledge intensive industries. These trends, combined with poor rates of qualification and skills attainment by young people, are contributing to a poor skills base in the City Region. This threatens to constrain the potential for economic growth and for diversification into higher value added sectors and clusters<sup>64</sup>.

### Data Limitations

- 4.2.67 None evident.

### Challenges and Opportunities

- 4.2.68 The challenges faced by the Borough are:

- **Catering for an elderly population:** Based on the population profile above, at the end of the plan period, the Borough will be faced with a peak in the number of retired persons and hence provision for their needs is a challenge for the later stages of this plan period.
- **Improving educational performance:** Measures are needed to offset the declining level of qualifications in the younger members of the working population to provide a local work force equipped to address the low carbon, import/export and ITC businesses.
- **Maintain and enhance quality of life:** Measures to help to retain those well-educated members of the work force.
- **LDF Core Strategy:** Set out how the Council will maximise leverage from its role in development control and planning to achieve jobs and skills outcomes<sup>65</sup>.
- **Transport access to work:** Increase take-up of bus routes to locations such as BHX so that job opportunities can be accessed<sup>66</sup>.
- **High levels of worklessness:** Particularly evident in the North Solihull regeneration area but also in parts of the urban west.
- **Young unemployed:** Increase in unemployment seen in the Borough since the economic downturn, particularly affecting young people and the uncertainty about future labour market conditions.
- **Employment opportunities:** Opportunities for individuals with low qualification levels are becoming and are expected to continue to become less available with skills gaps as a barrier to business and economic growth.

### Scoping

- 4.2.69 The importance of the size and skills sets of the resident population to sustainable economic performance is the reason to **scope in** this topic.

### Objectives and Indicators

- 4.2.70 The objectives proposed are:

- To provide a quality of life able to help retain well-educated members of the work force;
- To provide for offices and premises able to meet the needs of business start-ups as well as larger businesses attracted by the transport-hub and knowledge hub that exists.

- 4.2.71 The indicators selected are:

- Percentage of people who express satisfaction with their quality of the environment;
- Number of jobs created due to the transport and knowledge hubs;
- Level of qualifications amongst the younger members of the workforce;
- Percentage of young unemployed.

<sup>64</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>65</sup> Solihull MBC, 2011: Work and Skills Plan

<sup>66</sup> Solihull MBC, 2011: Work and Skills Plan

## Accessibility

### Baseline Conditions

4.2.72 In and out-commuting plays an important role in Solihull's economy, reflecting Solihull's proximity and traditional commuting links to Birmingham, as well as the high job density in Solihull. Based on the 2001 Census, nearly two thirds of jobs in Solihull were filled by in-commuters and nearly two thirds of residents commuted to other areas – equating to almost equal numbers commuting in each direction (around 85,000). Over a quarter of jobs in Solihull were filled by Birmingham residents and over a third of Solihull residents commuted to Birmingham for work<sup>67,68</sup> (see Figures 4.6 and 4.7).

Figure 4.6: Destination for Solihull Outward Commuters<sup>69</sup>

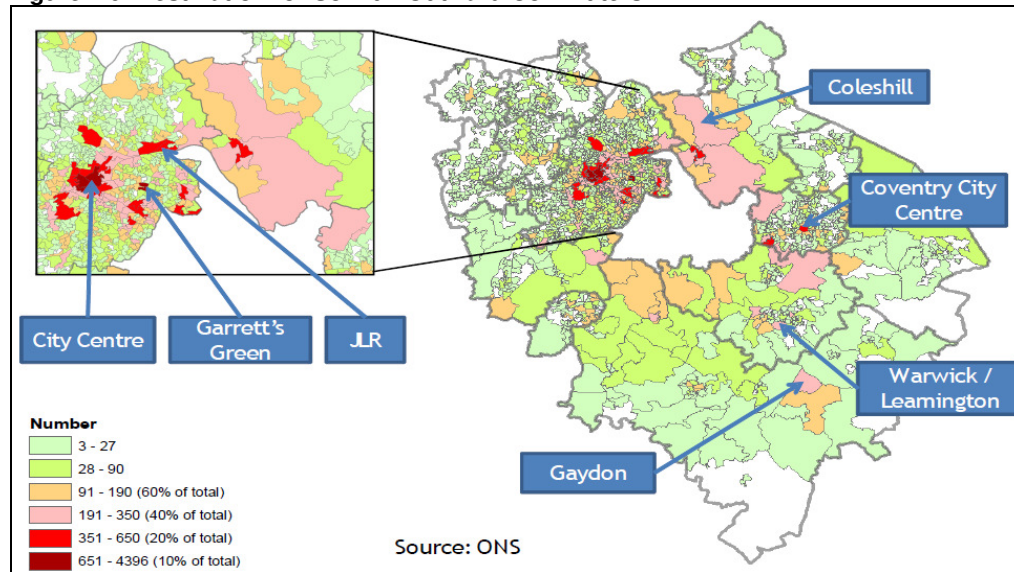
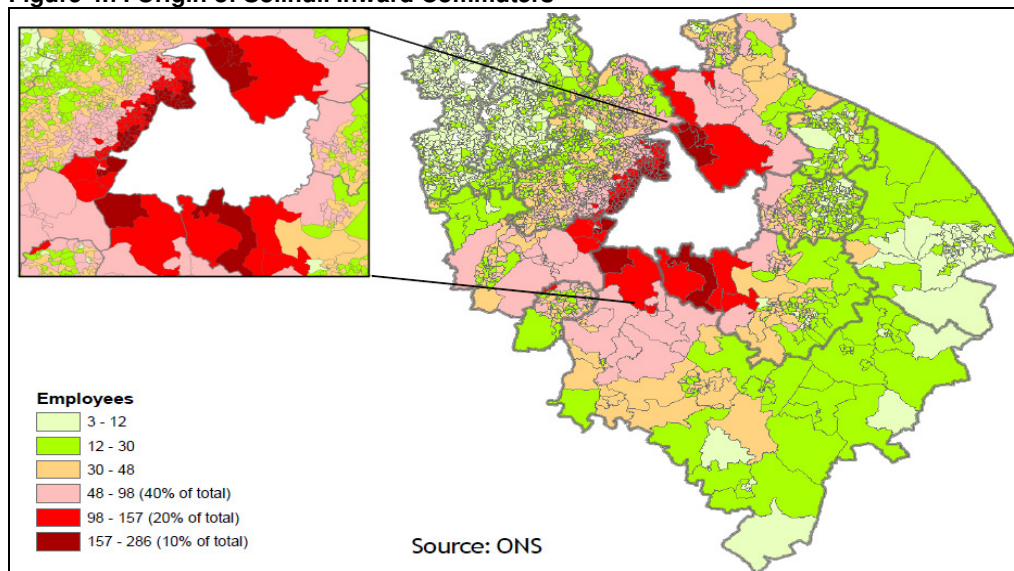


Figure 4.7: Origin of Solihull Inward Commuters<sup>70</sup>



<sup>67</sup> Solihull MBC, 2011: Chapter 4 of Solihull MBC (2011) 'A Local Assessment for Solihull'.  
<http://www.solihull.gov.uk/Attachments/LocalAssessment110511.pdf>

<sup>68</sup> Information on travel to work patterns based on the 2001 Census - Update Source as Chapter 4 of Solihull MBC (2011) 'A Local Economic Assessment for Solihull'. <http://www.solihull.gov.uk/Attachments/LocalAssessment110511.pdf>

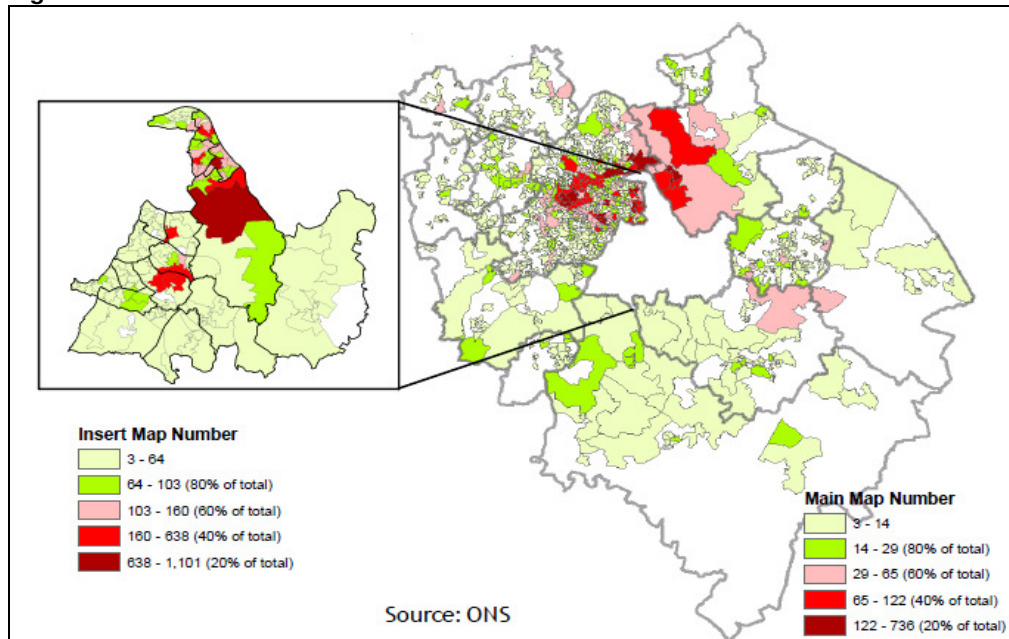
<sup>69</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>70</sup> Solihull MBC, 2011: A Local Assessment for Solihull

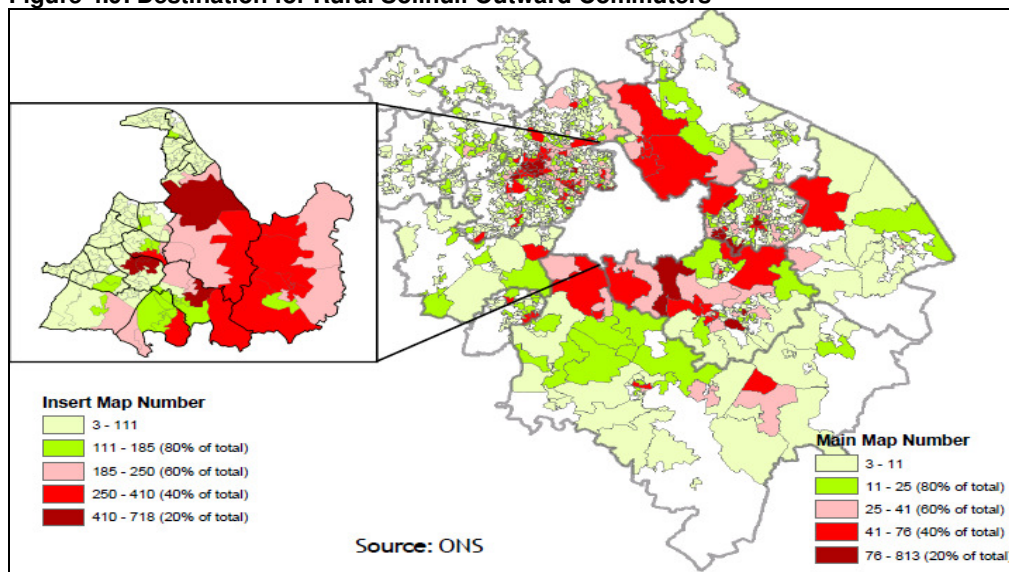


4.2.73 Residents in the north of the Borough have a smaller travel to work area, with strong commuting links with central and eastern areas of Birmingham and North Warwickshire. Residents of rural Solihull are more likely to work in areas other than Birmingham, particularly Coventry or Warwick (see Figures 4.8 and 4.9).

**Figure 4.8: Destination for North Solihull Outward Commuters<sup>71</sup>**



**Figure 4.9: Destination for Rural Solihull Outward Commuters<sup>72</sup>**



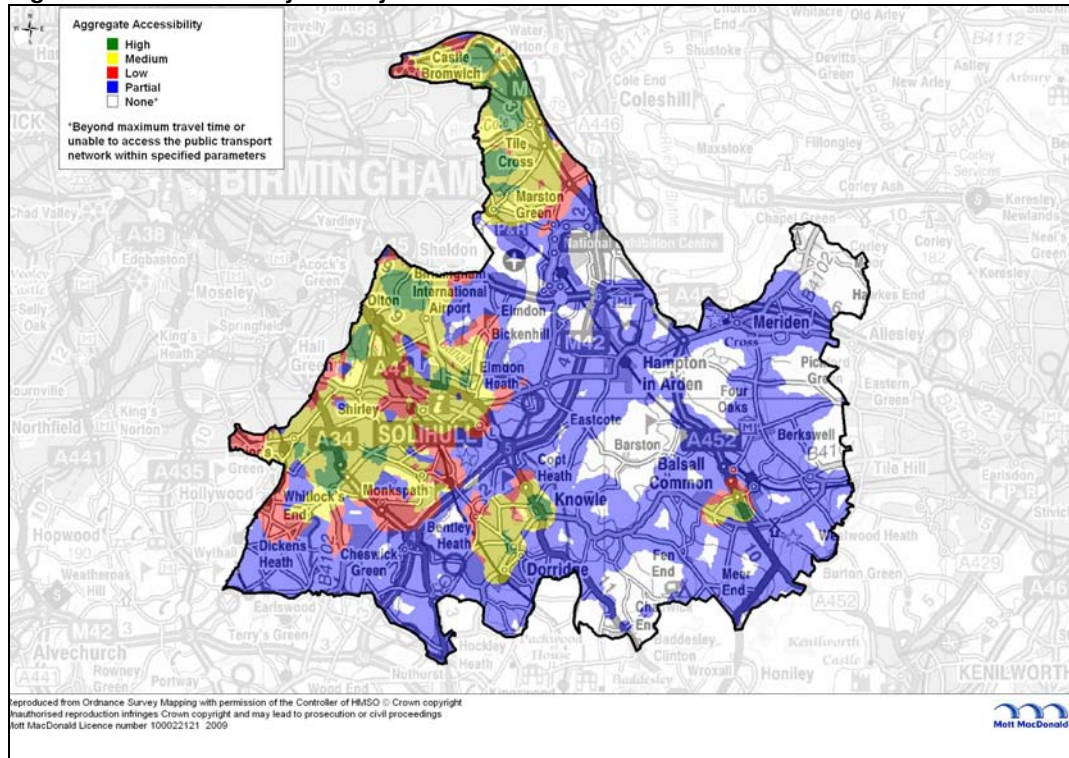
4.2.74 Solihull has high levels of car ownership, although the position is different in the north of the Borough, where there are lower levels of car ownership and a greater reliance on public transport to access jobs and services (see Figure 4.10). Overall less than 20% of all journeys within Solihull are made using public transport and this contributes to congestion and air pollution (see Figure 4.11)<sup>73</sup>.

<sup>71</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>72</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>73</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010

Figure 4.10: Accessibility to Daily Services<sup>74</sup>



Overall Accessibility Map – Explanatory Note

The overall accessibility map was created to demonstrate which areas of Solihull are the most and least accessible based on travel times to key services and facilities. The table and text below summarises how the overall accessibility map has been developed.

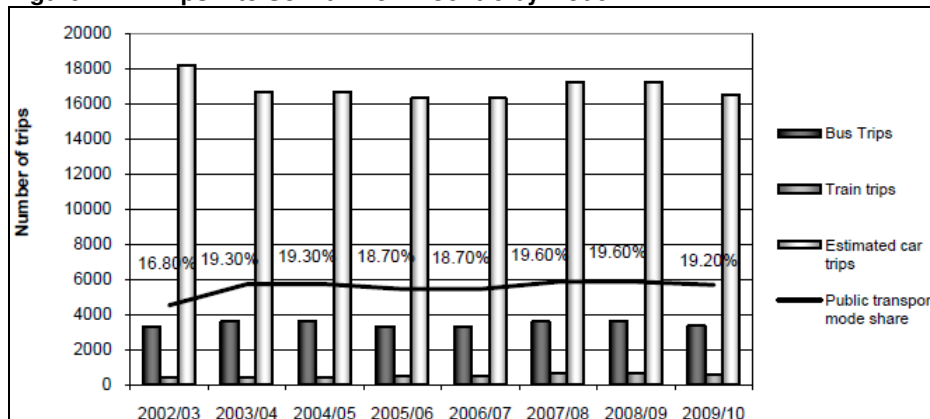
Service / Facility	High Accessibility (Green areas on map)	Medium Accessibility (Yellow areas on map)	Low Accessibility (Red areas on map)	Partial Accessibility / Very Low Accessibility (Blue areas on map)	Outside desirable parameters (no colour on map)
Doctors surgeries / health centres	Less than 10 minutes travel time by walking or by public transport	10 – 20 minutes travel time on foot or by public transport	20 – 30 minutes travel time on foot or by public transport	30 – 40 minutes travel time on foot or by public transport	More than 40 minutes travel time on foot or by public transport
Primary schools	Less than 10 minutes travel time by walking	10 – 15 minutes travel time on foot	15 – 20 minutes travel time on foot	-	More than 20 minutes travel time on foot
Secondary schools	Less than 15 minutes travel time by walking, cycling or by public transport	15 – 30 minutes travel time on foot, by cycle or by public transport	30 – 45 minutes travel time on foot, by cycle or by public transport	-	More than 45 minutes travel time on foot, by cycle or by public transport
Fresh food	Less than 10 minutes travel time by walking or by public transport	10 – 20 minutes travel time on foot or by public transport	20 – 30 minutes travel time on foot or by public transport	30 – 40 minutes travel time on foot or by public transport	More than 40 minutes travel time on foot or by public transport

- **High accessibility** - For an area to be categorised as having high accessibility it will have high accessibility to all of the above services and facilities.
- **Medium accessibility** - access to at least one of the above services or facilities is medium and access to all of the other services and facilities is medium or high.
- **Low accessibility** – access to at least one of the above services or facilities is low and accessibility to all of the other services and facilities is low, medium or high.
- **Partial/Very Low accessibility** - at least three services can be accessed within the very low, low, medium or high accessibility parameters, but which also have one service where accessibility is outside desirable parameters.
- **Areas outside desirable parameters** – access to at least two of the above services and facilities is outside of desirable parameters.

<sup>74</sup> Solihull MBC, 2010: Solihull Strategic Accessibility Study



**Figure 4.11: Trips into Solihull Town Centre by Mode<sup>75</sup>**



4.2.75 Public transport links are limited from the rural to the urban area and from the Regeneration Zone to south Solihull where most of the Borough’s major employment sites are located. Services are also limited for people working non-standard hours.

4.2.76 Across the Borough there is considerable variation in the distance to services such to a GP surgery, a shop, a school or a Post Office. Larger distances from services might be expected in rural areas, but there are also areas of poor access in urban Solihull<sup>76</sup>.

**Trends & Future Baseline**

4.2.77 Accessibility is anticipated to improve. Such improvements will come from transport initiatives that link opportunities in the NEC area with the neighbouring communities in the North Solihull Regeneration Zone as well as initiatives being proposed by Birmingham City Council in neighbouring areas (see Table 3.4).

4.2.78 DTZ in their retail study recommend that the traffic circulation and management arrangements in the town centre be reviewed, with the aim of reducing the congestion problems currently experienced. They reported a need to improve the environment and the route between the town centre and the railway station, and also identified a longer term opportunity for the relocation of the station closer to the town centre.

**Data Limitations**

4.2.79 None evident.

**Challenges and Opportunities**

4.2.80 A challenge faced by the Borough is to ensure that the transport and regeneration activities serve the needs of the deprived communities. The retail offer in Shirley was considered not to offer buildings flexible enough for retailers<sup>77</sup>. With pockets of retail activity and a busy road pedestrian flow is restricted and not helped by off-road parking.

4.2.81 The Solihull Partnership identified in its Framework Addendum<sup>78</sup> presented the following transport opportunities for North Solihull:

- Although new bus routes were introduced in 2009/10, there remains a need and opportunity to improve transport, movement and accessibility for the residents of North Solihull’.
- The transport proposals focus on an integrated approach with land use and the provision of new and improved routes to destinations both within and outside the area. Proposals seek to reduce the need to travel, particularly by less sustainable modes. Improvements to and ease of transfer between different modes of travel is also sought.

<sup>75</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010

<sup>76</sup> Solihull MBC and Solihull NHS Care Trust 2010: Joint Strategic Needs Assessment, 2009- 2010.

<sup>77</sup> DTZ, 2009: Solihull Retail, Leisure and Offices Study

<sup>78</sup> North Solihull Partnership, 2009: North Solihull Strategic Framework Addendum

- Joint partnership working will be required between the Council, local operators and management systems.
- The creation of new and improved connections will provide a logical hierarchy of routes to enable North Solihull, in conjunction with other measures, to function as a cohesive whole with all areas served by easily accessible transport interchanges linked by frequent bus services as well as safe and attractive pedestrian and cycle routes.
- Encouraging employers and education providers to develop travel plans.
- Providing safe and secure cycle storage space at Chelmsley Wood Town Centre, in the Community Hubs, at schools and colleges and places of work.
- Encouraging and supporting walk to school / work initiatives.
- Facilitating ease of movement and transfer between modes and routes at key destinations.
- Actively encouraging the development of new bus routes between neighbourhoods and the sub-region to destinations along desired lines.
- Address the severance created by sections of the road network to create a better balance between pedestrian and vehicular ease of movement and also between road capacity/journey times and environmental quality without prejudicing their role as major distributors of traffic.

4.2.82 While some new bus routes were introduced in 2010/11, these opportunities remain.

4.2.83 Other opportunities include:

- Improve public transport connections between the regeneration zone and Hams Hall Regional Logistics Centre;
- Improve links between the town centre and Shirley to the rail station;
- Encourage more town centre leisure uses for people to remain in the centre;
- Maximise opportunities associated with major infrastructure projects.

### Scoping

4.2.84 The importance of access to employment is a key driver not only for sustainable economic development, but also for the health and well-being of the community. It also helps to deliver sustainable communities that experience less crime and lower levels of fear of crime. For this reason accessibility to employment has been **scoped into** the sustainability framework.

### Objectives and Indicators

4.2.85 The objectives proposed are:

- To reduce the number of people with difficulties in accessing employment, education and training opportunities;
- To ensure that the location of development makes efficient use of existing transport infrastructure and helps to reduce the need to travel.

4.2.86 The indicators selected are:

- Working age people with access to employment by public transport.
- Change in the number of jobs within 15 minutes on public transport based from the 2010 Solihull Strategic Accessibility Study.
- Change in the number of jobs within 15 minutes by walking based from the 2010 Solihull Strategic Accessibility Study.

### Material Assets

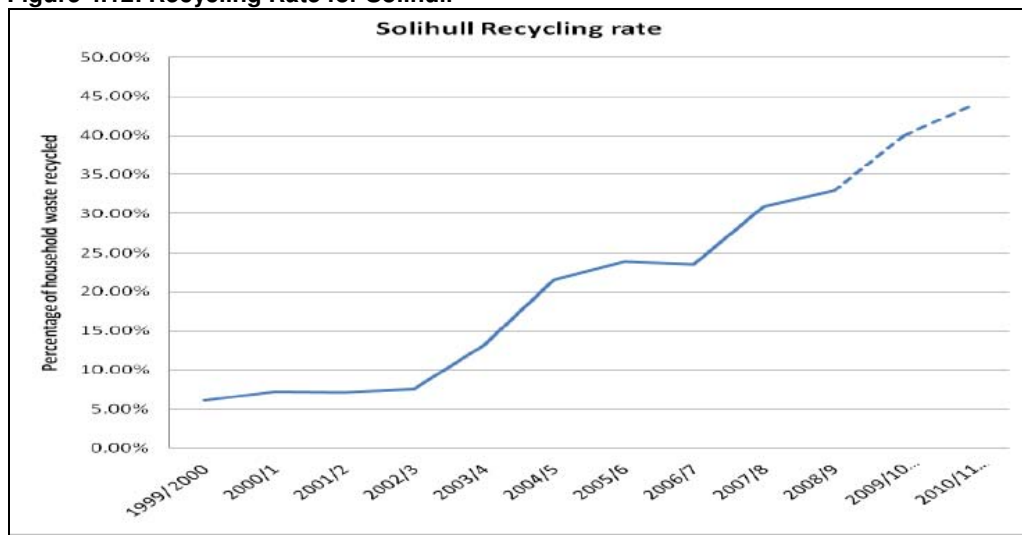
4.2.87 Under the heading of material assets the sustainability framework considers the following:

- Water resource use;
- Waste arising;
- Brownfield sites;
- Resource efficiency.

**Baseline Conditions**

- 4.2.88 Severn Trent takes water supplies from the Elan Valley in Mid Wales to supply Solihull households. The majority of the Valley is a Special Area for Conservation.
- 4.2.89 The River Blythe has been assessed by the Environment Agency in 2008<sup>79</sup> as being ‘over licensed’. New surface water licences will be issued subject to the application of a condition restricting further abstraction to very high flows, primarily during winter. No further groundwater abstraction is to be licensed that may adversely impact surface watercourses.
- 4.2.90 In the case of the River Cole, the prospect is of no water being available in 2019. Also no water is available from the Meriden groundwater zone.
- 4.2.91 Use of landfill is limited (18%) as the majority of waste is incinerated and used to generate energy<sup>80</sup>. Solihull has substantially improved the environmental performance of the waste management service over the last twelve years (See Figure 4.12). The household recycling rate of Solihull has increased from 7% to 40% recycling over the last ten years and was anticipated to rise to 44% by the end of 2010/11<sup>81</sup>.
- 4.2.92 Over the period 2006-09, 82% of new dwellings were built on previously used land.

**Figure 4.12: Recycling Rate for Solihull<sup>82</sup>**



**Trends & Future Baseline**

- 4.2.93 The Environment Agency was reported as foreseeing possible capacity issues at Solihull since Severn Trent Water (STW) currently discharge to controlled waters that offer little dilution<sup>83</sup>. Further, it was reported that these watercourses could be subject to tight consent limits which may require significant improvement measures to handle the growth. The Agency was reported as stating that:

*“It will be necessary to phase development in line with the implementation of appropriate waste water treatment infrastructure” and that “it would be inappropriate to allow development to commence in areas where there is insufficient dilution within receiving waters capable of accepting additional treated discharge from waste water treatment plants”.*

- 4.2.94 The Council recognises that the Environment Agency’s reports for the West Midlands RSS Phase II Revision HRA on the Impact of Housing Growth on Public Water Supplies and Water Quality and Waste Water Infrastructure are part of the evidence base for the Core Strategy for Solihull. These studies have

<sup>79</sup> Environment Agency 2008: The Tame, Anker and Mease Catchment Abstraction Strategy

<sup>80</sup> Solihull MBC, 2010: One Planet – Our Future: Waste Management Strategy for Solihull.

<sup>81</sup> Solihull MBC, 2010: One Planet – Our Future: Waste Management Strategy for Solihull.

<sup>82</sup> Solihull MBC, 2010: One Planet – Our Future: Waste Management Strategy for Solihull.

<sup>83</sup> Treweek Environmental Consultants, 2009: Impact of Housing Growth on Water Supply and Water Quality at European Sites

- formed the basis for initial work on a Water Cycle Study in Solihull including liaison with Severn Trent Water (STW).
- 4.2.95 A Groundwater Source Protection Zone is located at Meriden with an inner zone located immediately to the North East near the A45.
  - 4.2.96 The Waste Management Strategy has been adopted for the period 2010-2020 and sets a target of raising the recycling rate to 60% in the next ten years<sup>84</sup>.
  - 4.2.97 The West Midlands Regional Spatial Strategy forecast that over 14 million tonnes of municipal, commercial and industrial wastes will be generated by 2020-21 across the region. This would cause a gap of at least 3.7million tonnes in capacity equivalent to 140ha. Solihull was forecast to have among the greatest waste treatment capacity need.
  - 4.2.98 The measures currently proposed by the Council are found in the Draft Local Plan Challenge Vision, Strategy and Policy 12; and the Municipal Waste Management Strategy for Solihull 2010 - 2020.
  - 4.2.99 In 2009/10 the Council exceeded all its waste targets including; the recovery of value from municipal waste, to reduce landfill of biodegradable waste to 75% of the 1995 level (20,852 tonnes) by 2010 (the actual landfill tonnage being 13,426). A combined recycling and composting performance of 40.64% was also achieved in advance of the 2010 target.
  - 4.2.100 These achievements have resulted from the introduction of kerbside collections of cans, cardboards and plastic bottles in September 2009 which was further aided by a reduction in the amount of residual waste sent for incineration. The amount and proportions of municipal waste recycled and composted in 2009-10 increased again, following the significant progress in 2008-09. This year also saw a reduction in the total amount of waste arising in the Borough. During 2009-10 the following quantities of municipal waste was handled.

**Table 4.2: Municipal Waste Generated 2009-2010<sup>85</sup>**

<b>W2</b> Amount of municipal waste arising, and managed by management type by waste planning authority	Amount of waste arisings (tonnes)
Landfill	13,426
Incineration with EfW	45,173
Incineration without EfW	45
Recycled/composted	40,146
Other	0
<b>Total Waste arisings</b>	<b>98,790</b>

- 4.2.101 Planning permission has been granted for a materials recovery facility (MRF) in the Borough in 2009-10. The MRF is located on land at the former Arden Brickworks site, Coventry Road, Bickenhill. It has been granted a 10 year temporary approval and will deal with the processing and storage of recovered and recycled waste materials. The proposed MRF will handle an estimated 150,000 tonnes of materials per year.

**Data Limitations**

- 4.2.102 No information was able to be gathered on the quantity of water consumed in the Borough, the use of previously developed land or for resource efficiency.

**Challenges and Opportunities**

- 4.2.103 The challenges faced by the Borough are:
  - Reduce the amount of waste generated;
  - To ensure that future development is not compromised by limitations on either water resource use of the implications of discharges on water quality;
  - Achieve a 50% recycling rate by 2014/15 with a 60% target delivered by at least 2020;

<sup>84</sup> Solihull MBC, 2010: One Planet – Our Future: Waste Management Strategy for Solihull.

<sup>85</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

- Reduce the amount of household waste generated to 475kg per person by 2020;
  - Reduce waste to landfill, to 10% per annum by 2020.
- 4.2.104 An opportunity exists to develop planning policies that promote water conservation and deliver reductions in energy use in both existing and new buildings.
- 4.2.105 The policy framework is in place to promote the management of natural resources, increase use of secondary aggregates and reduce the amount of waste being disposed to landfill with an increasing amount of recycling.
- 4.2.106 As a result of Government requirements for reduced energy use<sup>86</sup>, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of waste sent to the landfill would be reduced.

**Scoping**

- 4.2.107 The use and management of material assets are key to underpinning sustainable economic development and hence this aspect is **scoped into** the sustainability appraisal.

**Objectives and Indicators**

- 4.2.108 The objective proposed is to minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region with the following sub-objectives:
- To deliver reductions in the quantity of water used in the Borough;
  - Deliver reductions in the waste arising and move up the waste hierarchy;
  - To use brownfield sites where appropriate where there is no net loss of ecological value;
  - To promote resource efficiency.
- 4.2.109 The indicators selected include:
- Reduce quantity of household waste generated per household;
  - Management of waste higher up the waste hierarchy.

**4.3 Climate Change and Energy**

- 4.3.1 Under the heading of climate change and energy the sustainability framework considers the following:
- Greenhouse gas emissions;
  - Energy use and renewable energy.
- 4.3.2 Also addressed are a series of adaptation measures focusing upon:
- Employment resilience;
  - Resilience to adverse weather conditions.

**Greenhouse Gas Emissions**

**Baseline Conditions**

- 4.3.3 Over recent years the emissions of greenhouse gases in Solihull have increased, albeit the emissions per person have decreased (See Table 4.3). This highlights a challenge for the Borough to reduce emissions while the population continues to increase. The sources of carbon emissions were estimated in 2004 revealing that housing and then transport were the largest contributors (see Figure 4.13).

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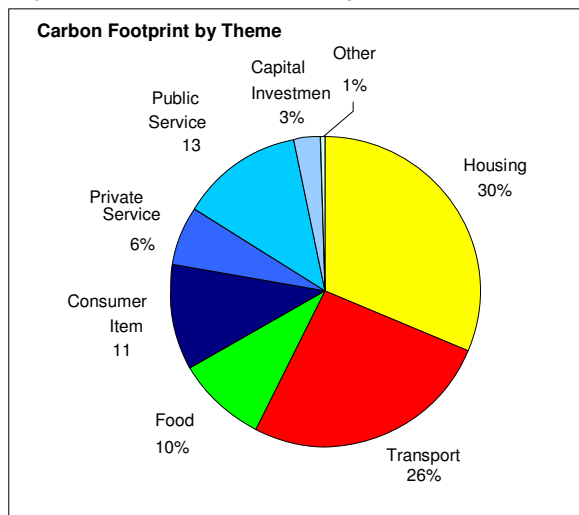
<sup>86</sup> Through the mandatory Carbon Reduction Commitment Energy Efficiency Scheme

4.3.4 The Council has developed a Carbon Management Plan which draws together data on the baseline year emissions, initial technical projects for reducing emissions and management actions to ensure that carbon is mainstreamed into the corporate decision making of the Council.

**Table 4.3: Carbon Dioxide Emissions 2005-2008<sup>87</sup>**

	Year	Total Emissions (1000 tonnes)	Per Capita Emissions (tonnes)
West Midlands	2005	44,513	8.3
	2006	44,645	8.3
	2007	44,075	8.2
	2008	42,728	7.9
Solihull	2005	201.3	8.2
	2006	202.0	8.4
	2007	202.8	8.3
	2008	204.3	7.8

**Figure 4.13: 2004 Carbon footprint for the Solihull<sup>88</sup>**



4.3.5 The Council is a Carbon Trust’s Local Authority Carbon Management Programme and is a signatory of the Nottingham Declaration on Climate Change.

**Trends & Future Baseline**

4.3.6 The Climate Change Act 2008<sup>89</sup> requires that the average annual emissions in the carbon budget period including the year 2020 (i.e. the third period, 2018-2022) are at least 34% below the 1990 baseline. This is referred to as a 34% reduction by 2020.

4.3.7 The Climate Change Act requires local authorities to put in place measures to improve the resilience of local transport to the impacts of climate change, such as flooding and deterioration of roads, in line with the Government’s Adapting to Climate Change Programme. Urban growth is the main challenge as urban transport accounts for 40% of CO<sub>2</sub> emissions and 70% of emissions of other pollutants arising from road transport<sup>90</sup>. The AEA 2009 report<sup>91</sup> noted that the West Midlands face a significant challenge in reaching National CO<sub>2</sub> reduction targets and that it is unlikely that existing National policies will meet these targets.

**Data Limitations**

<sup>87</sup> Source: Department of Energy & Climate Change, 2011: 457-local-regional-co2-2005-2008-full-data

<sup>88</sup> <http://www.resource-accounting.org.uk/downloads/west-midlands/solihull.xls>

<sup>89</sup> Available online at: [http://www.opsi.gov.uk/acts/acts2008/ukpga\\_20080027\\_en\\_1](http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1) (accessed 22 June 2010)

<sup>90</sup> EC, 2007: Green Paper: Towards A New Culture for Urban Mobility

<sup>91</sup> AEA, 2009: West Midlands Regional Carbon Dioxide Emissions Study

- 4.3.8 There is an absence of data suggesting how Solihull is to achieve the target reductions in emissions given the increasing population. The Council's Local Climate Impacts Profile (LCLIP) is not yet available to inform the appraisal.

### Challenges and Opportunities

- 4.3.9 With an increase in housing numbers, business premises and changes in population the quantity of waste generated, energy and natural resources used will increase all leading to greater CO<sub>2</sub> emissions unless action is taken.
- 4.3.10 New development at sustainable locations and adopting sustainable design principles in construction and operation is key. The regeneration activity taking place in North Solihull presents an opportunity to create more sustainable communities. However, new build only represents a small percent of the existing housing stock and hence a challenge is to drive down energy consumption and greenhouse gases from the existing housing.
- 4.3.11 As the Borough is home to a major international airport and also major road networks from Coventry to Birmingham and from areas of the West and East Midlands to the south via the M42 and M4 transport is a significant source of CO<sub>2</sub> emissions in the Borough and hence action to reduce these emissions is needed.

### Scoping

- 4.3.12 The extent to which the Draft Local Plan drives down greenhouse gas emissions is **scoped into** the appraisal.

### Objectives and Indicators

- 4.3.13 The objective is to minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation with the following sub-objective:
- To deliver quantified reductions in greenhouse gas emissions by 2020 that contributes to the 34% reduction target.
- 4.3.14 The indicator selected comprises:
- Annual emissions of greenhouse gases across the Borough.

## Energy Use and Renewable Energy

### Baseline Conditions

- 4.3.15 The amount of domestic energy consumed in Solihull has declined since 2005 despite an increasing domestic consumer base. Domestic gas consumption has declined by 18.5% slightly less than the regional average of 19.4%. Domestic electricity consumption has also declined over the period but by 15% this time ahead of the West Midlands figure of 13.5% (see Figure 4.14 and 4.15).
- 4.3.16 As indicated, domestic energy consumption in Solihull is higher than for the average across the rest of the region, suggesting that there are opportunities to more rapidly reduce consumption<sup>92</sup>. The total commercial energy consumption has largely remained unchanged over the period, although the average commercial and industrial declined.

<sup>92</sup> DECC, 2011: Electricity and Gas Consumption



Figure 4.14: Average Domestic Gas Consumption (GWh)

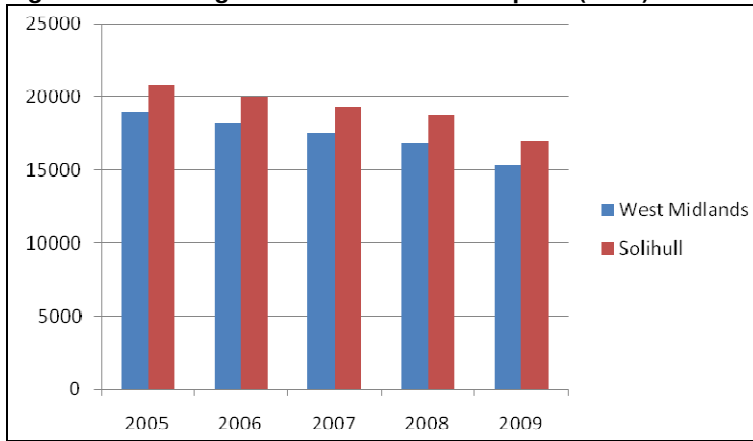
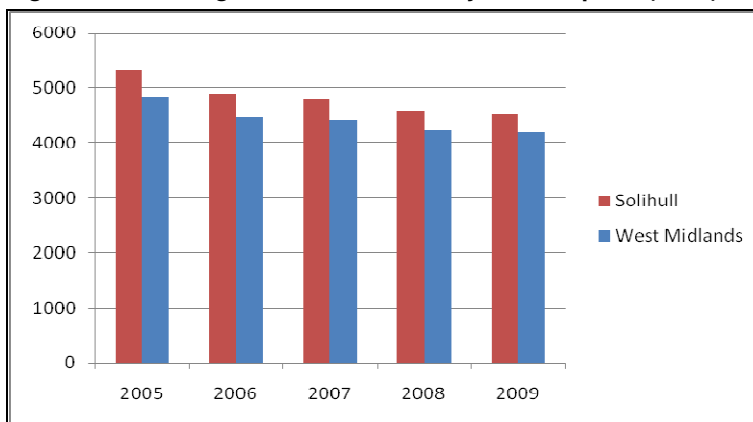
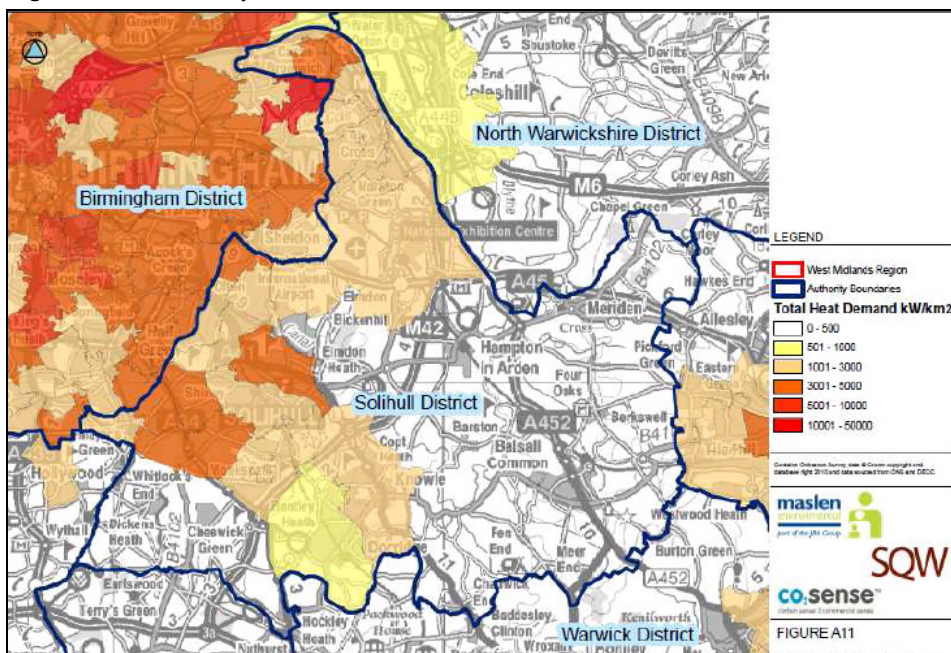


Figure 4.15: Average Domestic Electricity Consumption (GWh)



4.3.17 Areas with greatest heat demand from industrial/commercial and residential properties have been identified (See Figure 4-16).

Figure 4.16: Heat Map for Solihull



### Trends & Future Baseline

- 4.3.18 It is envisaged that the existing trend of reducing energy consumption may continue. It is however, with renewable energy generation and low carbon systems that the greatest contribution towards reducing carbon dioxide emissions from energy use can emerge.
- 4.3.19 A study by SQW, Maslen Environmental and CO<sub>2</sub>sense<sup>93</sup> concluded that micro-generation offered the largest opportunity for renewable energy generation (435MW) mainly integrated into buildings. Some 214MW has been defined as the potential capacity for commercial wind generation while energy generation from waste sources is also likely to offer substantial potential estimated at 24MW.
- 4.3.20 Reports prepared on Heat Mapping<sup>94</sup> and Renewable and Low Carbon Energy Resource Assessment and Feasibility Study will be used to inform LDF policy. A report on Renewable Energy Capacity<sup>95</sup> notes the accessible energy resources by 2030 for the Borough as being:
- Air Source Heat Pumps – 286MW;
  - Large Scale Onshore Wind - 214MW;
  - Ground Source Heat Pumps – 72MW;
  - Solar Photovoltaic – 41MW;
  - Solar Water Heating – 36MW.
- 4.3.21 The total of 672MW accessible energy comprises 274MW electricity and 401MW of heat suggesting a focus upon district heating systems. Some 24km<sup>2</sup> was estimated to be available on which to produce the 214MW of wind energy. Solihull is identified as one of the areas with greatest opportunity for energy from waste (Birmingham, the Black Country, Stoke and Staffordshire, Warwickshire, Coventry and Solihull).
- 4.3.22 A number of developments with renewable energy capacity were completed within the Borough in 2009-10 as a result of the policy encouraging the provision of 10% of the energy requirements of major development from on-site renewable energy generation. The planned installation of photovoltaic cells on 37 tower blocks has now been completed providing 43,000KWh per year and thus reducing energy demand on unsustainable sources. Photovoltaic cells have also been successfully installed on Solihull Central Library and Haslucks Green School.
- 4.3.23 A Decent Homes Partner has retrofitted a void property in North Solihull with a ground source heat pump. Other sustainable energy schemes involving solar thermal and rain water harvesting are not included as they do not generate electricity.

### Data Limitations

- 4.3.24 Currently data containing the amount of renewable energy installed is not available.

### Challenges and Opportunities

- 4.3.25 Following a detailed assessment of heat producers and users, it may be possible to identify spatially focused development policies to promote combined heating systems. Also this may then permit a review of the site allocations in terms of their ability to contribute towards addressing heat demand by low carbon means.
- 4.3.26 The opportunity exists under the Planning Policy Statement 1, to:
- Identify locations for site level studies for CHP;
  - Supporting the implementation of district energy solutions, such as CHP, as part of local planning and site development requirements;
  - Require major development to make provision for future CHP networks.

<sup>93</sup> SQW, CO<sub>2</sub>sense, Malsen environmental 2011: Renewable Energy Capacity Study for the West Midlands

<sup>94</sup> Advantage West Midlands, Improving Infrastructure – Heat Mapping

<sup>95</sup> SQW, CO<sub>2</sub>sense, Malsen environmental 2011: Renewable Energy Capacity Study for the West Midlands

## Scoping

- 4.3.27 The importance of energy use and renewable energy in particular to reduce carbon emissions is recognised and hence is **scoped into** the appraisal requirements.

## Objectives and Indicators

- 4.3.28 The objective is:
- To encourage reduced energy use, distributive energy systems and renewable energy.
- 4.3.29 The indicator selected is:
- The quantity of renewable energy and energy conservation measures associated with major development proposals each year.

## Employment Resilience

### Baseline Conditions

- 4.3.30 This aspect addresses the ability of the employment sectors present in Solihull to adapt to the implications of climate change, increasing energy costs and the ability to stimulate product innovation.
- 4.3.31 The sectors with high vulnerability to carbon constraints on operations in Solihull are: health & social work, transport equipment, transport & communications, electricity, gas & water supply, education, and other manufacturing sectors. The sectors with low vulnerability are: business services, construction, finance & insurance, and agriculture<sup>96</sup>.
- 4.3.32 Solihull businesses are equally vulnerable to carbon constraints on products and services as West Midlands' businesses. However, employment within Solihull is much more vulnerable (+7 percentage points) to carbon constraints than employment in the region (see Table 4.4).
- 4.3.33 There is currently limited capacity to engage the business sector. The Council's CSR initiative '[Solihull Footprint](#)' and '[Solihull for Success](#)' also promote general environmental issues and a Solihull Sustainability Group has been established to support engagement with the business community on sustainability issues.

### Trends & Future Baseline

- 4.3.34 The following sectors are considered to benefit from climate change for the following reasons:
- **Construction:** Low carbon design and construction; Low carbon renovation of housing stock; Provision of low carbon construction services and trades;
  - **Manufacture of Motor Vehicles:** Manufacture of low carbon transport equipment; Low carbon vehicle design;
  - **Transport, Storage & Communications:** Development of alternative fuels and infrastructure;
  - **Environmental Goods and Services:** Provision of specialist advice to all sectors<sup>97</sup>.
- 4.3.35 Environmental and medical technologies are business "clusters" which have been identified regionally as offering significant potential for growth. Environmental technologies (defined to include energy, water, sewerage and refuse disposal and some manufacturing activities) forms a small part of Solihull's economy accounting for less than 50 businesses and less than 1,500 employees (1.5% of total local employment). Electricity supply and water distribution account for the majority of employment in Solihull (approximately 80% in total). Employment in environmental technologies shrank by around 40% over the past decade, mainly due to the contraction of gas manufacturing and distribution activity<sup>98</sup>.

<sup>96</sup> WMRO, 2010: Regional Growth into a Low Carbon Economy Solihull Briefing

<sup>97</sup> WS Atkins 2010 Opportunities in the Low Carbon Economy - Solihull

<sup>98</sup> Solihull MBC, 2011: A Local Assessment for Solihull

**Table 4.4: Employment and Businesses at High Risk<sup>99</sup>**

LA	% of Employees at High Risk	LA	% of Businesses at High Risk
Stoke-on-Trent	46.0%	Staffordshire	27.4%
Wolverhampton	42.1%	Stoke-on-Trent	26.8%
Solihull	40.7%	Herefordshire	26.6%
Coventry	39.8%	Shropshire	26.3%
Shropshire	39.6%	Walsall	25.7%
Staffordshire	38.6%	Dudley	24.8%
Sandwell	38.1%	Sandwell	24.1%
West Midlands	37.1%	West Midlands	24.0%
Birmingham	36.3%	Telford and Wrekin	23.7%
Warwickshire	35.1%	Coventry	22.9%
Walsall	34.7%	Solihull	22.8%
Herefordshire	34.2%	Warwickshire	22.6%
Worcestershire	33.5%	Worcestershire	22.6%
Dudley	32.9%	Wolverhampton	22.3%
Telford and Wrekin	32.5%	Birmingham	21.1%

Source: Data provided by WMRO (ABI data), 2007

4.3.36 Environmental change and the drive towards a low carbon economy is likely to provide many opportunities, in particular in the transport, building and environmental technologies sectors, where local expertise could be redeployed towards low carbon and environmental goods and services. However, it may also become a threat for those businesses that are slower to adapt, and lack the relevant skills.

#### Data Limitations

4.3.37 None evident at this stage.

#### Challenges and Opportunities

4.3.38 The challenge faced by the Borough is to encourage greater resilience across the employment sectors to the consequences of climate change although there is little opportunity for the Core Strategy to influence events.

#### Scoping

4.3.39 Adaption to climate change is essential to help deliver future quality of life and economic development and is **scoped into** the appraisal.

#### Objectives and Indicators

4.3.40 The objective is:

- To assist with adaptation, businesses need to become resource efficient and also to deliver more sustainable products and services better equipped to a changing market place caused by climate change.

4.3.41 The proposed indicator is:

- Growth in the population employed in sectors considered to be resilient to the effects of climate change.

<sup>99</sup> WMRO, 2010: Regional Growth into a Low Carbon Economy Solihull Briefing

## Resilience to Adverse Weather Conditions

### Baseline Conditions

- 4.3.42 Gaining resilience to adverse weather primarily focuses upon flood risk, but other risks are associated with elevated temperatures and high winds.
- 4.3.43 Solihull does not have a significant history of flooding, but there are some isolated areas in both urban and rural environments vulnerable to flash flooding from surface water run-off. A database of all flooding incidents is maintained that allows targeted response to a flood warning. In July 2007 persistent heavy rainfall caused flooding across the Borough. The worst affected locations were:
- Coppice Walk, Cheswick Green;
  - Nethercote Gardens, Shirley Lodge;
  - River Cole at Shirley;
  - Meriden;
  - Edge of Hampton in Arden;
  - Stonebridge Island to Patrick Island on the A452; and
  - A45 near Birmingham Airport<sup>100</sup>.
- 4.3.44 The Strategic Flood Risk Assessment (SFRA) maps all forms of flood risk providing an evidence base to locate new development primarily in low flood risk areas. Areas of 'low' (zone 1), 'medium' (zone 2) and 'high' (zone 3) risk are mapped using data collected from many sources, including the Environment Agency, Warwickshire County Council, Severn Trent Water, the Highways Agency and British Waterways. The level 1 SFRA was completed in February 2008.
- 4.3.45 Some properties are located within the Environment Agency Flood Zone 2 along the River Cole at Fordbridge (SP 1722 8787) and the Kingshurst Brook in the northern extent of the Borough to the west of Chelmsley Wood. Both commercial and residential properties are located within Flood Zone 2 along the Low Brook to the south-west of Chelmsley Wood as the watercourse flows through Birmingham International Airport and towards the confluence with Kingshurst Brook<sup>101</sup>.
- 4.3.46 Flood Zone maps for the Hatchford Brook, Westley Brook and an unnamed tributary in the northwestern corner of the Borough indicate that a substantial number of properties are located within Flood Zone 2.
- 4.3.47 The River Blythe flows through the centre of the Borough in a north-westerly then northerly direction. The Flood Zones extend predominantly into agricultural land incorporating isolated farms as the watercourse flows through the Borough. Properties are located within Flood Zone 2 adjacent to Cheswick Green (SP 1257 7564) and at the eastern edge of Solihull (SP 1633 7878).
- 4.3.48 In the south of the Borough, Flood Zone maps are available for three tributaries of the River Blythe including the Cuttle Brook and two unnamed tributaries. The Flood Zone maps extend predominantly into agricultural land, with only a few isolated buildings located within Flood Zone 2. It should be noted that the flood outlines appear to be misaligned in places and therefore caution should be taken when interpreting the information.
- 4.3.49 The following locations are currently covered by the Environment Agency Flood Warning System<sup>102</sup>:
- River Cole from Shard End to Coleshill;
  - River Blythe from Cheswick Green to Coleshill.

### Trends & Future Baseline

- 4.3.50 During 2009-2010 there were no planning permissions granted contrary to Environment Agency advice on flooding and water quality<sup>103</sup>.

<sup>100</sup> Solihull MBC, 2011: Draft Appendix D Flood Plan

<sup>101</sup> Halcrow 2008: Strategic Flood Risk Assessment for Local Development Framework Level 1, Volume 1

<sup>102</sup> Halcrow 2008: Strategic Flood Risk Assessment for Local Development Framework Level 1, Volume 1

<sup>103</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

4.3.51 Climate projections indicate that warmer, wetter winters and hotter, drier summers can be expected. They also indicate that the frequency of severe weather events will increase. Hence, over the plan period the effects of climate change may become of increasing relevance for transport. These include the following:

- Intense storm events increasing surface water flooding;
- High temperature events which, in part due to the geology of the county (i.e. shrinking clays), may damage transport infrastructure; and
- Increased weather variability (e.g. rainfall followed by freezing temperatures) leading to damage to transport infrastructure.

4.3.52 The potential implications of these projections are:

- Increase in air pollution leading to higher numbers of respiratory illnesses;
- Potential for higher incidence of food poisoning in warmer weather;
- Warmer summers will lead to increase in number of patients with heat related illness;
- Increase in vectorborne diseases;
- Health effects of flooding;
- Increase in number of pests;
- Increase in numbers of cyclists & walkers;
- Potential increase in pleasure journeys taken by car – i.e. scenic routes;
- Reduced driver concentration due to warm weather.

#### **Data Limitations**

4.3.53 There is an absence of details on the implications of climate change beyond that of the flood risks.

#### **Challenges and Opportunities**

4.3.54 The challenges faced by the Borough are primarily associated with addressing the flood risk however a challenge is to explore the implications of high summer temperatures on residents and businesses and to provide design solutions that assist with cooling of the urban areas.

4.3.55 The Solihull Council Climate Change Strategy 2009 presented the following opportunities to address climate change:

- Ensure the emerging LDF (Local Plan) includes policies requiring the adoption of higher standards of sustainable construction - including energy conservation, use of renewable energy sources, reduced water use, improved waste management and use of recycled or reused materials.
- Consider how best to provide guidance to developers and residents on sustainable design and construction.
- In identifying land for development or assessing planning applications, take into account the location of the development and opportunity for access by means other than the private car, access to other local services by sustainable transport and the impact on green infrastructure. Ensure planning officers work closely with employers and school travel advisors to integrate appropriate transport options into the design of the development.
- Fully adopt, through the LDF process, the requirement that all development above a prescribed threshold produces at least 10% of its energy supply from on site renewable energy or through similar energy saving design measures.
- Through the use of planning powers, require developers to locate and design dwellings for the predicted climate and climate impacts it is likely to experience over its lifetime. For example through the incorporation of Sustainable Urban Drainage, retention of trees, vegetation and green infrastructure to reduce heat island effect.
- Ensure Sustainability Appraisals (West Midlands Sustainability Checklist or similar) are submitted for all major planning applications as per adopted Local Validation Criteria.



- Ensure natural floodplains are enhanced and protected through policies in the LDF and ensure no development which would increase flood risk is approved contrary to Environment Agency advice<sup>104</sup>.

### Scoping

- 4.3.56 The provision of measures promoting adaptation to the adverse weather resulting from climate change is **scoped into** the appraisal.

### Objectives and indicators

- 4.3.57 The objectives proposed are:

- Manage, maintain and where necessary improve the capacity of the drainage network to reduce the economic losses from flooding;
- To ensure that development provides for adaptation to urban heating and to the effects of high winds and assists in promoting behaviour change.

- 4.3.58 The indicators proposed include:

- Number of major development proposals with a SUDs component per year;
- Number of houses built within each flood zone per year;
- Number of developments contributing measures to reduce urban heating effects;
- Annual expenditure on works following adverse weather incidents.

## 4.4 Natural Resource Protection and Environmental Enhancement

- 4.4.1 Under the heading of natural resource protection and environmental enhancement the sustainability framework considers the following:

- Biodiversity, geodiversity and soil resources;
- Landscape, open space, green infrastructure;
- Historic environment & townscape;
- Air quality;
- Water quality;
- Noise pollution.

### Biodiversity, Geodiversity & Soil Resources

#### Baseline Conditions

- 4.4.2 There are five Sites of Special Scientific Interest in the Borough set out in Table 4.5 below. Data on the condition of Sites of Special Scientific Importance (SSSI) in the Borough is collected by Natural England and shows that only a fifth of the area is in favourable or recovering condition. The low figure is due to the continuing unfavourable condition of the River Blythe, which accounts for 70% of the Borough's 57 hectares of SSSI.
- 4.4.3 The whole of the river Blythe is designated as a Site of Special Scientific Interest (SSSI) and a Strategic River Corridor by the Environment Agency and is the finest example of a lowland river on clay in Britain. As such, the aquatic plant and invertebrate communities found are rare. However, the Blythe is currently in 'unfavourable condition' according to Natural England due to agricultural and sewage pollution<sup>105</sup>.

<sup>104</sup> Solihull Council Climate Change Strategy 2009

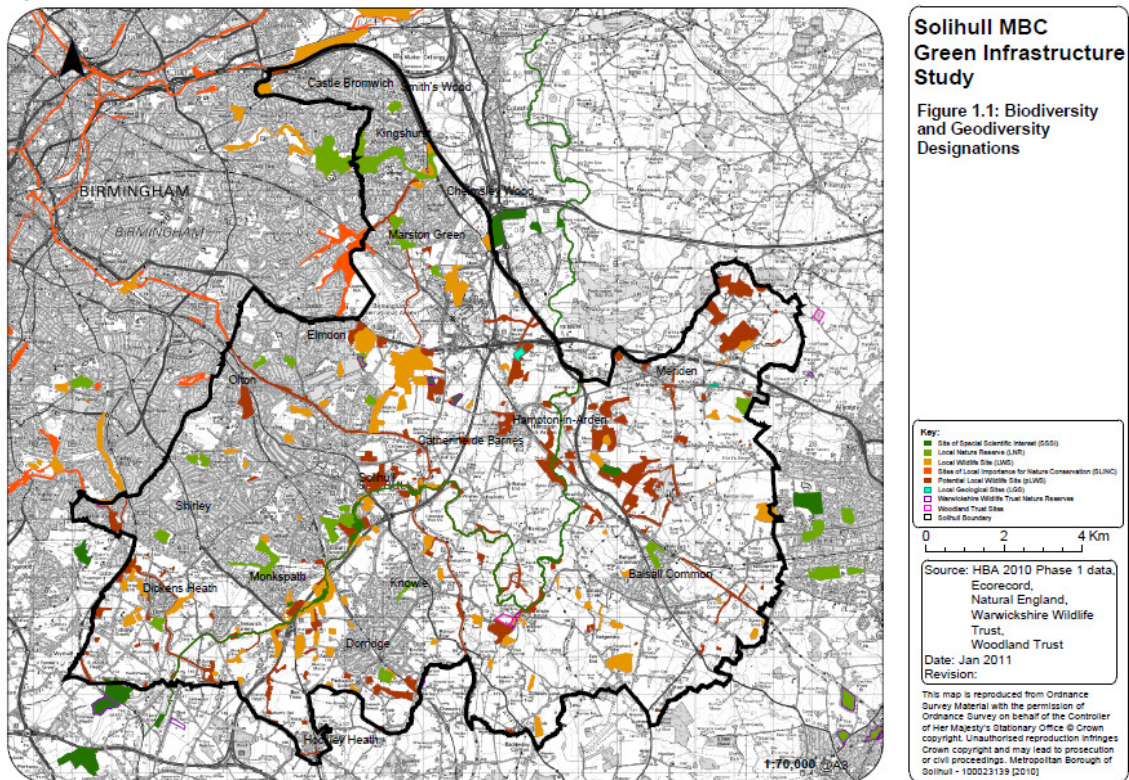
<sup>105</sup> Solihull MBC 2010: Nature Conservation in Solihull, Nature Conservation Strategy: First Review 2010-2014.

**Table 4.5: Condition of SSSI in Solihull**

Site	Condition
Berkswell Marsh	<b>Neutral grassland – lowland:</b> One unit is in favourable condition the other is unfavourable exhibiting no change.
Bickenhill Meadows	<b>Neutral grassland – lowland:</b> Both units in an unfavourable condition but recovering
Monkspath Meadow	<b>Neutral grassland – lowland:</b> In favourable condition
River Blythe	<b>Lowland river:</b> Mainly in unfavourable no change condition.
Clowes Wood & New Fallings Coppice	<b>Broadleaved mixed and yew woodland:</b> Favourable condition

4.4.4 There are 95 Local Wildlife Sites mostly situated in the rural parts of the Borough (see Figure 4.17), three Local Geological Sites and 20 Local Nature Reserves.

**Figure 4.17: Nature Conservation Sites in Solihull<sup>106</sup>**



4.4.5 The Cole valley wildlife corridor with Kingfisher Country Park a 7mile (11km) stretch in North Solihull although partly polluted, still provides a valuable green corridor for wildlife as well as recreation. It is also noted that there are 26 species and 24 habitats set out in the Warwickshire, Coventry and Solihull Biodiversity Action Plan (see Table 4.6).

<sup>106</sup> Solihull MBC 2011: Draft Green Infrastructure Study, <http://www.mediafire.com/?u5i2cphm5385uhm>.

**Table 4.6: Priority Habitat and Species**

<p><b>Priority habitats found within Solihull are:</b>                  Arable Field Margins                  Hedgerows*                  Lowland Meadows*                  Lowland Mixed Deciduous Woodland*                  Open Mosaic Habitats on Previously Developed Land New habitat (originally Post-industrial sites)                  Ponds*                  Purple Moor Grass and Rush Pastures                  Reedbeds*                  Rivers*                  Traditional Orchards*                  Wet Woodland*                  Wood-Pasture &amp; Parkland*</p> <p><i>* Indicates habitats also found on the Warwickshire, Coventry and Solihull LBAP</i></p> <p><b>Priority species occurring within Solihull include:</b>                  Great Crested Newt                  Slow-worm                  Common Toad                  Grass Snake                  Common Lizard                  Bats*                  Otter*                  Water Vole*                  West European Hedgehog                  Song Thrush*                  Skylark, Bullfinch, Yellowhammer amongst many other farmland birds</p> <p><i>* Indicates species also found on the Warwickshire, Coventry and Solihull LBAP</i></p>	<p><b>Local BAP Priority Habitats and Species</b>                  The following additional habitats found within Solihull, have also been identified as local priorities for action in the Warwickshire, Coventry and Solihull Local Biodiversity Action Plan:                  Scrub &amp; Carr                  Wood-Pasture, Old Parkland &amp; Veteran Trees                  Allotments                  (The) Built Environment                  Canals                  Churchyards &amp; Cemeteries                  Disused Industrial &amp; Railway Land                  Fen &amp; Swamp                  Gardens                  Parks &amp; Public Open Spaces                  Quarries &amp; Gravel Pits                  Roadside Verges                  School Grounds</p> <p><b>The following additional species found within Solihull, have also been identified as local priorities for action in the Warwickshire, Coventry and Solihull Local Biodiversity Action Plan:</b>                  Barn Owl                  Black Poplar                  Farmland Birds                  Lapwing                  Scarce Arable Plants                  Snipe                  White-Clawed Crayfish</p>
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- 4.4.6 The majority of the underlying rock in Solihull is the Triassic Mercia mudstone formation, consisting of red marls and siltstone. This material has formed the basis of an extensive brick making industry during the 18th and 19th Centuries, a remnant of which can be seen at Nursery Cottage (Arden) Brickworks Local Geological Site (LGS), along the A45, near Stonebridge.
- 4.4.7 Outcrops of Arden Sandstone occur in the south-east of the Borough, an important building stone in this area in the past. An outcrop of Lias limestone around Knowle accounts for the calcareous nature of some grasslands. Large expanses of the Borough are covered in boulder clay with interesting glacial lake deposits between Cheswick Green and Hockley Heath and south of Balsall Common. In addition there are well developed river terrace deposits on both sides of the River Blythe. There are 3 LGS in Solihull: Nursery Cottage (Arden) Brickworks, Meriden Hill Cutting and River Blythe Oxbow, although their condition is unknown.
- 4.4.8 International and national soils strategies<sup>107,108</sup> seek to conserve soils, not only for their value to agriculture and biodiversity, but also in relation to climate change. Significant parts of Solihull's Western Fringe, Motorway Corridor and Rural Heartland are classified as best and most versatile agricultural land<sup>109</sup>.

**Trends & Future Baseline**

- 4.4.9 While some limited improvements in biodiversity have taken place, this is to be set against the adverse effects of increasing human pressures, the effects of climate change and declining budgets. A counterforce

<sup>107</sup> The EU Soil Thematic Strategy [http://ec.europa.eu/environment/soil/three\\_en.htm](http://ec.europa.eu/environment/soil/three_en.htm).

<sup>108</sup> Safeguarding our Soils: A Strategy for England 2009 <http://www.defra.gov.uk/environment/quality/land/soil/documents/soilstrategy.pdf>.

<sup>109</sup> Solihull MBC, 2000: Solihull's Countryside

to this statement is the increased interest in green infrastructure and the Government's White Paper on the Natural Environment which promoted recognition of ecosystem services and habitat banking.

- 4.4.10 Hence while there is a risk that biodiversity interests of designated sites may at best continue with little change over the plan period, there may well be a gradual improvement through measures to establish wildlife corridors and stepping stones to provide some resilience to climate change and urban pressures.
- 4.4.11 The proportion of development on previously developed land has increased from 62% over the period 1994-97 to 82% over the period 2006/09. In 2009-10 the figure was 64%<sup>110</sup>. This can be taken as a surrogate for the development taking place on Greenfield sites that involve the loss of soils.
- 4.4.12 The area of nature conservation sites managed for the benefit of nature has increased in 2009-10 by 25ha<sup>111</sup>, reflecting the designation of four new nature reserves. The review of Local Wildlife Sites is continuing, but no new sites have been designated during 2010-11.

### Data Limitations

- 4.4.13 There is an absence of information on which to judge the overall condition of Local Wildlife Sites or wildlife corridors across the Borough.
- 4.4.14 No data is available on changes in the populations of species. The main mechanism for monitoring progress on Local Biodiversity Action Plan (LBAP) species, such as water vole and barn owl, is through the developing Biodiversity Action Plan Reporting System, where standard survey information will be input and made available to LBAP partners in the future.
- 4.4.15 No information was available on grade of soils being lost to development.

### Challenges and Opportunities

- 4.4.16 Challenges for the Local Development Framework include:
- Enhancing habitat connectivity and avoiding new severance;
  - Enhancing access to green spaces without detrimental effects on biodiversity;
  - Avoiding and offsetting impacts on habitats and species from development proposals.
- 4.4.17 A large number of opportunities to improve nature conservation have been presented in the 2010: Nature Conservation in Solihull, Nature Conservation Strategy: First Review 2010-2014. Those relating to the creation and enhancement of habitats are presented below.
- Provide a green infrastructure strategy, highlighting designated and important assets (e.g. habitats and corridors) and identify opportunities for future habitat restoration and creation.
  - Integrate the green infrastructure into all relevant development plan documents and use the strategy to focus developer contributions to potential areas in need of habitat creation and restoration.
  - Show the existing and planned wildlife network in relevant development plan, strategies and policy documents.
  - Continue to protect, manage and enhance the River Cole Valley for the benefit of both people and wildlife.
  - Allow habitats to regenerate naturally and create new adaptable habitats in accordance with the Arden Landscape Character Guidelines, LBAP habitat and species action plans that are resilient and adaptable to the implications of climate change.
  - Identify existing and potential sites of biodiversity in Solihull and explore the potential for habitat creation and restoration.
  - Require developers to contribute to the provision and maintenance of green infrastructure.
  - Encourage farmers, landowners and the public to create and enhance habitats.

<sup>110</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

<sup>111</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.



- Protect soils offering significant value in terms of the ecosystem services they provide.
- Identify existing and potential sites of biodiversity/geodiversity value that could be expanded, buffered or linked to others.
- Use locally collected seed and plants for habitat creation, wherever possible.
- Identify locations where flood attenuation ponds or wetland areas could be developed with associated habitats improvement or creation.
- Work with aggregate companies and the mineral and waste authorities to prepare a plan identifying current and future opportunities to create restoration that benefits both wildlife and flood risk management.
- Create good quality environments that are rich in biodiversity to support social and economic development through all regeneration and development.

4.4.18 The Strategy also sets out a series of actions in relation to sustainable development:

- Support good quality, sustainable development that respects and where possible enhances landscape character, local species, wildlife habitats and natural resources for the benefit of all.
- Take full account of biodiversity and geodiversity issues in the development of the LDF and incorporate a set of appropriate biodiversity indicators.
- Provide a green infrastructure strategy, highlighting designated and important habitats and corridors and identify opportunities for future habitat restoration and creation.
- Integrate the green infrastructure into relevant development plan documents and use the strategy to focus developer contributions to potential areas in need of habitat creation and restoration.
- Prepare Supplementary Planning Documentation on biodiversity and geological conservation.
- Use the Community Infrastructure Levy to help fund large scale landscape and habitat restoration in areas of fragmented and degraded habitats/landscapes.
- Ensure compliance with all relevant wildlife and environmental law.
- Implement PPS9 and the NERC Act 2006 fully in consideration of any development proposals.
- Screen all development proposals for potential impacts on biodiversity and geodiversity. Incorporate local biodiversity requirements into the standard on-line application process and prepare supporting information for developers and planners with regard to the safeguarding and enhancement of the local biodiversity, geodiversity, landscape and natural environment. Apply the SPD: Biodiversity and Geological Conservation Validation Checklist.
- Ensure that Environmental Assessments, species and habitat surveys prepared to support planning applications reflect the importance of the natural environment and are prepared to a high quality, in line with relevant guidelines.
- Seek opportunities to enhance existing and create new habitats associated with new development proposals in line with LBAP targets and the Arden Landscape Guidelines.
- Seek to work in partnership with the development and regeneration sectors to find means of delivering quality development which contributes to environmental protection and enhancement.
- Encourage the incorporation of sustainable drainage systems into development designs, including living roofs, porous paving and ponds, with associated habitat development.
- Encourage the safeguarding of priority LBAP habitats, including mature gardens where they provide key green corridors.
- Revise and improve the standard conditions for biodiversity and protected species to reflect their importance.
- Set minimum environmental sustainability standards for all new development on Council land and all Council owned/led development. This would build on the requirement that all development as part of the North Solihull regeneration programme reaches level 3 on the Code for Sustainable Homes.

- Ensure natural floodplains, on both designated main rivers and ordinary watercourses, are enhanced and protected through policies in the LDF and ensure no development which would increase flood risk is approved contrary to EA advice, in order to safeguard Flood Zone 3 (1 in 100 year floodplain).
- Encourage the opening up of culverts into open channel, whenever development occurs on sites containing culverted watercourse.
- Seek opportunities to enhance watercourses and surrounding riparian habitat wherever possible, ensuring sufficient buffers are included to protect important wildlife corridors, whenever development occurs on sites containing watercourses
- Continue to work with Birmingham International Airport with regard to the consideration of Aerodrome Safeguarding with respect to biodiversity enhancements.

**Scoping**

4.4.19 The interests of biodiversity, geodiversity and soils are **scoped in**.

**Objectives and Indicators**

4.4.20 The objectives proposed are:

- To enhance the ecological connectivity of ecological sites and enhance LBAP priority habitats and species;
- To conserve soils thereby supporting other objectives, (*e.g. minimising erosion by controlling run-off and maintaining vegetation cover*)

4.4.21 The indicators include:

- Number of consented development proposals with net beneficial ecological effects;
- Number of consented development proposals negatively affecting the integrity of wildlife corridors;
- Length of culverts converted to open channels with wildlife habitats;
- Area of soils lost due to development.

**Landscape, Open Space, Green Infrastructure**

**Baseline Conditions**

4.4.22 There are no designated Areas of Outstanding Natural Beauty (AONB) within the plan area. However, there are two County Parks: Kingfisher Country Park and Dicken’s Health Country Park. Close to North Solihull Regeneration Zone is the Sheldon Country Park.



4.4.23 The Solihull landscape is within the Arden Natural England National Character Area 97. It is generally one of rolling countryside with irregular fields defined by thick hedgerows, some wooded areas, a network of narrow lanes and a dispersed settlement pattern.

4.4.24 The landscape assessment identifies seven distinct local landscape types, of which Arden Parklands, Arden Pastures, Ancient Arden, and Arden River Valleys are evident in Solihull. A management strategy and landscape guidelines for each of the local landscapes is included in the Warwickshire Landscapes Guidelines for Arden published in 1993<sup>112</sup>. Ten broad zones have been also established (see Table 4.7).

4.4.25 Solihull has a total of 5.88 hectares of green space per 1,000 head of population. Provision of park space is vital to ensure that residents in urban wards such as Shirley East, Olton, Smith’s Wood and Silhill (where there are less than 3 hectares per 1,000 population) have access to the social and health benefits

<sup>112</sup> Solihull MBC, 2000: Solihull’s Countryside



associated with use of green space. Solihull has seven Green Flag parks; Elmdon Park, Shirley Park, Malvern and Brueton Park, Meriden Park, Knowle Park, Lavender Hall Park and Dorridge Park<sup>113</sup>.

**Table 4.7: Countryside Zones**

<ul style="list-style-type: none"> <li>• <b>Zone 1 - Hockley Heath Parish:</b> This zone retains many of the unique features of Arden Pastureland, typically a small scale enclosed landscape, and contains a wide variety of natural habitats. At the same time, it is an area where "urban fringe" features are already apparent, including recreational and other mixed uses. It is also subject to significant change from development.</li> <li>• <b>Zone 2 - The Western Fringe:</b> Much of this zone encompasses existing major development at the Airport, the National Exhibition Centre and the Birmingham Business Park. It is therefore strongly dominated by commercial and urban influences. The countryside, nevertheless, contains the Grand Union Canal and provides an attractive setting for adjacent commercial and residential areas and contains important wildlife sites. The area is adjacent to the North Solihull Regeneration Zone and so may be influenced by development pressures in the Zone.</li> <li>• <b>Zone 3 - The Motorway Corridor:</b> The corridor bisects the Borough passing through important Green Belt "gaps" separating the main urban area from the settlements of Knowle, Dorridge and Hampton-in-Arden. Whilst dominated by the Motorway, the corridor is also important for nature conservation, particularly as for much of its length it encompasses the River Blythe and its valley.</li> <li>• <b>Zone 4 - Knowle and Dorridge:</b> Although the villages have become urbanised by the scale of infill developments, much of their original character has survived. This is partly due to the relative closeness of the countryside to the village centres which provide an attractive setting for both settlements. At the same time, previous developments have been well contained with limited impact on the surrounding countryside or the Meriden Gap.</li> <li>• <b>Zone 5 - The Rural Heartland:</b> This zone contains the most rural parts of Solihull furthest away from overt urban influences and acts as a link with Arden landscapes of the wider Warwickshire countryside. It is the openness of this area, the preservation of its Arden landscapes and rural quality, and the limited urban influences that play a key role in maintaining the Meriden Gap between the Birmingham Conurbation and Coventry. It also provides the setting for many of the villages and hamlets of the Borough with important historical associations, such as Berkswell, Hampton-in-Arden, Meriden and Temple Balsall. The Blythe Valley is a major feature within the zone and there are pressures for sand and gravel extraction.</li> <li>• <b>Zone 6 - Balsall Common:</b> Balsall Common is a large settlement in the heart of the Meriden Gap which has developed as a commuter base over recent years. Because of its size and elongated shape, it has an influence over a wide area of countryside and exhibits some urban fringe characteristics around its edge. Housing has extended its development to the north. The area contains important wildlife sites.</li> <li>• <b>Zone 7 - The Northern Uplands:</b> This zone is part of an extensive elongated plateau with large areas of mixed woodlands of considerable ecological value. Whilst much of the area is rural and contained in character, in other parts there are extensive long distance views over Coventry and the more distant Birmingham Conurbation.</li> <li>• <b>Zone 8 - The Coventry Fringe:</b> The character of the countryside in this zone is strongly influenced by its closeness to the urban edge of Coventry. Not only are urban developments visible across the area but there are also a number of "urban fringe" features. At the same time, the landscape tends to be more open and large-scale compared to the adjacent Rural Heartland partly due to the removal of hedgerows.</li> <li>• <b>Zone 9 – West Solihull:</b> This area is dominated by urban development, but remnants of the Arden Landscape remain within the principal parks which have considerable nature conservation interest.</li> <li>• <b>Zone 10 – North Solihull:</b> Part of the heavily urbanised conurbation with remnant Arden countryside found in Smith's Wood, York's Wood, Meriden Park Wood and Alcott Wood and parts of Kingfisher Country Park</li> </ul>
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4.4.26 The Council has stated in the Countryside Strategy First Review that it will identify, protect and enhance Solihull's multi-functional network of green infrastructure in terms of parks and gardens, natural and semi-natural green spaces .amenity green space, wildlife corridors cultural and historic features.

<sup>113</sup> Solihull MBC and Solihull NHS Care Trust 2010: Joint Strategic Needs Assessment, 2009- 2010.

4.4.27 To accompany the Countryside Strategy First Review, the Borough has published the Woodlands Strategy First Review 2010-2014. Many of the LNRS and Local Wildlife Sites are woodlands. The Council owns 8% of Solihull woodlands covering an area of 77ha<sup>114</sup> of the over 900ha in the Borough. There are also over 860 tree preservation orders.

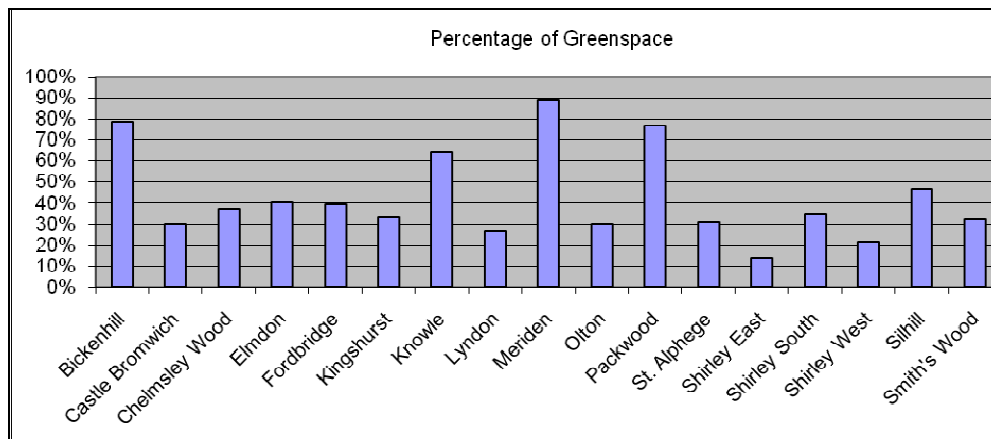


4.4.28 Both the Woodland Strategy First Review and the Countryside Strategy First Review present a large number of commitments by the Council. These are presented in Appendix C and provide the basis on which the Draft Local Plan is reviewed in relation to these subjects.

4.4.29 By 2025 Solihull aims to provide a network of attractive, high quality, accessible green spaces that are managed and developed, recognising the Borough's landscape character and local distinctiveness, to meet the diverse needs of the community and the natural environment<sup>115</sup>.

4.4.30 Most people within Solihull have access to, at least, a small area of green space within 400 m from home, and the amount of accessible green space is high compared to many places. On average there are more than 6 ha of accessible green space for every 1000 people across the Borough, but this varies at the individual ward level.

Figure 4.18: Distribution of Green Space across the Borough<sup>116</sup>



4.4.31 Parks and gardens are the most used spaces by all age groups in Solihull. They are used, at least occasionally by 90% of residents, and 60% use them at least monthly.

4.4.32 The north of the Borough has large amounts of "amenity" land, used for screening, creating road boundaries etc, but very little open space which actually meets the needs of the local community due to the Radburn design adopted at the time.

4.4.33 There is a reasonable network of skate parks and other 'young people's' provision across much of the authority area, but these facilities do not appear to be fully meeting the needs of young people, particularly in the north and rural areas.

4.4.34 Provision for people with disabilities is generally inadequate, including inaccessible play areas, poorly maintained paths, and a lack of appropriate signage. Problems with sports facilities have also emerged in the parts of the north and the more isolated rural communities<sup>117</sup>.

4.4.35 Most people would like to see improvements in the green space they visit most often, particularly by people living in the north.

<sup>114</sup> Solihull MBC 2010: Solihull's Woodlands, First Review 2010-2014.

<sup>115</sup> Solihull MBC, 2006: Solihull Green Spaces Strategy.

<sup>116</sup> Generalised Land Use Database 2005

<sup>117</sup> Solihull MBC, 2006: Solihull Green Spaces Strategy.

- 4.4.36 The Green Spaces Strategy has shown that not enough is currently gained through developers' contributions for green spaces and their features and facilities, either for the capital sums, or the commuted sums that support long-term management. The Strategy sets out the hierarchy of provision and the standards to be delivered by development proposals.
- 4.4.37 It has previously been noted that noise from the motorways and airport is adversely affecting the countryside. According to a report by prepared by Land Use Consultants for CPRE, 98.65% of the Borough area was considered to be disturbed by noise and visual intrusion<sup>118</sup>. The impact of light spillage at night from urban areas and transport also gives rise to a reduced perception of the value of the Green Belt.

### Trends & Future Baseline

- 4.4.38 The Countryside Strategy First Review 2010-2020 records issues associated with increasing light pollution and a landscape of declining diversity, distinctiveness and ecological richness<sup>119</sup>. The report identified the following other changes:
- Suburbanisation caused by inappropriate building materials and layout for new development;
  - Agricultural intensification;
  - Loss and deterioration of hedgerows, but some replacement via agri-environment schemes;
  - Lack of young trees and lack of woodland management;
  - Expansion or urban edge with airport buildings, NEC and M42 dominating the landscape;
  - High Speed 2 should it proceed would affect Solihull's countryside;
  - Increasing impact of noise including from an expanded airport;
  - Ongoing mineral extraction and waste disposal;
  - Recreational pressures may be influenced by barriers to access including the price of fuel, but an increasingly elderly population could also increase demand;
  - Opportunities for renewable energy including wind energy could lead to change;
  - The existing woodland is envisaged to be retained with gradual improvements in the green infrastructure.
- 4.4.39 The area of the Borough is 17,832 hectares, of which 70% is designated Green Belt. There has been a net loss in the area of green space (8.46 hectares) as well as a slight net loss in value (0.08) during 2009-2010.
- 4.4.40 A total of 2.6 hectares of playing fields have been lost to development during the period April 2009-March 2010 within the North Solihull Regeneration Zone. An application for housing development on Meriden playing fields, Maxstoke Lane (2009/1513) was granted planning permission on 11/12/09. However, it is a requirement of the permission that a replacement recreation ground at Hampton Lane, Meriden, be completed before development takes place on site<sup>120</sup>.
- 4.4.41 In 2009/10 two parks have been awarded the Green Flag standard; Dorridge and Lavender Hall parks. Four other parks also currently meet the standard; Malvern & Brueton Parks in central Solihull, Elmdon Park, Knowle Park and Shirley Park. Meriden Park achieved Green Flag status in 2010/11. Efforts are under ensuring that Tudor Grange, Babbs Mill and Hillfield Park all progress towards the Green Flag standard. As a result, these designations have increased the proportion of the Borough's public open space meeting the Green Flag standard to 31.7%<sup>121</sup>.
- 4.4.42 Development occurring over the plan period could place pressure on landscape distinctiveness and character in rural areas and urban fringes.

### Data Limitations

- 4.4.43 Information associated with urban and rural tranquillity areas is not available, however under the Environmental Noise Directive urban tranquil areas are to be identified. There is also little apparent quantification of changes in the quantity and quality of the countryside and landscape in the Borough. The impact of lighting on the countryside has not been assessed.

<sup>118</sup> <http://www.cpre.org.uk/resources/countryside/item/download/267>

<sup>119</sup> Solihull MBC, 2010: Solihull's Countryside, Countryside Strategy: First Review 2010-2020.

<sup>120</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

<sup>121</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

4.4.44 Warwickshire Historic Landscape Character Strategy was not able to be reviewed for this appraisal.

**Challenges and Opportunities**

4.4.45 A series of challenges are presented in the Countryside Strategy (see Table 4.8).

4.4.46 The Green Space Strategy 2006 identified a need for to update and review the relevant topic plans and strategies to support the SPD. These are:

- **Play Areas** – categories of play provision, design and play value, Action Plan;
- **Countryside Strategy** – Action Plan with timescales and priorities for investment. This strategy was reviewed in 2010<sup>122</sup>;
- **Nature Conservation** – update generally, and review wildlife corridors in particular. Production of an Action Plan. The first review was published in 2010<sup>123</sup>;
- **Arden Landscape Guidelines** – update and map areas onto the GIS system. Currently under consideration;
- **Rights of Way** – produce a Rights of Way Improvement Plan and improve cycling.

**Table 4.8: Issues Affecting Quality of the Countryside**<sup>124</sup>

<ul style="list-style-type: none"> <li>• <b>Issue 1 - The Strategic Role of Solihull's Countryside:</b> How to ensure that its open and rural character is retained, not only in its own right, but also as an integral part of the West Midlands Green Belt with links to the wider Warwickshire countryside. This particularly applies to the need to maintain the integrity of the Meriden Gap.</li> <li>• <b>Issue2 - Sustaining the Environment and Landscape of the countryside:</b> How to ensure that the environment, biodiversity and the landscape is sustained in the long term. The impact s of climate change and adaptation need to be sensitively managed. Natural resources such as energy, clean water, clean air, land and soil; minerals and materials including plant and animal products need to be protected for future generations. The challenge lies in how to use fewer natural resources or use them more wisely.</li> <li>• <b>Issue 3 - The Economic Viability of Solihull's Countryside:</b> How to maintain a healthy farming environment, whilst ensuring that economic change within the countryside, such as farm diversification, is sustainable and does not undermine the quality and character of the natural environment. Encouraging villages and rural businesses, working with them to enable them to grow and remain within the countryside.</li> <li>• <b>Issue 4 - The Conservation and Enhancement of Solihull's Countryside:</b> How to encourage the sustainable management of the natural resources of the countryside, retaining it as a haven for wildlife. The protection of vulnerable areas such as river corridors, grasslands, hedgerows and veteran trees is important, whilst new landscapes and habitats and recreated to conserve and enhance te landscape quality and biodiversity.</li> <li>• <b>Issue 5 - Realising the Recreational and Educational Potential of Solihull's Countryside:</b> How to realise the recreational and educational potential and allow greater opportunities for people to enjoy and learn about the countryside without damaging its character and qualities.</li> <li>• <b>Issue 7 - Integration of Land Use and Other Policies Affecting Solihull's Countryside:</b> How to ensure that the policies and initiatives in this Strategy are co-ordinated with other policies relating to housing, local services and public transport, so that policy implementation is effective.</li> <li>• <b>Issue 8 – Community interaction with the Countryside:</b> How we facilitate the whole community’s interaction with the countryside to ensure the wider goals of the Sustainable Community Strategy.</li> </ul>
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<sup>122</sup> Solihull MBC,2 010: Solihull's Countryside Strategy 2010-2020 First Review 1.0

<sup>123</sup> Solihull MBC: 2010: Solihull Nature Conservation Strategy 2010-2014 First Review 1.0

<sup>124</sup> Solihull MBC, 2010: Solihull's Countryside, Countryside Strategy: First Review 2010-2020.

4.4.47 The 2011 draft Green Infrastructure Study<sup>125</sup> proposed the objectives of:

- Identifying the current Green Infrastructure provision and connectivity (publicly accessible and non-accessible) in terms of the following — biodiversity, geodiversity, landscape character, urban forest, historic environment, accessible greenspace, greenspace typologies and links, and flood risk.
- Identifying current Green Infrastructure projects.
- Producing a current Green Infrastructure function plan and strategic overview.
- Making recommendations for future work.

4.4.48 The following draft opportunities have been identified:

- **Landscape for Living: Arden project** – The historic Forest of Arden landscape, a mosaic of ancient small fields, mature hedges and small woods has been identified as a future Landscapes for Living project which will aim to retaining pastoral agricultural management, restoring flower rich grassland, encouraging sympathetic woodland, hedgerow and pond management more wildlife will be attracted to this special landscape. The Council will seek to support this initiative which is also identified as an Arden landscape enhancement zone.
- **LBAP local opportunity mapping** - Solihull is currently involved in local opportunity mapping to identify areas suitable for delivering LBAP habitat targets. Once existing habitats (with anecdotal evidence of quality) and areas with the potential for habitat creation have been identified, it is intended that projects can be put forward and funding opportunities identified to ensure that the LBAP targets are delivered.
- **Woodland Opportunity Mapping** - This comprises 6 maps: 2 priority maps (woodland creation and ancient woodland landscapes and restoration areas) and 4 theme (landscape, biodiversity, cultural heritage and access) maps. These maps support the GI vision for Solihull and should assist in its delivery by highlighting funding priorities and the importance of future woodland projects strategically.
- **North Solihull Regeneration Project** – The North Solihull Regeneration project presents multiple opportunities for addressing GI needs through the provision of high quality accessible green spaces and linkages which:
  - are locally distinctive;
  - create a positive sense of place;
  - facilitate community cohesion;
  - offer education and development opportunities through natural play;
  - improve health and economic wellbeing;
  - enable climate change adaptation.
- **North Solihull Outdoor Gym** – An objective of the North Solihull Strategic Framework (NSSF) seeking to create an asset that will improve the quality of life for the residents of Smiths Wood, Kingshurst and Chelmsley Wood. This outdoor gym is a strategy to realise the full recreational value of the green space in North Solihull, whereby all open space forms a park network, for the current and future community. The North Solihull Partnership envisaged that the outdoor gym concept will form an integral part of the implementation of the green space strategy and delivery of an enhanced green infrastructure.
- **Babbs Mill water quality improvement project** - A Babb's Mill Lake, Babb's Mill Park & Local Nature Reserve water quality & restoration plan is currently in development.
- **Biofuel project** – A 'Wood-fuel Feasibility Study for Solihull Metropolitan Borough Council Woodlands' was completed in February 2010. The second phase of works will entail assessing the market opportunities and economic supply chains for wood based products to drive the sustainable management of Council woodlands.
- **Agricultural Landscape Character** – The agricultural landscape character classifications indicate poor quality soils (grade 4) which may present appropriate conditions for habitat creation/enhancement. In addition good quality (grade 2) soils are present in the east of the Borough and should be set aside for production rather than development where practicable.
- **Strategic transport improvements** – Strategic transport improvements provide opportunities to promote sustainable transport as well as improve public health and well-being through walking and cycling. The improvements also provide opportunities to create additional GI assets through the provision of tree-lined streets which add to the local character, develop a sense of place and deliver ecosystem services. There are a number of strategic routes in the pipeline for development such as the A34 and A41 schemes, in addition to proposed cycleways in the north and through the centre of

<sup>125</sup> Solihull MBC 2011: Draft Green Infrastructure Study, <http://www.mediafire.com/?u5i2cphm5385uhm>.



the Borough. These schemes should aspire to include appropriate tree planting at recommended ratio of 80 trees per 1km of road (1 tree every 12.5m) to create constant canopy wherever possible.

- 4.4.49 New topic strategies were proposed for allotments and canals within the Green space strategy. It is presumed that the needs identified above remain to be met.
- 4.4.50 The Green Space Strategy reviewed the status of accessible green spaces for areas across the Borough and provided a list of opportunities across each of the areas (see Table 4.9), while the Countryside Strategy identified a set of objectives (see Table 4.10).

**Table 4.9: Opportunities to Address Green Space Deficits**

<p><b>Lyndon, Olton and Elmdon:</b></p> <ul style="list-style-type: none"> <li>• Amount of accessible green space per thousand people is close to the Borough average, but there are significant differences between the wards, with Olton having amongst the least amount of green space of all wards, and Elmdon having amongst the most.</li> <li>• Existing green spaces need to be cleaner and safer.</li> <li>• More children’s playgrounds, provision for teenagers and young people, and some playing field space for rugby.</li> <li>• New Principal Park is needed.</li> <li>• Work with British Waterways to achieve greater public access to Olton Mere and the canal.</li> <li>• Improvements needed to the cycle networks. Management regimes for areas of green space should be changed to improve wildlife habitats, and make more ‘natural areas’.</li> <li>• A new Local Nature Reserve should be developed if possible.</li> </ul> <p><b>Silhill and St Alphege</b></p> <ul style="list-style-type: none"> <li>• Second greatest amount of publicly accessible green space per thousand for the whole of Solihull.</li> <li>• St Alphege ward has the second highest amount of space per thousand compared with the other wards.</li> <li>• Silhill is the worst provided ward of all, in terms of the total amount of accessible green space.</li> <li>• Make the existing green spaces cleaner and safer.</li> <li>• Provide more Local Equipped Areas for Play and around 6 ha of new allotment space. Securing the informal community use of school sites for mini and junior football. Provision of one or more Multi-Use Games Areas should be considered.</li> <li>• Improve the cycle network, linking the Town Centre with other areas including green spaces.</li> <li>• Extend and improve the wildlife corridors and other ‘natural areas’.</li> </ul> <p><b>Shirley East, Shirley West and Shirley South</b></p> <ul style="list-style-type: none"> <li>• Lowest accessible green space for the whole of Solihull.</li> <li>• Provision varies from the lowest in Shirley East (2.87 ha per 1000) to over 5 ha per 1000 in Shirley South.</li> <li>• Most people have access to green space within 400 m.</li> <li>• Increasing the amount of green space in Shirley East and Shirley South a long term objective.</li> <li>• More children’s playgrounds and more allotment space.</li> <li>• Develop a new area of green space of at least 0.2 ha in Shirley South.</li> <li>• Improving the canal corridor, and cycle and walking routes.</li> <li>• Wildlife corridors need strengthening, and should include more areas of ‘accessible natural space’. Additional LNR designation should be considered.</li> </ul> <p><b>Bickenhill and Meriden</b></p> <ul style="list-style-type: none"> <li>• An important area for sport for people from across Solihull.</li> <li>• Balsall Common which needs more playgrounds, new allotments, a large area of accessible natural green space, and improvements to the Greenway.</li> <li>• More playground provision for Hampton-in-Arden.</li> <li>• Local area park/local area green space for Berkswell.</li> <li>• Improvements to the cycle routes and other rights of way are a high priority, as are nature conservation opportunities and new native woodlands.</li> </ul> <p><b>Blythe, Dorridge and Hockley Heath, and Knowle</b></p> <ul style="list-style-type: none"> <li>• Large amount of accessible green space in Blythe, with about the Borough average for Dorridge, and a low amount of space in Knowle.</li> <li>• More playgrounds, more allotment space, and the need to make formal links with the sports clubs in the area.</li> <li>• Additional local area park/local green space near Cheswick Green.</li> </ul>
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<b>Castle Bromwich, Chelmsley Wood, Kingshurst and Fordbridge, and Smiths Wood</b>
<ul style="list-style-type: none"> <li>• Green spaces slightly below the average for Solihull, but this masks large differences between the wards.</li> <li>• Smiths Wood has only 2.4 ha of space per thousand, with Castle Bromwich being little better.</li> <li>• Chelmsley Wood and Kingshurst and Fordbridge have a large amount of space, 7.5 ha and 5.8 ha per thousand respectively.</li> <li>• Large number of small poorly designed and poorly linked spaces that people are frightened to use, and are costly to maintain.</li> <li>• Redesigned/new new spaces should be larger, provide more for sport, more local playgrounds, and have areas of 'natural green space'.</li> <li>• Safe cycling and walking routes to other spaces, and to the town centres and new residential areas.</li> <li>• Expand and develop the Kingfisher Project along the River Cole.</li> <li>• New allotment space.</li> <li>• Safe cycle links should also be made with North Warwickshire and Birmingham, as well as to the south of the Borough.</li> <li>• Programmes of youth and community development to tackle the problems of anti-social behaviour needed.</li> </ul>

**Table 4.10: Objectives Set in Solihull's Countryside Strategy First Review 2010-2020**

<b>Landscape Zone</b>	<b>Objectives</b>
<p><b>Hockley Heath Parish:</b> A small scale enclosed landscape typical of Arden Pastures, but subject to urban fringe features and uses, and significant change resulting development. It has considerable recreational potential.</p>	<ul style="list-style-type: none"> <li>• Minimise the impact of new developments on the edge of the countryside.</li> <li>• Maintain the openness and rural character of the gaps between development.</li> <li>• Encourage the retention of farming practices which preserve the characteristic features of the Arden landscape.</li> <li>• Encourage and support the potential of the Stratford-on-Avon canal/ Earlswood Lakes as valuable green/blue infrastructure assets.</li> </ul>
<p><b>The Western Fringe</b> This zone is dominated by major commercial and urban influences, such as the Airport and NEC, which have plans for expansion. It contains a small but significant area of countryside and woodland fringe, although the northern part suffers from poor accessibility to the countryside.</p>	<ul style="list-style-type: none"> <li>• Protect the open countryside from further development unless the need for, and benefits of, the development in that location outweigh the loss or deterioration of the countryside.</li> <li>• Recognise the importance to the regional and local economy of the major employment centres, whilst retaining the landscape character and local distinctiveness</li> <li>• Strengthen and enhance features characteristic of Arden landscape.</li> <li>• Increase opportunities for access to the countryside.</li> </ul>
<p><b>The Motorway Corridor</b> The influence of the motorway and associated uses dominates this zone, which also includes important natural features, such as the River Blythe SSSI, attractive open countryside and many recreational facilities.</p>	<ul style="list-style-type: none"> <li>• Encourage further planting along the motorway corridor to screen view from surrounding settlements and facilities.</li> <li>• Resist outward expansion of urban area into the countryside.</li> <li>• Protect and enhance important ecological features and habitats, including the River Blythe corridor and local wildlife sites.</li> <li>• Enhance recreational activities appropriate to the area.</li> </ul>

Landscape Zone	Objectives
<p><b>Knowle and Dorridge</b></p> <p>The closeness of the countryside to the village centres enhances the attractiveness of both settlements, whilst the Knowle/Solihull and Meriden Gaps are important because of their narrowness. The zone suffers from poor accessibility to the countryside.</p>	<ul style="list-style-type: none"> <li>• Resist outward expansion of settlements into the countryside.</li> <li>• Increase opportunities for access to the countryside.</li> <li>• Strengthen and enhance urban edge by woodland planting.</li> </ul>
<p><b>Rural Heartland</b></p> <p>This zone has an open rural character linking it with the wider Warwickshire countryside, which provides an attractive setting for historically important villages and hamlets. Sand and gravel workings and deposits have a significant impact, as do important natural features, such as the River Blythe SSSI.</p>	<ul style="list-style-type: none"> <li>• Protection of rural character from development.</li> <li>• Enhance the effect of wooded enclosure.</li> <li>• Increase opportunities for access within the countryside.</li> <li>• Determine a long term strategy for the use of old mineral workings.</li> <li>• Locate any developments which are likely to attract significant numbers close to public transport and major roads.</li> <li>• Protect and enhance important ecological features, including the River Blythe corridor.</li> </ul>
<p><b>Balsall Common</b></p> <p>Balsall Common has a major influence on its surrounding countryside, partly due to the significant change resulting from UDP proposals, and partly from urban fringe features and uses.</p>	<ul style="list-style-type: none"> <li>• Resist outward expansion of urban area into the countryside.</li> <li>• Minimise the impact of new developments on the edge of the countryside.</li> <li>• Increase opportunities for access to the countryside.</li> <li>• Strengthen and enhance urban edge by woodland fringe planting.</li> </ul>
<p><b>Northern Upland</b></p> <p>This zone has large areas of mixed woodland of ecological value with extensive views of surrounding urban areas, and from surrounding areas. It has a remoteness relative to surrounding areas with a good network of footpaths, bridleways and quiet lanes.</p>	<ul style="list-style-type: none"> <li>• Maintain rural character and remoteness.</li> <li>• Protect and enhance important ecological features.</li> <li>• Enhance opportunities for access to the countryside.</li> <li>• Develop links with adjoining authorities to ensure consistent policies.</li> </ul>
<p><b>Coventry Fringe</b></p> <p>This zone is dominated by the influence of the urban edge of Coventry, with urban fringe features and uses and has suffered from the loss of hedgerows.</p>	<ul style="list-style-type: none"> <li>• Maintain clearly defined urban edge.</li> <li>• Strengthen and enhance urban edge by woodland planting and restoring the Arden landscape character.</li> <li>• Increase opportunities for access to the countryside.</li> <li>• Expand recreational opportunities.</li> <li>• Encourage restoration of landscape by replacement hedgerow planting.</li> </ul>
<p><b>West Solihull</b></p> <p>The west of Solihull is dominated by urban areas and Birmingham as its immediate neighbour. There are landscape features characteristics of the Aden landscape within parks and open areas within this zone which are reminders of the countryside.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance areas of green spaces, seeking to restore Arden characteristics in terms of planting.</li> <li>• Protect and enhance important ecological features.</li> <li>• Increase opportunities for recreational opportunities and access to the countryside.</li> <li>• Seek to establish green infrastructure links within the zone and to the countryside beyond.</li> </ul>

Landscape Zone	Objectives
<p><b>North Solihull</b> Borders the Warwickshire countryside, but remote from it due to the M42 and M6 motorways. An urbanised area, it has remnants of the Aden landscape within areas such as the ancient semi natural woodlands of York's Wood, Smith's Wood Meriden Park Wood and Alcott wood. The area has a major benefit of the River Cole value and associated areas of green space which are valuable for recreation and nature conservation. The area is undergoing change through a regeneration programme.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance those features characteristic of the Aden countryside within the urban areas.</li> <li>• Seek to establish Green infrastructure links within North Solihull and beyond into the wider countryside.</li> <li>• Protect and enhance the Cole Valley and Kingfisher Country Park.</li> <li>• Protect and enhance important ecological features.</li> </ul>

4.4.51 The following opportunities are also considered to exist:

- Measures to reduce light pollution to sensitive area could be delivered within the Carbon Management Programme;
- Areas vulnerable to the effects of light pollution could be identified.

### Scoping

4.4.52 The following aspects have been **scoped into** the sustainability assessment:

- Effects of development on the landscape, distinctiveness and the impact of lighting upon tranquillity;
- Quantity and quality of greenspace provision;
- Delivery of safe walking and cycling networks.

### Objectives and Indicators

4.4.53 The objectives proposed are:

- To manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change.
- To facilitate the delivery and enhance the quality of areas providing green infrastructure.
- To reduce the intrusion of urban and highway lighting.

4.4.54 The indicators include:

- Net number of trees planted due to major development proposals;
- Number of healthy trees removed that were subject to tree preservation orders;
- Number of development projects providing a positive contribution to Arden Landscape Guidelines;
- Percentage of the National Character Areas showing no change or showing change consistent with character area descriptions;
- Proportion of street lights fitted with LED units.

## Historic Environment & Townscape

### Baseline Conditions

- 4.4.55 There are 15 scheduled ancient monuments in Solihull<sup>126</sup> and one Grade II\* Registered Park (Castle Bromwich Hall Gardens and Park).
- 4.4.56 The Heritage at Risk Register for the West Midlands identifies the following heritage features are being at risk:
- **Berkswell Windmill:** Grade II\* Listed – Most complete example of a West Midlands tower mill;
  - **Churchyard Cross, Barston:** Declining status;
  - **Churchyard Cross, Hampton in Arden:** Declining status.
- 4.4.57 Some 87% of the Borough's 371 listed buildings are Grade II and are not systematically assessed. Assessments of the condition of all listed buildings are made by officers when possible. It is understood that five Grade II listed buildings may be at risk, including two barns within the curtilage of listed buildings and three listed barns<sup>127</sup>.
- 4.4.58 There are 20 Conservation Areas in Solihull which vary greatly in nature and character. Conservation Area Appraisals have been undertaken for Olton in 2005, Knowle and White House Way in 2007. Table 4.11 provides a judgement on the development pressures being faced by the Conservation Areas. There were two Conservation Area consents during 2009/10 in Solihull and there are no significant development pressures at present.

**Table 4.11: Development Pressures affecting Solihull Conservation Areas**

Conservation Area	Development Pressure
Ashleigh Road	General pressures for domestic additions and modifications, and enlargement of driveways.
Barston	Permitted development changes to dwellings may adversely affect special character.
Berkswell	As above.
Bickenhill	Airport runway proposals would cause impacts.
Castle Bromwich	Permitted development changes to dwellings may adversely affect special character.
Granville Road	As above.
Grove Avenue	As above.
Hampton-in-Arden	As above.
Knowle	Permitted development changes to dwellings may adversely affect special character. Shop fronts and signage need careful control within and adjacent to the CA.
Malvern Hall and Brueton Avenue	As above
Malvern Park Farm	As above
Meriden Green	Shop fronts and signage need careful control within and adjacent to the CA.
Meriden Hill	Permitted development changes to dwellings may adversely affect special character.
Olton	As above
Solihull	Shop fronts and signage need careful control.
Station Approach Dorridge	Shop fronts and signage need careful control.
Temple Balsall	None beyond additions to school and car parking.
Walsal End	Permitted development changes to dwellings may adversely affect special character
Warwick Road	As above. Pressures for change of use of dwellings to commercial usage near town centre
White House Way	As above.

<sup>126</sup> English Heritage, 2010: Understanding the Assets, <http://hc.english-heritage.org.uk/HC-regional-summaries/HC-West-Midlands/>  
<sup>127</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

- 4.4.59 About half of Solihull's 371<sup>128</sup> listed buildings such as Meriden Cross and Packhorse Bridge are in the countryside and in rural settlements<sup>129</sup>. During 2009/10 there were 37 planning decisions affecting Listed Buildings<sup>130</sup>.
- 4.4.60 There are few sites of industrial heritage in the countryside, but two canals in Solihull form part of the historic landscape. The railway corridors are of historic interest, and some associated structures such as the brick bridge at Darley Green Road are of local architectural and historic interest. Other rural industrial buildings of historic interest include Darley, Henwood and Meriden watermills and Berkswell Windmill.
- 4.4.61 The Arden landscape is recognised as being an area of highly sensitive historic landscape types which have been altered and their character eroded. The Arden Landscape Guidelines establishes many opportunities that can be taken to strengthen the historic landscape character. The farmsteads within the Arden landscape are often still evocative reminders of past farming practices as rural industry, although residential conversions or the addition of modern portal frame buildings to groups has affected their character.
- 4.4.62 There is a growing need to disseminate information regarding sympathetic micro-generation and energy conservation measures for historic buildings. This is to ensure that incentive schemes do not produce detrimental visual impacts through alterations that subsequently fail to deliver predicted benefits for heritage assets.
- 4.4.63 The heritage resource as a whole does not suffer from any significant instances of vacancy and disrepair. In fact, the maintenance of heritage assets with modern rather than traditional materials is of concern in itself.

#### **Trends & Future Baseline**

- 4.4.64 It is difficult to discern trends, although it can be anticipated that the increasing population in the Borough will place both direct and indirect pressures upon the historic fabric of the area. Pressures for changes that affect the townscape include domestic extensions and alterations, boundary security measures, and driveway extensions, plus shop front and signage proposals at commercial premises. Traffic calming, street lighting and bus operator street furniture also have the potential to create new and potentially adverse visual impacts.
- 4.4.65 Opportunities can be expected to give rise to some enhancements potentially associated with the promotion of green infrastructure. Overall the prognosis is one of decline.

#### **Data Limitations**

- 4.4.66 No information is currently available on:
- Unlisted buildings of local historic/ architectural interest;
  - Extent to which the heritage resource has declined and how it is anticipated to perform over the plan period;
  - There was no evidence available on the quality and trends in the Solihull townscape despite local distinctiveness being a key attribute of the Borough.

#### **Challenges and Opportunities**

- 4.4.67 The challenge for the Borough is to continue to conserve and promote the unique historic features of the area to help maintain local distinctiveness and thereby aid the attractiveness of the area for businesses seeking to locate in the Borough.

#### **Scoping**

- 4.4.68 The role of the historic environment in supporting the quality of life in the Borough is justification **scoping in** this aspect to the appraisal.

<sup>128</sup> English Heritage, 2010: Understanding the Assets, <http://hc.english-heritage.org.uk/HC-regional-summaries/HC-West-Midlands/>  
<sup>129</sup> <http://list.english-heritage.org.uk/>  
<sup>130</sup> English Heritage, 2010: Caring & Sharing, <http://hc.english-heritage.org.uk/HC-regional-summaries/HC-West-Midlands/>

## Objectives and Indicators

4.4.69 The objectives proposed are:

- To conserve, protect and enhance buildings, sites and the setting of historic assets to the environment as part of development projects.
- To deliver improvements in townscape and enhance local distinctiveness.

4.4.70 The indicators include:

- Number of development projects that enhance either the historic landscape or elements of the historic environment;
- Number of development projects that detract from either the historic landscape or elements of the historic environment.

## Air Quality

### Baseline Conditions

4.4.71 There are no Air Quality Management Areas across the Borough since its rural and sub-urban character with the absence of few houses near highways promotes rapid dispersion of pollutants. Monitoring indicates low to moderate levels of NO<sub>2</sub> at some locations but none exceed the action levels set out in legislation.

### Trends & Future Baseline

4.4.72 Air quality trends may be affected by climate change leading to increasing levels of ozone as a product of the emissions of nitrogen dioxide. However over the next 15-20 years advances in low carbon vehicles and electric vehicles may lead to reduced emissions of some pollutants. An increase in diesel use could lead to elevated particulate emissions.

4.4.73 Whilst technological improvements can be expected to gradually improve NO<sub>2</sub> and PM<sub>10</sub> concentrations (e.g. electric vehicles), this may be offset by increased urban traffic and congestion. However, it is also necessary to factor in the changing transport patterns of a more elderly population and the potentially declining disposable incomes available from which to purchase fuel efficient vehicles. Although this may also combine to reduce the total distances travelled, it is difficult to forecast the effect on future transport emissions.

4.4.74 Although ozone is not a registered pollutant, it may become of increasing concern in suburban and rural areas due to 'summertime smog'. Road transport is the main cause of ozone<sup>131</sup> and the effects of 'summertime smog' can be expected to get worse as climate change leads to warmer summers with longer periods of dry weather.

### Data Limitations

4.4.75 It is not clear what the future trajectory will be for the quantity of the different pollutants emitted, but risks to air quality standards would appear unlikely.

### Challenges and Opportunities

4.4.76 The challenge faced by the Borough is:

- To lower pollutant levels in urban centres as a result of actions taken to reduce greenhouse gas emissions across the transport sector.

### Scoping

4.4.77 Air quality is **scoped out** of the appraisal as there are currently no existing or emerging sustainability issues.

<sup>131</sup> Ozone does not come directly from vehicles rather it is created by chemical reactions between other nitrogen oxides and hydrocarbons.



## Water Quality

### Baseline Conditions

- 4.4.78 Solihull has two rivers flowing through its boundaries, the River Blythe and the River Cole. There are also several brooks and tributary watercourses in the Borough.
- 4.4.79 The Environment Agency has monitoring stations throughout the Borough with the water quality data provided for 2009 set out in Table 4.12 below. This indicates that the main issue facing water quality is that of nutrient enrichment.

**Table 4.12: Water Quality**

Watercourse	Chemistry	Biology	Nitrates	Phosphates
River Cole	B	-	3	4
Hatchford-Kingshurst Brook	C	-	-	4
River Blythe Conf with Cran Bk to M42	B	B	3	4
River Blythe Cuttle Bk to Eastcote Bk	A	-	4	5
River Blythe Barston Stw to R Blythe	D	C	6	5
River Blythe Eastcote Brook to Horn Brook	B	B	5	5
River Blythe Meriden Stw to River Blythe	B	-	5	5
River Blythe M42 to Cuttle Brook	A	-	3	5
Cuttle Brook	B	B	3	5
Temple Balsall Brook	A	-	4	5
Spring Brook	C	-	4	5
Grand Union Canal	C	D	3	5
Stratford Upon Avon Canal	D	F	2	3

### Trends & Future Baseline

- 4.4.80 Activities brought about through Local Development Document policies can lead to the following negative effects upon Water Framework Objectives unless mitigation or avoidance actions are taken:
- Increased loads from waste water treatment caused by new development;
  - Mobilisation of contaminants, sedimentation, pollution during construction and runoff from hard standing areas;
  - Abstraction and diversion of water to new developments;
  - Physical modification of watercourses affecting quality and the river flow;
  - Increasing flood risk;
  - Recreational pressures;
  - Loss and fragmentation of habitats;
  - Soil sealing;
  - Non-native species.

4.4.81 It is assumed that water quality will slowly improve.

**Data Limitations**

4.4.82 The relationship between development proposals and urban runoff with that of water quality is not clear since discharges will generally be to the sewer system. However increased urban development is expected to lead to increasing loading of phosphates into the watercourses via the sewage treatment works.

**Challenges and Opportunities**

4.4.83 The challenges faced by the Borough to encourage the opening up of culverts where practicable to improve amenity value as well as the ecological and water quality of the watercourse.

**Scoping**

4.4.84 This aspect has been **scoped within** a general objective of minimising pollution.

**Objectives and Indicators**

4.4.85 The objective proposed is:

- To manage the drainage network to ensure no detriment to surface water quality.

4.4.86 The proposed indicator is:

- Length of culverts opened up into open watercourse and the length of watercourse restored.

**Noise**

**Baseline Conditions**

4.4.87 The Defra Noise Action Plan for Major Roads Outside First Round Agglomerations identifies “Important Areas” (IAs) with respect to major road noise where 1% of the population affected by the highest noise levels<sup>132</sup>. Those locations where the noise mapping indicates levels of at least 76 dB LA1018h are to be investigated as a priority.

4.4.88 The Noise Action Plan for the West Midlands Agglomeration (DEFRA, 2010) has identified the approximate number of dwellings and associated population per local authority to be investigated due to noise from roads (see Table 4.13).

**Table 4.13: Road Traffic Noise<sup>133</sup>**

Local Authority	Number of Dwellings	Associated Population
Birmingham City Council	1,100	2,500
Dudley Metropolitan Borough council	200	500
Sandwell Metropolitan Borough Council	300	600
Solihull Metropolitan Borough Council	<50	<100
Walsall Metropolitan Borough Council	300	600
Wolverhampton City Council	200	500
South Staffordshire Council	<50	<100
Bromsgrove District Council	<50	<100
<b>TOTAL</b>	<b>2,150</b>	<b>4700</b>

<sup>132</sup> <http://www.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/noiseaction-agglom-nottingham.pdf>

<sup>133</sup> Defra, 2010: Noise Action Plan, West Midlands Agglomeration, Table 5.2

4.4.89 As shown by the table below Solihull Metropolitan Borough Council has one of the lowest results of only 50 dwellings and an associated population of 100. Despite the presence of major transport corridors, housing is located at a sufficient distance to prevent noise becoming an issue.

4.4.90 The Environmental Noise Directive requires the protection of urban tranquil areas and to this end the Natural Environment White Paper notes that mechanisms to formally identify and protect urban quiet areas will be established.

**Trends & Future Baseline**

4.4.91 While technology and regulatory measures such as those being proposed by the EU on tyre noise may see reductions in rolling noise of 2.5-3.0dB over time, this is more likely to benefit those roads that are less congested.

4.4.92 In congested urban areas, noise levels will continue to be dominated by engine noise, although marginal reductions may be achieved with a substantial penetration of electric vehicles.

**Data Limitations**

4.4.93 There is an absence of information identifying areas of high noise levels within the Borough or public complaints concerning environmental noise.

**Challenges and Opportunities**

4.4.94 The challenge faced by the Borough will eventually be to identify and protect quiet urban areas from increasing noise levels.

**Scoping**

4.4.95 Apart from the general objective to minimise pollution this aspects is **scoped out** from the appraisal.

**4.5 Sustainable Communities**

4.5.1 Under the heading of sustainable communities the sustainability framework considers the following:

- Deprivation and social exclusion;
- Housing;
- Public health;
- Crime and safety;
- Culture & recreation;
- Regional assets.

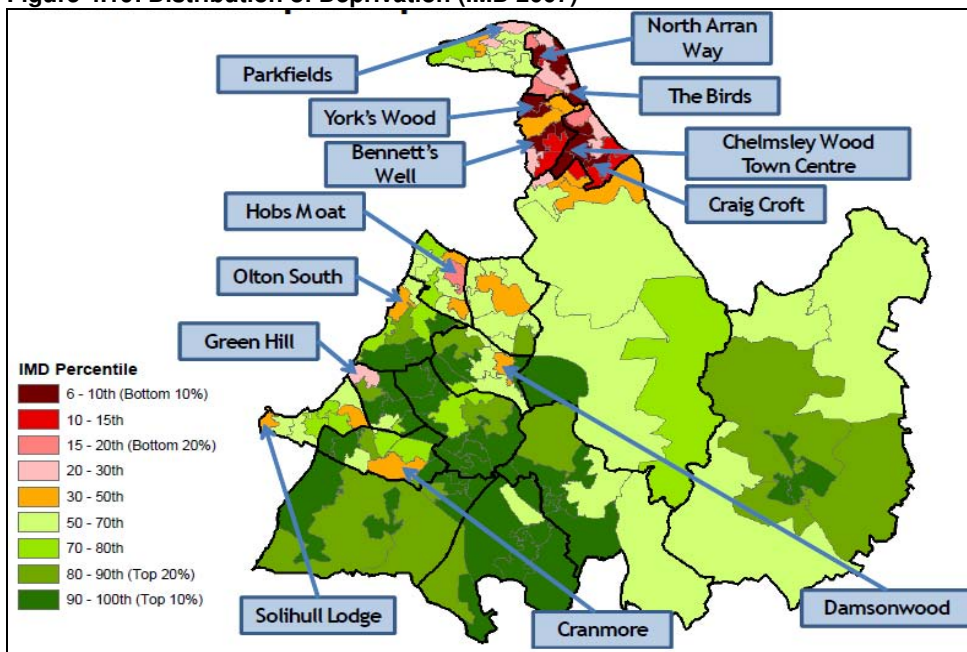
**Deprivation and Social Exclusion**

**Baseline Conditions**

4.5.2 Solihull has one of the widest gaps in the country between the wealthiest and the poorest communities. In 2007 some parts of North Solihull were rated as amongst the most deprived 10% in the country and there are pockets of deprivation in Bickenhill, Elmdon, Lyndon, Olton, and Shirley. Socio-economic deprivation in Solihull is highly spatially concentrated in Chelmsley Wood, Kingshurst & Fordbridge and Smith's Wood (see Figure 4.19).

4.5.3 North Solihull developed in the 1960s and suffers from issues of poor design, including tower blocks, fear of crime, poor quality shopping areas and road networks that cause segregation and underpasses at the main crossing points. Three wards in particular - Chelmsley Wood, Kingshurst & Fordbridge and Smiths Wood suffer from much higher levels of deprivation than other parts of the Borough. These wards are included within the East Birmingham and North Solihull Regeneration Zone.

Figure 4.19: Distribution of Deprivation (IMD 2007)<sup>134</sup>



- 4.5.4 Of the 29 LSOAs in the 'North Solihull' Regeneration Zone, ten are in the most deprived 10% in the country; 20 are in the most deprived 20% and 25 are in the bottom 30%. The area forms part of a contiguous block of deprivation stretching through the eastern part of Birmingham. Elsewhere in Solihull there are concentrations of deprivation in "pockets" in the urban west and Castle Bromwich.
- 4.5.5 Income deprivation is also concentrated in the 'North Solihull' Regeneration Zone with seven LSOA in the worst 10% nationally (Cole Valley, Yorkswood, The Rivers, Bennett's Well, Craig Croft, The Birds South and Chelmsley Wood Town Centre). Other areas outside North Solihull experiencing income deprivation are Hobs Moat North in Lyndon and Green Hill in Shirley East<sup>135</sup>.
- 4.5.6 On average, weekly household incomes in the 'North Solihull' are 28% below the England average and 19% below the West Midlands average. Average household incomes are around one third below the Solihull median in Cole Valley, Bennett's Well, Craig Croft and Babb's Mill. Olton South has the highest concentration of low income households (£15,000 per annum and less) outside the 'North Solihull'.
- 4.5.7 Across the Borough the February 2011 figure of approximately 16,520 benefit claimants (equivalent to 12.9% of the population aged 16-64) compares favourably to the 16.5% and 14.2% figures for the West Midlands and England<sup>136</sup>. However, there were some 23,758 people experiencing income deprivation equivalent to 15.7% of the population, with 10,204 experiencing employment deprivation<sup>137</sup>.
- 4.5.8 The proportion of children in poverty for 2007 and 2008 was 15.2% for both years, a situation better than across the West Midlands for both years.
- 4.5.9 These inequalities also mean that a significant number of local people across Solihull face poorer health, education, housing and employment opportunities than others in the Borough. Closing the inequality gap is a significant challenge being addressed by a range of initiatives, including the regeneration programme for Chelmsley Wood, Smith's Wood and Kingshurst and Fordbridge.
- 4.5.10 There are 67 primary school, 12 secondary schools and 5 special schools in the Borough. Educational standards are good, well above the national average at pre-school, and primary school level.
- 4.5.11 Across Solihull indicators of pupil attainment are impressive up to Key Stage 4 (16 years). Overall, Solihull is the 25th best authority (out of 148) in the country for this measure (DCSF 2008), which is good

<sup>134</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>135</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>136</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Inclusion October 2011 revision

<sup>137</sup> Ibid

- considering the many “bluecollar” households in Solihull. Also, a fifth of the students in Solihull secondary schools do not reside in the Borough<sup>138</sup>.
- 4.5.12 Performance in post-16 education is a concern. At Key Stage 4 Solihull pupils out-perform the national average by 8%, but by A and AS level results are 5% below the national average.
- 4.5.13 There are significant spatial variations in the population age profile with the ‘North Solihull’ regeneration area having a younger population (21.9% of the population are aged 15 or under) and the urban west having the highest percentage of residents aged 65+ (18.3%). Consequently, the community providing the future workforce that needs higher levels of skills are those with the poorest educational attainment across the Borough<sup>139</sup>.
- 4.5.14 The Economic Assessment identified a strong correlation between the geography of “worklessness”, social housing, low skills, poor health and disability and household income levels. Tackling “worklessness” and low households incomes therefore requires an integrated response to tackling the drivers or causes of “worklessness”.
- 4.5.15 The Children and Young People’s Trust is a thematic group of the Solihull Partnership and takes the lead on the Children and Young People’s elements of the Sustainable Community Strategy and the Local Area Agreement. The Borough has set six priorities for Children and Young People, centred on the five national ‘every child matters’ outcomes for children, which are:
- Healthier lifestyles;
  - Anti-bullying and personal safety;
  - Things to do and places to go;
  - Raising achievement for all;
  - An equal chance for all;
  - Integrated Services.
- 4.5.16 While deprivation forms a key aspect, there is also a need to recognise the social isolation that can come from poor transport access to work, fear of crime and a lack of recreational and cultural activities.
- 4.5.17 The majority of the Black/Black British and 1.1% Mixed ethnicity residents live in the north of the Borough. Most Asian/British Asian live in the Urban South area<sup>140</sup>.

### Trends & Future Baseline

- 4.5.18 It is unclear what the trends might be, however, unless interventions are made to enhance the educational attainment and address the inequalities, the Borough may face an increase in the number of people from beyond the Borough travelling to take up higher skilled jobs.

### Challenges and Opportunities

- 4.5.19 The key challenges are to enable the Borough to continue to deliver a GVA above the regional average by supporting knowledge based industries and by enabling the local workforce, particularly from North Solihull, to be equipped to exploit local opportunities. This may also have the benefit of reducing the need to travel thereby help to reduce greenhouse gas emissions.

### Data Limitations

- 4.5.20 There is a considerable amount of retrospective information on the deprivation status of the communities within the Borough. However, there is little information available to indicate what the projections are for deprivation to inform the future baseline situation. Given the complex relationship between training and skills, income and housing, along with the ability of the community to start up new businesses, projections of the future baseline are highly uncertain.

<sup>138</sup> Solihull MBC, 2009: Castle Bromwich Ward Profile

<sup>139</sup> Solihull MBC 2011: A Local Assessment for Solihull

<sup>140</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

## Scoping

- 4.5.21 Deprivation is **scoped into** the appraisal to reflect the inequalities across the Borough as well as the potential imbalance between inward commuting and the local employment needs.

## Objectives and indicators

- 4.5.22 The objective proposed is:

- To improve community capital and reduce isolation across the social gradient in the Borough;
- Ensure that the pattern of development helps reduce imbalances across the Borough;
- Promote employment opportunities and access improvements to employment, education and health services;
- Improve the public realm and community facilities.

- 4.5.23 The indicators include:

- Percentage of jobs in Solihull filled by local residents;
- National deprivation indicators;
- Increased diversity of employment across the Borough;
- Percentage of Super Output Areas that fall within the 20% most deprived areas using the index of multiple deprivation;
- Percentage of people who say they are satisfied with their local area as a place to live.

## Housing

### Baseline Conditions

- 4.5.24 Solihull has one of the most severe housing affordability problems in the West Midlands. This reflects both a shortage of affordable housing and house prices that are significantly above the regional average. Solihull has one of the most severe affordability problems in the West Midlands region with a house price to income ratio of 5.36<sup>141</sup>.
- 4.5.25 The lack of availability of affordable housing is increasing the number of concealed households and constraining labour mobility, although the growth in the private rental sector has provided additional opportunities. The number of households living in temporary accommodation has tended to be about 20-24 in recent years. The latest figure for Q4 2009-10 is 21.
- 4.5.26 The demand for social rented housing is strong and increasing. However the housing market has become more difficult as a result of the economic downturn. House prices in Solihull have been negatively impacted, falling more sharply in 2008/09 than national and regional averages<sup>142</sup>.
- 4.5.27 The market difficulties have reduced the impact of the regeneration programme in the north of the Borough on diversifying the local housing offer as the proportion of social housing has been higher than planned.
- 4.5.28 Reductions in house values have not significantly improved longstanding problems of affordability which have in fact been exacerbated by restricted mortgage finance, labour market problems and lack of confidence. The 2009 Strategic Housing Market Assessment found that 70% of emerging households were unable to purchase a home on the market<sup>143</sup>.
- 4.5.29 There is increasing pressure on the social rented sector, with the housing register increasing by 75% over the past two years and there has been a marked increase in households who are seeking assistance due to being threatened with homelessness.
- 4.5.30 The number of households on Solihull's housing waiting list has been constantly rising each year since 2003 and at end June 2009 stood at 11,789. This is an indicator of growing pressure within the social

<sup>141</sup> Solihull MBC and Solihull NHS Care Trust 2010: Joint Strategic Needs Assessment, 2009- 2010.

<sup>142</sup> Solihull MBC, 2011: A Local Assessment for Solihull

<sup>143</sup> Solihull MBC, 2011: A Local Assessment for Solihull



rented sector for people to move to accommodation better suited to their needs and the difficulty that newly forming households have in accessing accommodation.

- 4.5.31 In recent years significant progress has been made on the prevention of homelessness through a wide variety of initiatives. This has seen Solihull's homeless acceptance rate per 1000 households fall significantly below the West Midlands regional average (3.1 per 1000 in 2008/9 compared to 3.9 for the region).
- 4.5.32 Gypsies and Travellers are amongst the most socially excluded groups in society, so the Solihull Partnership has undertaken to reduce exclusion and promote opportunities for the Gypsy and Traveller community<sup>144</sup>.
- 4.5.33 The most recent count records 75 caravans occupied by Gypsies and Travellers in 10 locations in the Borough<sup>145</sup>. Of the ten sites traveller sites 7 have full planning permission (all private sites), the remainder either having temporary permission or being unauthorised sites. In total this provides for 64 pitches. The land at Eaves Green Lane, Meriden, which was the subject of unauthorised development of a caravan site has not been included here. The three authorised sites with full planning permission are all on private land, there being no Council provision of authorised sites in Solihull.

### Trends & Future Baseline

- 4.5.34 Projections provided on the Places Website<sup>146</sup> provide the following household projections:
- Increase in one person households from 25,000 in 2008 to 37,000 in 2033;
  - The number of dwellings per ha has increased from 23 in 1994-97 to 39 in 2006-09.
- 4.5.35 Home ownership choices are limited in the North Solihull Regeneration Zone and there is a shortage of homes which are affordable by people on mid to low incomes in the remainder of the Borough. Much of the planned growth in new homes in Solihull will be in the North Solihull Regeneration Zone, and a key objective of the regeneration programme is to diversify the housing available in this area.
- 4.5.36 A key aim of the Regional Spatial Strategy (RSS) was to increase the proportion of new housing provided within the Major Urban Area (MUA) to assist regeneration and ensure more sustainable patterns of development. The proportion of new dwellings built within Solihull's MUA is increasing. Since 2001, 60% of all new dwellings have been provided within the MUA. However, a significant proportion of new housing is still being provided outside of the MUA. This is because of the previously designated sites outside of the MUA that are still being built out<sup>147</sup>.
- 4.5.37 Between 2001 and 2010, 68% of all dwellings have been built on previously developed land (see Figure 4.20). The target set by the RSS has not been met as development densities have been increased on previously designated greenfield strategic housing sites, so more dwellings are being provided on these sites than anticipated.
- 4.5.38 The target of a minimum density of 30 dwellings per hectare on 95% of developments has not been met. Recent developments of a density of less than 30 dwellings/ha tend to be smaller schemes, such as the replacement of one dwelling for another where it is not possible to achieve densities of over 30 dwellings per hectare<sup>148</sup>.

<sup>144</sup> The Solihull Partnership 2010: A Strategy For Gypsies and Travellers In Solihull, (draft)

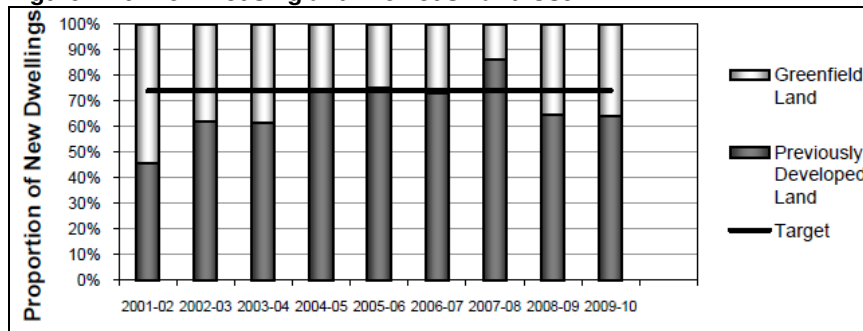
<sup>145</sup> Solihull MBC: 2011: Biannual caravan count – July 2011.

<sup>146</sup> [www.places.communities.gov.uk](http://www.places.communities.gov.uk)

<sup>147</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

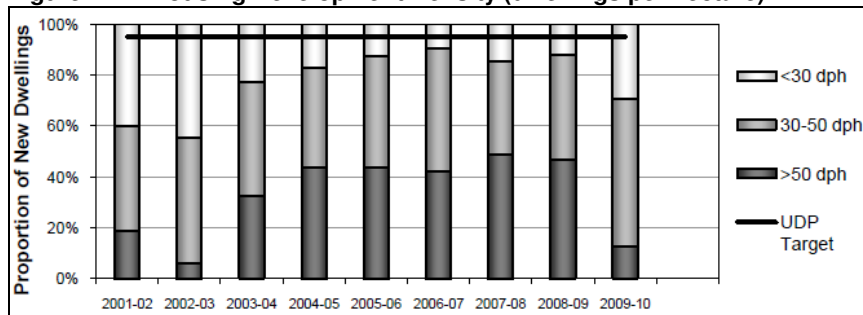
<sup>148</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

**Figure 4.20: New Housing and Previous Land Use**



4.5.39 In terms of gypsies and the travellers community, a need for 26 additional permanent residential pitches between 2007 and 2017<sup>149</sup> has been identified. Of these 17 pitches are required by 2012. The remaining 9 pitches will be required to accommodate family increases and possible in-migration. This will bring the total number of permanent residential pitches with planning consent in the Borough up to 63. It was also recorded that there was a need for 5 transit pitches by 2017, but no need to provide for Travelling Showpeople.

**Figure 4.21: Housing Development Density (dwellings per hectare)<sup>150</sup>**



4.5.40 The use of all established sites which do not have permanent permission would contribute 18 residential pitches to the overall requirement of 26, and therefore would meet the need arising by 2012. The Council would then need to meet the shortfall of at least 8 residential pitches and the 5 transit pitches (stopping places) to 2017.

**Challenges and Opportunities**

4.5.41 The good quality and quantity of housing supply in Solihull has been identified through the Local Economic Assessment as a driver of the Borough’s strong economic growth over the past decade. However, the assessment has noted the variations in the quality of housing supply in different parts of the Borough – particularly the ‘North Solihull’ Regeneration Zone, where the quality of supply has acted as a constraint on economic development.

4.5.42 The North Solihull Partnership identifies the following interventions in the area’s housing market<sup>151</sup>:

- To create long term sustainability in the housing market by extending tenure choice and accessibility;
- To reflect and where necessary raise the aspirations of all stakeholders particularly existing residents;
- To replace unpopular/unsuccessful housing;
- To meet the range of housing needs in the area;
- To provide flexibility to address changing needs/aspirations of the population;
- To generate funding through private housing development and to secure regeneration via planning obligations and/or other mechanisms for initiatives such as improving existing housing and economic development/social programmes.

<sup>149</sup> The Birmingham, Coventry and Solihull Joint Gypsy and Traveller Accommodation Assessment 2008.

<sup>150</sup> Solihull MBC, 2010: Solihull Local Development Framework, Annual Monitoring Report, April 2009-March 2010.

<sup>151</sup> North Solihull Partnership, 2009: North Solihull Strategic Framework Addendum

4.5.43 The Partnership foresaw the demolition of 25% of the housing stock in North Solihull as well as redevelopment and refurbishment within its 2005 Framework.

4.5.44 The Solihull Partnership draft Gypsies Strategy identifies a series of challenges/opportunities the following being relevant to the LDF process:

- Ensure that sufficient authorised sites become available;
- Establish links with neighbouring and other local authorities on strategy, policy and practice for Gypsies and Travellers;
- Ensure that elected members are adequately aware of Gypsy and Traveller issues, including cultural issues.

#### **Data Limitations**

4.5.45 With the economic uncertainties affecting house builders, the number of housing units provided is unclear. Nevertheless, the increasing proportion of younger people in the north of the Borough and increasing ageing population elsewhere creates a diversity of housing need across the Borough.

4.5.46 It is not clear from the evidence reviewed that the housing analysis has taken account of the changes taking place in either the benefits or public health system. With the move from social rented property to affordable rented property there will be increasing numbers of people faced with income deprivation. Further with the ending of secured tenancies, many of those least able to care for themselves may well face the increased stress of having to vacate their homes. Consequently the current forecast need for low cost housing may well be under-estimated.

4.5.47 It is certainly the case that none of the forecasts have addressed the implications of the increasing age of the population in general let alone on a spatial basis to determine the implications that exist for housing provision. This is a serious omission from the need to cater for the needs of the community.

#### **Scoping**

4.5.48 Housing is central to sustainable communities and also to the economic future of the Borough hence it is **scoped into** the appraisal framework.

#### **Objectives and Indicators**

4.5.49 The objectives proposed are to:

- Improve the supply and affordability of housing in those areas of greatest need;
- Ensure supply of housing appropriate to local needs especially in relation to affordability;
- Make provision for the accommodation needs of Travellers & Gypsies.
- Ensure urban design and layout contributes towards reducing the potential for crime;
- Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.

4.5.50 The indicators include:

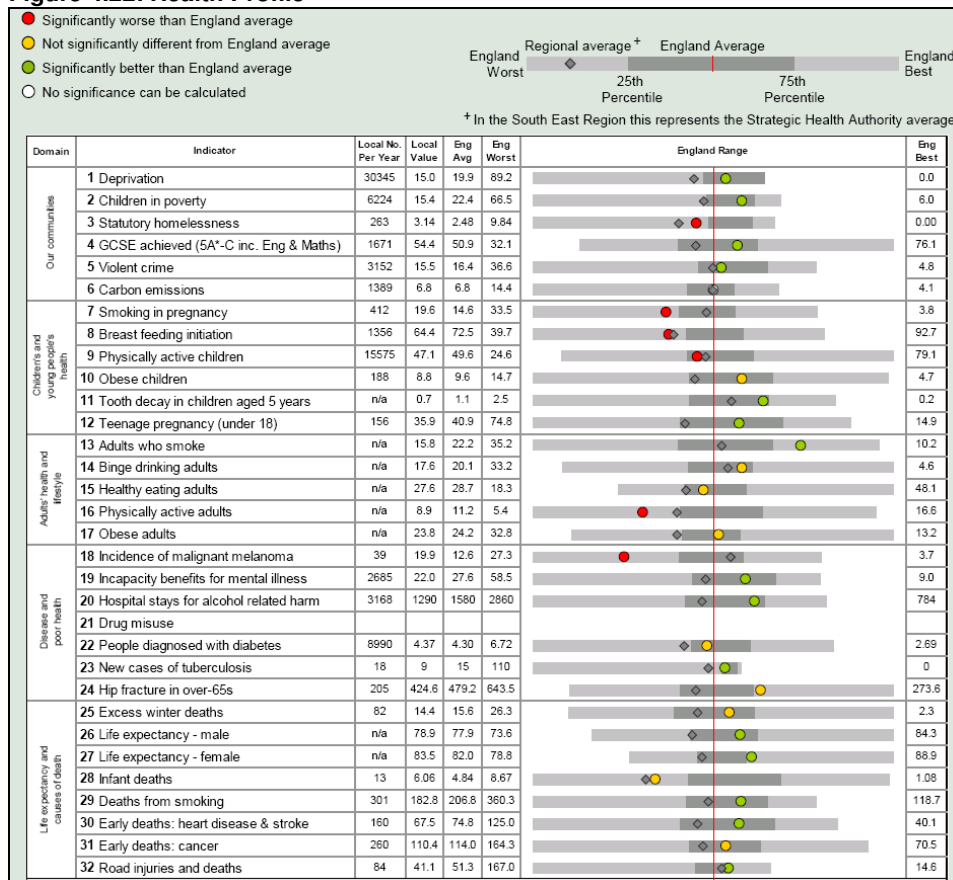
- Annual housing completion rate by number of bedrooms;
- Annual affordable housing completions;
- Number of gypsy and traveller pitches available.

## Public Health

### Baseline Conditions

- 4.5.51 The health of people of Solihull is generally better than the English average; including low deprivation levels (see Figure 4.2). For example male life expectancy on average exceeds both the regional and English average with the life expectancy ranging from 73.3 to 83.3 and for women range from 80.1 to 87.9<sup>152</sup>. However the inequalities in male and female life expectancy and disability free life expectancy are both significantly worse for the Borough than the English average.
- 4.5.52 The life expectancy of people in Solihull as a whole and the fifth of wards with the worst health and deprivation indicators have increased. However, the rate of increase has been unequal resulting in a widening of the gap between these populations. The all-age mortality rate from all circulatory diseases for 2007-09 is 149.2 per 100,000 persons considerably better than for the West Midlands or England<sup>153</sup>.
- 4.5.53 As evident by Figure 4.23 there are considerable variations in life expectancy across the Borough with wards in North Solihull doing particularly poorly. Chelmsley Wood has the lowest life expectancy of any ward in Solihull at 76.8 years per person, while Kingshurst and Fordbridge have the 2nd lowest life expectancy of any ward in Solihull at 78 years per person. There is 11 years difference in life expectancy for males and 9.4 years for females between the most and least affluent population<sup>154</sup>.
- 4.5.54 Children and young people in Solihull are generally very healthy. However, there are inequalities in health across the Borough and there is differential need for services for children and young people. In general needs are greatest in the wards in the north where there are relatively more children and higher levels of deprivation.

**Figure 4.22: Health Profile**

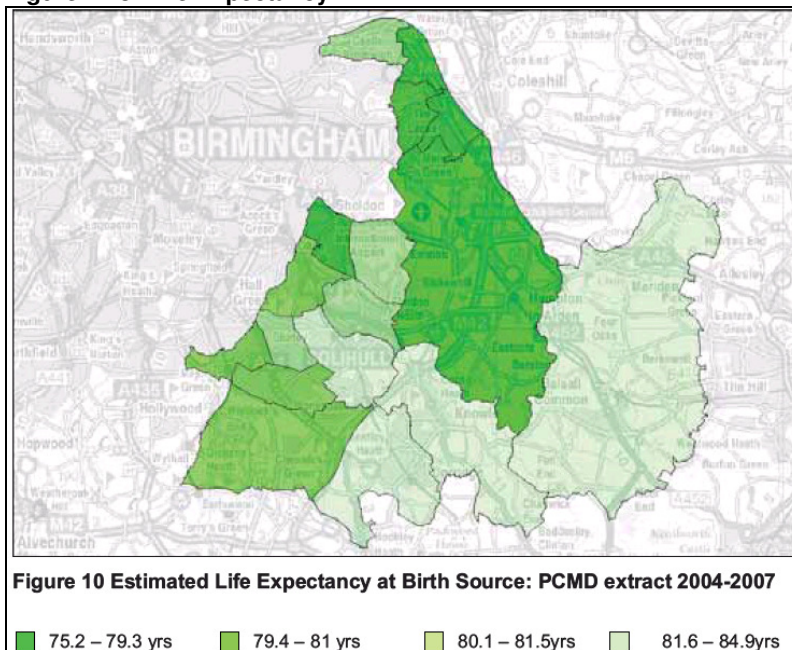


<sup>152</sup> Health Inequalities Indicators for Local Authorities 2005-09 <http://www.apho.org.uk/resource/item.aspx?RID=99599>

<sup>153</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Inclusion

<sup>154</sup> Association of Public Health Observatories: 2011: Health Inequalities Indicators for Local Authorities – Solihull MCD (OOC)

Figure 4.23: Life Expectancy<sup>155</sup>



- 4.5.55 The West Midlands Region is one of the worst performing regions in the UK in terms of the number of adults who are obese. Obesity levels are higher in many Metropolitan Authorities than the regional average<sup>156</sup>.
- 4.5.56 Only 7% of working age Solihull residents either walk or cycle to work. Also, 18% of respondents to the Place Survey indicated that public transport provision was an improvement priority in their local area. Perhaps unsurprisingly the relatively isolated wards of Knowle, Meriden, Blythe and Bickenhill being the only ones where more than 20% of respondents expressed concern with existing services.
- 4.5.57 In March 2008 it was estimated that there were 9,091 households living in fuel poverty in Solihull, 10.5% of total households in the Borough. Fuel poverty is considered to be a contributory factor to excess winter mortality. In Solihull excess winter mortality was estimated to amount to 104 deaths during 2008/9.
- 4.5.58 The number of people killed and seriously injured on the roads has fallen by 53% since the 1994-98 baseline (999 in 2009 compared with a 1994-98 average of 2093). However, the rate of reduction has slowed in recent years and certain groups such as children, young people and motorcyclists remain the most vulnerable<sup>157</sup>. There is, however, uncertainty regarding the future funding of road safety, as the Road Safety Grant has ceased.
- 4.5.59 Three wards consistently have the least advantageous health outcomes, namely:
  - Chelmsley Wood;
  - Kingshurst and Fordbridge;
  - Smiths' Wood.
- 4.5.60 These are the wards that are the most deprived, have the poorest educational attainment and have the highest rates of unemployment (see Figure 4.24).
- 4.5.61 Health priorities for Solihull include reducing health inequalities, with a particular focus on reducing death rates from heart disease, stroke and cancer, stopping smoking, increasing levels of physical activity and reducing obesity in children.
- 4.5.62 Implementing some interventions can actually increase gaps in health inequality because less deprived groups take these services up more quickly and in greater numbers than others. It is for this reason that

<sup>155</sup> Solihull NHS Care Trust, 2009: Director of Public Health Annual Report

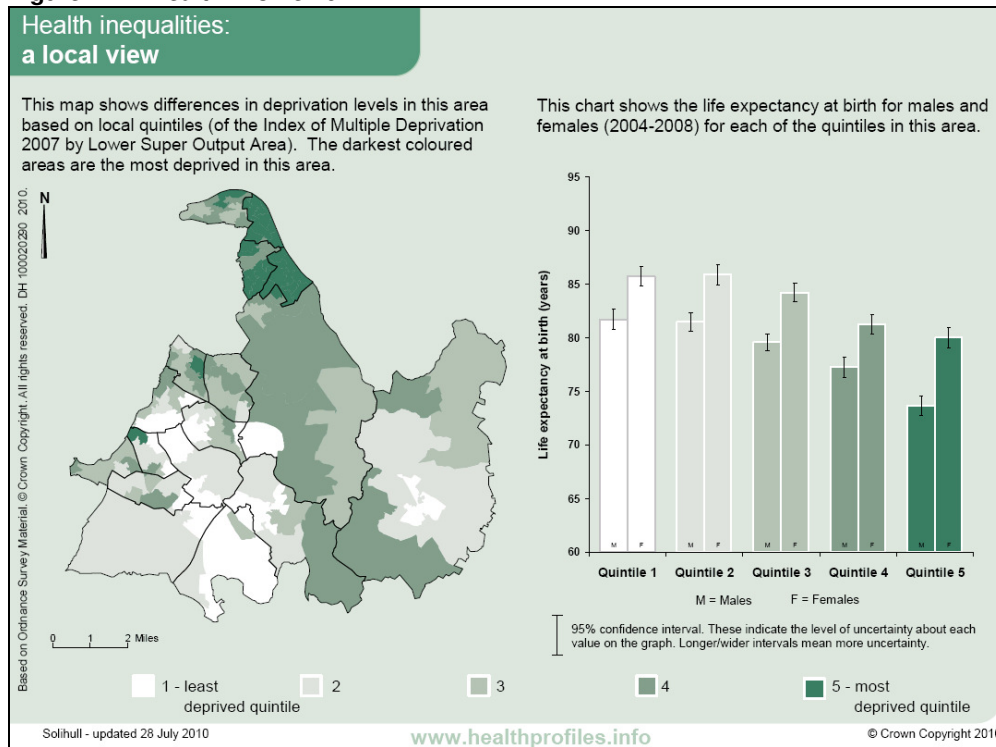
<sup>156</sup> Centro 2010: Local Transport Plan 3: Sustainability Appraisal Report

<sup>157</sup> Centro, 2010: Local Transport Plan 3 Sustainability Appraisal

interventions need to be preferentially delivered to Solihull's most deprived areas. Among the Department of Health recommendations for key interventions that spatial planning can influence are:

- **Increase employment opportunities** –the most effective means of improving public health;
- **Improve housing** – affordable housing, adequate provision and renewal policies;
- **Increase physical activity** – addressing severance, promotion of walking and cycling, improve perceptions of safety;
- **Improve diet** - policies on food retail outlets and provision of land for growing food so that access to healthy food choices is improved in the north of the Borough.

Figure 4.24: Health Profile 2011<sup>158</sup>



- 4.5.63 There is evidence that access to services to support people with disabilities to live independently in the community needs to be improved, particularly in relation to housing related support services and intermediate care.
- 4.5.64 Solihull's older people strategy 2006-2013 is about improving the quality of life of older people in Solihull. The 'Future is Ours', Solihull Older People Strategy maps a way forward on how to improve the quality of life for older people, in the Borough, between now and 2013<sup>159</sup>.
- 4.5.65 In Solihull, 7% of people suffer from depression; 0.6% suffer from more serious mental illness, such as schizophrenia and other psychotic disorders; and 20% of people over the age of 80 years are likely to develop dementia.

**Trends & Future Baseline**

- 4.5.66 The live expectancy of residents in Solihull is 80.0 years for males and 83.8 for females over the period 2007-2009<sup>160</sup>. Over the period 2004-2006 up to to-date, the live expectancy for males has increased by 1.6 years compared to a regional increase of 0.9 years. Over the same period female life expectancy has increased by 0.5 years compared to a regional figure of 0.8 years.

<sup>158</sup> [http://www.apho.org.uk/default.aspx?QN=HP\\_METADATA&ArealD=50325](http://www.apho.org.uk/default.aspx?QN=HP_METADATA&ArealD=50325)

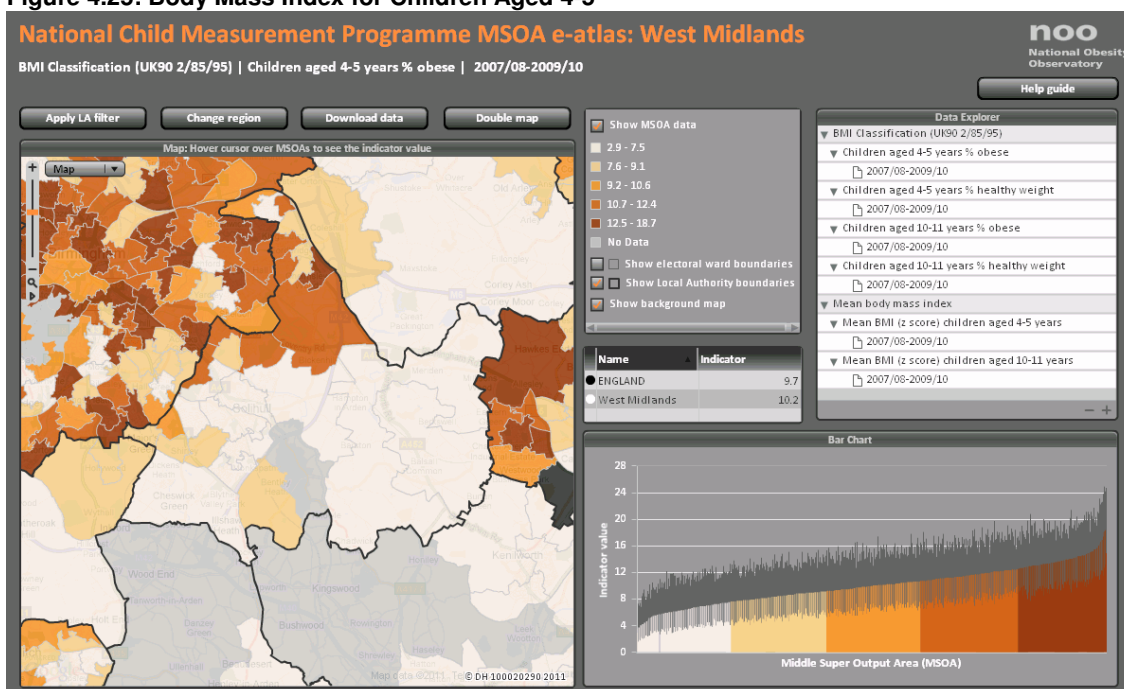
<sup>159</sup> Report to the cabinet member for healthier communities and older people 7<sup>th</sup> March 2007

<sup>160</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Demography



- 4.5.67 Life expectancy in the North Solihull Regeneration Zone is 5.3 years less for men and 4.8 years less for women than in the rest of the Borough. The most recent evidence is that the gap is widening as south Solihull improves more rapidly.
- 4.5.68 Rates of obesity have trebled since the 1980s and this has become a major threat to good health. The impact on health is substantial, reducing life expectancy by nine years, and increasing levels of diabetes and associated heart disease.
- 4.5.69 There is strong evidence to suggest an association between obesity and poor mental health in teenagers and adults<sup>161</sup>. Hence the delivery of a workforce skilled for the future employment opportunities is also underpinned by a strong public health message. Obesity levels are related to the pattern of deprivation found across the Borough (see Figure 4.25).

**Figure 4.25: Body Mass Index for Children Aged 4-5<sup>162</sup>**



- 4.5.70 Large numbers of older people suffer from long term health conditions; needing high levels of health and social care. These numbers are expected to grow by up to one third by 2025. Those requiring care in residential and nursing homes will also increase over this time period.
- 4.5.71 Dementia will become an increasing burden, with 20% of the 80+ age group likely to be affected. Estimates of future dementia for Solihull suggest that between 2010 and 2025 Solihull will experience a 36% increase in dementia cases<sup>163</sup>. This will pose a growing challenge in meeting their mobility needs particularly in the rural areas<sup>164</sup>.
- 4.5.72 One quarter of the population is over the age of 60, and a quarter are children and young people under the age of 20. The 65+ population predicted to increase by 26% and the 85+ population by 58% over the next 14 years; over half the population will then be older adults and pensioners<sup>165</sup>. The population is ageing, with the number of people over 70 forecast to increase by over a third in the next 20 years, and the number of people over 85 by more than 70%.

<sup>161</sup> National Obesity Observatory, 2011 Obesity and mental health  
<sup>162</sup> National Obesity Observatory, 2011: Body Mass Index Children Aged 4-5, Instant Atlas  
<sup>163</sup> North East Public Health Observatory Mental Health Observatory Brief No3: Estimating the Future Number of Cases of Dementia in PCTs and Upper Tier Local Authorities in England  
<sup>164</sup> <http://www.nepho.org.uk/mho/briefs>  
<sup>165</sup> Solihull MBC and Solihull NHS Care Trust 2010: Joint Strategic Needs Assessment, 2009- 2010.

## Challenges and Opportunities

- 4.5.73 The Solihull Sustainable Community Strategy<sup>166</sup> sets out in Priority 1 the following improvements are needed in building healthier communities:
- Reduce health inequalities;
  - Improve people's emotional well-being and support people with mental health needs;
  - Increase the proportion of people making healthy lifestyle choices, particularly on diet, exercise, smoking and alcohol;
  - Enable older people and disabled people to live with dignity and independence;
  - Support carers.
- 4.5.74 In building safer communities as Priority 2 in the Sustainable Community Strategy, the following actions are to be taken:
- Reduce the harm caused by substance misuse;
  - Reduce incidents of violent crime;
  - Reduce the incidents of antisocial behaviour;
  - Divert young people away from offending;
  - Reduce bullying experienced by children and young people, and increase their personal safety.
- 4.5.75 In building stronger communities the Sustainable Community Strategy presented the following actions:
- Build the capacity of communities to act on their own needs;
  - Increase community tolerance, trust and understanding;
  - Increase involvement in active citizenship, engaging local people in decision making;
  - Increase social inclusion;
  - Increase participation in culture, sport and other leisure activities.

## Data Limitations

- 4.5.76 None evident.

## Scoping

- 4.5.77 The public health agenda is central to the sustainable communities' agenda and hence this theme is **scoped into** the appraisal.

## Objectives and Indicators

- 4.5.78 The objectives proposed are:
- To fully integrate the planning, transport, housing, cultural, recreational, environmental and health systems to address the social determinants of health in each locality to reduce health inequalities and promote healthy lifestyles.
  - To design the urban fabric and services to meet the needs of an elderly population particularly one less able to rely upon private transport.
- 4.5.79 The indicators include:
- Proportion of planning applications with a component that caters for an ageing population;
  - Percentage of people who consider themselves to be in good health;

<sup>166</sup> The Solihull Partnership, 2008: One Borough: An Equal Chance for All: Sustainable Community Strategy for Solihull

- Level of CVD, cancer and respiratory disorder;
- Percentage of people undertaking physical activity.

## Crime and Safety

### Baseline Conditions

- 4.5.80 There are several dimensions to the subject of safer communities, however those focused upon are:
- Road (particularly motorcycle) and footway accidents; and
  - Perceptions of safety and crime.
- 4.5.81 Nationally the risk of being a victim of any household crime was higher for households living in the most deprived areas compared with those in the least deprived areas in England (19% compared with 14%), In the most deprived areas:
- The risk of households being victims of vandalism is 8% as compared with 6% in the least deprived areas;
  - The risk of households being victims of vehicle-related theft is 7% as compared with 5% in the least deprived areas;
  - The risk of households being victims of burglary is 3% as compared with 1% in the least deprived areas<sup>167</sup>.
- 4.5.82 Solihull has a relatively low crime rate compared to neighbouring areas such as Birmingham and Coventry, and is about average compared to similar areas.
- 4.5.83 Solihull town centre is one of the hotspots for violent crime and robbery in the Borough with evidence that some crimes have links to the consumption of alcohol. Other robbery hotspots are in parks and Chelmsley Wood Town Centre. Four neighbourhoods accounted for 50% of the violent crime in Solihull in the year to September 2007: St Alphege, Chelmsley Wood, Kingshurst and Fordridge, and Smith's Wood.
- 4.5.84 Vehicle crime is a particular issue in Solihull, with significant hot spot areas being located in the north of the Borough which accounts for 30% of vehicle crime. Solihull has the fourth highest level of vehicle crime in the West Midlands, and the highest level of theft from a motor vehicle in the region.
- 4.5.85 The 2008/9 figures have been broken down by neighbourhood and wards as shown below. (JSNA, 2010). St Alphege and Kingshurst and Fordridge are shown to have the highest number of offences.

### Trends & Future Baseline

- 4.5.86 Crime rates have steadily declined over the past three years with a reduction of 11.8%, to a total of 17,194 crimes in 2007 compared to 2006, which equates to 2,299 fewer victims of crime. Despite this, tackling crime and reducing fear of crime remain top priorities for local people<sup>168</sup>. The Solihull Safer Communities Plan<sup>169</sup> reports the following key successes for the period up to 2007/08:
- Levels of recorded crime have significantly reduced and are the lowest recorded in over four years with a total reduction 24% which equates to 5,656 fewer victims of crime;
  - Victims of Domestic Violence have received better support through the criminal justice system;
  - A reduction in arson figures for 07/08 compared to 06/07:
    - Arson involving people's homes 13% reduction;
    - Arson involving businesses and schools 34% reduction;
    - Arson involving vehicles 19% reduction.

<sup>167</sup> Home Office, 2010: Crime in England and Wales 2009/10.

<sup>168</sup> Solihull Sustainable Community Strategy 2008-2018

<sup>169</sup> The Solihull Partnership, 2008: Solihull Safer Communities Plan 2008-2011.

- The number of young people entering the criminal justice system for the first time has been significantly reduced;
- More drug users are now receiving treatment - 584 were receiving treatment at the end of January 2008;
- 98% of adults arrested for an offence which suggests drug use have been tested for drugs;
- 40 victims of domestic violence have been helped to live free from harm and in their own home through the installation of sanctuary schemes in their homes;
- We helped more victims of domestic violence in the year ending 2006/07-2,044 compared to previous years 63 of these were male victims;
- Fewer people were repeat victims of domestic violence - falling to 29% in 2006/07 compared to the rate of 32.5% in 2005/06;
- A reduction of robbery of 33% in 2007/08. Compared to 2006/07, there were 195 fewer victims of crime.

4.5.87 The overall crime rate, using types of crime comparable with the British Crime Survey, in 2009/10 was 40.7 crimes per thousand people. This represents a reduction from the 51 crimes per thousand in 2007/08<sup>170</sup>. The highest category of crime was violence against the person at 14 per thousand persons followed by criminal damage. Table 4.14 reveals that there have been considerable reductions in the amount of crime in most wards across the Borough over the period Jan-June 2008 to Jan-June 2009.

**Table 4.14: Number of Offences by Ward 2008-2009<sup>171</sup>**

Ward	Beat	Offences			%	
		Jan – June 2008	Jan – June 2009	+/-	+/-	
Castle Bromwich	L151	483	362	-121	-25.05	
Smiths Wood	L152	693	528	-165	-23.81	
Kingshurst & Fordbridge	L153	1074	744	-330	-30.73	
Chelmsley Wood	L154	795	772	-23	-2.89	
St Alphege	L155	855	902	47	5.50	
Silhill	L156	341	353	12	3.52	
Olton	L157	412	342	-70	-16.99	
Lyndon	L158	438	380	-58	-13.24	
Elmdon	L159	287	261	-26	-9.06	
Shirley West	L160	455	379	-76	-16.70	
Shirley East	L161	302	262	-40	-13.24	
Shirley South	L162	581	558	-23	-3.96	
Bickenhill	L163	794	725	-69	-8.69	
Meriden	L164	211	272	61	28.91	
Knowle	L165	196	152	-44	-22.45	
Blythe	L166	261	281	20	7.66	
Dorridge & Hockley Heath	L167	224	198	-26	-11.61	
Birmingham International Airport	L121	158	111	-47	-29.75	
<b>TOTAL</b>		<b>8560</b>	<b>7582</b>	<b>-978</b>	<b>-11.42</b>	

<sup>170</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Inclusion

<sup>171</sup> Solihull PCT, 2010: Joint Strategic Needs Assessment 2009-10 Table 2.17

4.5.88 The 2010/11 crime statistics<sup>172</sup> reveals the following situation for Solihull for 2009/10 and 2010/11:

- 5% reduction in violence against the person (2,798 to 2,669);
- 11% reduction in sexual offences (172 to 153);
- 16% reduction in robbery (445 to 372);
- 26% increase in burglary (1,062 to 1,343);
- 14% increase in theft from a vehicle (1,479 to 1,693).

4.5.89 Recorded crime using the British Crime Survey comparator revealed virtually no change between 2009/10 and 2010/11 with figures of 8,314 and 8,311.

### **Challenges and Opportunities**

4.5.90 As noted in Appendix D, the profiles for the North Solihull Regeneration Zone wards reveal a strong relationship between the Radburn housing and crime. The urban layout contributing towards a concern over safety. The ward profiles report that only 43% of Smith's Wood respondents feel safe after dark compared to the Borough average of 52%. However, in context the proportion of respondents in Chelmsley Wood and Kingshurst and Fordbridge that feel safe after dark are considerable lower than Smith's Wood at 32%.

### **Data Limitations**

4.5.91 There are no apparent limitations.

### **Scoping**

4.5.92 The extent to which crime undermines the quality of life for some communities merits being **scoped into** the appraisal.

### **Objectives and Indicators**

4.5.93 The objectives proposed are:

- Reduce crime, fear of crime and anti-social behaviour;
- Enhance public safety.

4.5.94 The indicators include:

- Total crime per 1000 people;
- Crime by type per 1000 people;
- Proportion of residents feeling safe after dark.

## **Culture & Recreation**

### **Baseline Conditions**

4.5.95 The Solihull Play Space Strategy 2003-2013 is the most recent document that documents the recreation requirements in one place, although the Ward Profiles dated 2009 makes reference to particular local needs and actions that are captured by the earlier Green Space Strategy. This strategy identifies a series of zones where the green space provision is examined. Table 4.15 summarises the findings.

<sup>172</sup> Recorded Crime Data by Basic Command Unit, Community Safety Partnership Areas and Local authority  
<http://www.homeoffice.gov.uk/publications/science-research-statistics/research-statistics/crime-research/hosb1011/>

**Table 4.15: Green Space/Recreational Needs**

**Lyndon, Olton and Elmdon**

- Olton has amongst the least amount of green space of all wards, and Elmdon having amongst the most.
- Existing green spaces need to be made cleaner and safer, and further provision local green space in some areas.
- More children's playgrounds.
- Provision for teenagers and young people, and some playing field space for rugby.
- A new Principal Park is needed in the area.
- Greater public access to Olton Mere and the canal.
- Improvements are needed to the cycle networks.
- Management regimes should improve habitats, and 'natural areas'.
- A new Local Nature Reserve should be developed where possible.

**Zone 2 - Silhill and St Alphege**

- St Alphege ward having the second highest amount of space per thousand compared with the other wards.
- Silhill is the worst provided ward of all, in terms of the total amount of accessible green space.
- There is a need to make the existing green spaces cleaner and safer,
- Provide more Local Equipped Areas for Play and around 6 ha of new allotment space.
- Informal community use of school sites for mini and junior football would largely overcome the lack of pitches space.
- One or more Multi-Use Games Areas should be considered.
- Improve the cycle network, linking the Town Centre with other areas including green spaces.
- Extend and improve the wildlife corridors and other 'natural areas'.

**Zone 3 – Shirley East, Shirley West and Shirley South**

- Lowest provision in Shirley East (2.87 ha per 1000)
- Over 5 ha per 1000 in Shirley South.
- Most people have access to green space within 400 m.
- Increasing the amount of green space in Shirley East and Shirley South should be a long term objective.
- Priorities are to provide more children's playgrounds and more allotment space.
- Develop a new area of green space of at least 0.2 ha in Shirley South.
- Improving the canal corridor, and cycle and walking routes.
- Wildlife corridors need strengthening, and should include more areas of 'accessible natural space'. Additional LNR designation should be considered if opportunities arise.

**Zone 4 – Bickenhill and Meriden**

- An important area for sport, with a large number of sport sites located in the area, providing for people from across Solihull.
- Balsall Common needs more playgrounds, new allotments, a large area of accessible natural green space, and improvements to the Greenway.
- More playground provision for Hampton-in-Arden.
- Local area park/local area green space for Berkswell. Improvements to the cycle routes and other rights of way.
- Nature conservation opportunities and new native woodlands.

**Zone 5 – Blythe, Dorridge and Hockley Heath, and Knowle**

- More playgrounds, allotment space, and formal links with the sports clubs in the area.
- Additional local area park/local green space near Cheswick Green.

**Zone 6 – Castle Bromwich, Chelmsley Wood, Kingshurst and Fordbridge, and Smiths Wood**

- Smiths Wood has only 2.4 ha of space per thousand, with Castle Bromwich being little better.
- Chelmsley Wood and Kingshurst and Fordbridge have a large amount of space, 7.5 ha and 5.8 ha per thousand respectively.



- Large number of small poorly designed and poorly linked spaces that people are frightened to use, and which costly to maintain.
- Redesign and enlarge some green spaces to provide more for sport, more local playgrounds, and have areas of 'natural green space'.
- Link green spaces by safe cycling and walking routes to other spaces, and to the town centres and new residential areas.
- Expand and develop the Kingfisher Project along the River Cole.
- New allotment space should be provided.
- Safe cycle links should with North Warwickshire and Birmingham, as well as to the south of the Borough.
- Programmes of youth and community development.

**Trends & Future Baseline**

4.5.96 As the 2003 Strategy is so dated it is not appropriate to draw conclusions from its contents regarding trends, however the Green Space Strategy sets out the measures needed to address deficiencies. It is not clear whether the measures are to be delivered outside the Local Plan and therefore ought to be regarded as part of the baseline provision.

**Challenges and Opportunities**

4.5.97 Free Play Network<sup>173</sup> have established the following design principles for the delivery of successful play space stating that they:

- Are 'bespoke';
- Are well located;
- Make use of natural elements;
- Provide a wide range of play experiences;
- Are accessible to both disabled and non-disabled children;
- Meet community needs;
- Allow children of different ages to play together;
- Build in opportunities to experience risk and challenge;
- Are sustainable and appropriately maintained;
- Allow for change and evolution.

4.5.98 The Solihull Partnership in its July 2009 Framework Addendum<sup>174</sup> identified the following actions to address countryside, open space, green belt and the natural environment:

- The special quality of the natural environment in North Solihull and its surrounds will be protected, enhanced and conserved;
- Compensation for any loss of open space through re-provision in a similar location and of a high quality;
- An Open Space Strategy will be prepared by the Council to inform future policy and provision;
- Encourage recreation and sport throughout North Solihull's public open space through the provision of improved facilities and access;
- Provide local play facilities in response to local needs. These should reflect young and older children's needs as well as more robust spaces for use by young adults for more extreme recreational past times. This may include supporting and improving the skate park and providing a quad and motorbike track;
- Enhance play facilities particularly at the following locations which have a low play value;
- Implementing the Parks Strategy to improve existing parks and open spaces and create a network of quality local parks and squares which meet a range of recreational and social needs;

<sup>173</sup> Free Play Network, 2008: Design for Play: A guide to creating successful play spaces

<sup>174</sup> North Solihull Partnership, 2009: North Solihull Strategic Framework Addendum

- There will be no net loss of recreational open space and proposals will enhance and improve the existing spaces. It may be necessary for the adjustment and redesign/relocation of some existing open space with corresponding improvements in quality and usability;
- Supporting current and future initiatives and agency approaches to improving the quality and quantity of sport, physical activity and leisure facilities;
- Development of flexible community meeting space /indoor sports/ multi-function space (suitable for dancing, indoor bowls, badminton, trampolining etc) with associated outdoor provision, play areas for all ages, to allow the generations to mix in the neighbourhood centres / Community Hubs;
- Development of an expanded arts and cultural provision including new performance space;
- Development of a co-ordinated and integrated public realm strategy based on an agreed set of principles to help foster coherence, local identity and improved appearance;
- Requirement for design proposals for the public realm to be submitted with all development proposals.

4.5.99 Given the rates of obesity and the need for more active and interesting uses within the expanse of open spaces across the Borough, an opportunity to build upon the Dudley Green Gym initiatives could be explored.

**Data Limitations**

4.5.100 It not clear how the future baseline situation is to evolve without the Core Strategy.

4.5.101 Little information has been sourced on the cultural needs of the Borough beyond the aspects reported in the Ward Profiles.

**Scoping**

4.5.102 Recreation and cultural **scoped into** the appraisal framework along with other activities to reduce health inequalities and promote healthy lifestyles.

**Objectives and Indicators**

4.5.103 The objective proposed is:

- To fully integrate the planning, transport, housing, recreation, culture, environmental and health systems in each locality to reduce health inequalities and promote healthy lifestyles.

4.5.104 The indicators include:

- Number of measures which address the deficiencies and actions identified in the Ward Profiles and the Green Space Strategy;
- Percentage of residents expressing satisfaction with recreation and open space provision.

**Regional Assets**

**Baseline Conditions**

4.5.105 Key regional assets comprise: Birmingham International Airport, National Exhibition Centre, Blythe Valley and Birmingham Business Parks, Land Rover and other major companies.

4.5.106 These assets currently offer the following:

- Birmingham Business Park – 46 ha – 128,00 sq m floor space;
- Blythe Valley Park – 15 ha – 51,000 sq m floor space;
- The Green – 10 ha – 49,500 sq m floor space;
- Solihull Business Park – 10 ha – 37,200 sq m floor space;
- Cranmore Industrial Estate;
- Monkspath Industrial Estate;
- Elmdon Trading Estate.

4.5.107 The Solihull for Success and The Solihull Partnership presented an Economic Development Strategy for Solihull that set out the value of the regional assets to the economy<sup>175</sup>. These were:

- **Birmingham International Airport** - the country's second largest regional airport with over £9m passengers a year, supporting about 6,500 jobs on site and an estimated 10,500 jobs across the region<sup>176</sup>;
- **The NEC** - currently estimated to bring approximately £674m visitor and business spend into the region and support around 22,000 jobs<sup>177</sup>;
- **Land Rover's Solihull site** - directly employs nearly 8,000 people (7.5% of all jobs) and supports an estimated 19,330 jobs across the region;
- **Birmingham Business and Blythe Valley Business Parks** - estimated to have over 7,000 and nearly 2,000 jobs respectively; and
- **Solihull Town Centre** supports over 18,000 jobs.

### Trends & Future Baseline

4.5.108 It is assumed that with the proposed expansion of Birmingham Airport runway along with the improved transport links to the area that the attractiveness of the M42 corridor for commercial development will remain. Potentially in the latter part of the plan period, introduction of High Speed 2 will act as a further stimulus.

### Challenges and Opportunities

4.5.109 The challenge facing the Council in catering for this unique set of assets is not only to fulfil the demand for development, but also to ensure that the social and environmental aspects of sustainable development are also delivered. Particularly important is the challenge of matching the skills required by the business locating in these regional assets with the skill sets available from those communities in greatest need for employment. A challenge is to deliver this growth while reducing carbon dioxide emissions and reducing traffic congestion. Avoiding encroachment into the Meriden Gap and protecting the Arden landscape from the direct and indirect consequences represent other challenges to be considered.

### Data Limitations

4.5.110 There appears to be no current vision for how the future development of these regional assets will be accommodated and the measures that will be required to deliver both socially and environmentally sustainable outcomes.

### Scoping

4.5.111 The importance of these assets to the Borough and the region necessitate **scoping into** the appraisal framework.

### Objectives and Indicators

4.5.112 The objective proposed is:

- Ensure the Borough's regional assets reflect wider needs and that their development is not compromised while also delivering social and environmental sustainability objectives.

4.5.113 The indicators chosen for this theme are:

- Proportion of people employed at the regional assets who are resident in the Borough;
- Floorspace consented per year;
- Longest duration to determine a planning application affecting such regional assets.

<sup>175</sup> Solihull for Success and The Solihull Partnership 2008, An Economic Development Strategy for Solihull 2008-2011

<sup>176</sup> Full time equivalent

<sup>177</sup> Ecotec, 2006 Developing a Strategic Framework for Investment: The Economic Impact and Potential of the M42 Corridor on Solihull – Final Report to SMBC (NB Updated by Realising the Potential of the M42 Corridor Final Report to AWM 2009)

## 4.6 Wider Issues and Challenges

- 4.6.1 There are various general challenges in the Borough that ought to be considered when delivering the Core Strategy:
- **Current economic climate** – Commentators on the current economic climate are wary that there is the possibility that the economy could get worse again (double-dip recession) which could lead to further job losses and would put further pressure on employment opportunities.
  - **Localism & Partnering** - The implications of the Government’s proposals under “Right to Build” could lead to development taking place in places not anticipated under Borough Development Plan.
- 4.6.2 A report on sustainability issues across the West Midlands<sup>178</sup> identified the following challenges:
- **The Productivity Gap** - £15 billion per annum compared to UK average due to poor productivity & long-term unemployment.
  - **The Carbon Gap** – additional local measures needed to meet national targets - focus on transport, waste, decentralised energy and energy efficiency.
  - **Quality of Life Gap** – health inequalities – gap of 10 years of life expectancy between different places in region.
  - **Marketing Gap** – poor promotion within and outside region of good sustainability practice – but changing.
  - **Leadership Gap** – varied understanding on sustainability as overall framework for action, business often ahead of public sector, and sub-regional governance is ‘unfinished & uncertain’.
- 4.6.3 The report also noted that West Midlands is performing less well than the rest of the country equal to a £10-15 billion ‘productivity gap’ or less money circulating around the economy per year. The nature of the problem has been identified as 80% structural – either lower concentration of high productivity sectors, or under performance of existing sectors, and 20% arising from the need to help the long term unemployed access work.

## 4.7 Uncertainties and Data Limitations

- 4.7.1 Key uncertainties in the context for the Solihull Core Strategy and Site Allocations are:
- Available resources and strategy to be taken by the new Council;
  - Government progress on the modernising of planning, the Localism Bill and Neighbourhood Planning;
  - Implications of neighbouring authority plans, particularly with regard to water quality and flood risk issues;
  - National policy changes and targets for climate change, waste recycling and the natural environment;
  - Content and scope of the National Planning Framework.

## 4.8 Sustainability Objectives

- 4.8.1 A set of sustainability objectives based upon the evidence presented above and drawing upon the policy framework are presented in Appendix E.
- 4.8.2 The following targets arise from the exploration of international, national and local plans, programmes and policies that are to be delivered towards the end of the current planning horizon:
- Halve conventional fuelled cars by 2030;
  - Deliver 15% of energy from renewable sources by 2020;

<sup>178</sup> Sustainability West Midlands: 2010: Sustainability Challenges in the West Midlands  
[http://www.sustainabilitywestmidlands.org.uk/media/resources/Sustainability\\_Challenges\\_in\\_the\\_West\\_Midlands.pdf](http://www.sustainabilitywestmidlands.org.uk/media/resources/Sustainability_Challenges_in_the_West_Midlands.pdf)

- Halt biodiversity loss by 2020;
- Recycle 50% of domestic waste by 2020;
- Reduce biodegradable municipal waste to 35% of 1995 levels by 2020;
- Reduce greenhouse gas emission by 50% of 1990 levels by 2023-2027;
- Reverse rising obesity levels by 2020, particularly in childhood;
- Reduce the number of adults doing less than 30 minutes of physical activity, sport and active recreation per week.

## 5. APPRAISAL OF LOCAL PLAN POLICIES

### 5.1 Introduction

- 5.1.1 Based on feedback from consultations, the findings from the sustainability appraisal and a workshop with officers to review opportunities to enhance policies, the Emerging Core Strategy has been updated and renamed. The Draft Local Plan now reflects the new emphasis on economic growth, and retains the priority for North Solihull, but with a greater emphasis on meeting local needs.
- 5.1.2 This chapter presents the appraisal of the Draft Local Plan objectives and policies and begins with a review of the proposed plan objectives and considers their compatibility with sustainable development principles. This is followed by a discussion of the 'reasonable alternatives' considered as part of the plan preparation process to date and how the findings of the Sustainability Appraisal on the Emerging Core Strategy were taken into account.
- 5.1.3 The chapter then considers the sustainability performance of each of the 20 Draft Local Plan policies set out under the following themes:
- **Sustainable Economic Growth:** Support economic success (policy 1); Maintain a strong, competitive town centre (policy 2); Provision of land for general business and premises (policy 3);
  - **Providing Homes for All:** Meeting housing needs (policy 4); Provision of land for housing (policy 5); Provision of sites for Gypsies and Travellers (policy 6);
  - **Improving Accessibility and Encouraging Sustainable Travel:** Accessibility and ease of access (policy 7); Managing demand for travel and reducing congestion (policy 8);
  - **Protecting and Enhancing our Environment:** Climate change (policy 9); Natural environment (policy 10); Water management (policy 11); Waste management (policy 12); Minerals (policy 13); Amenity (policy 14);
  - **Promoting Quality of Place:** Securing design quality (policy 15); Conservation of heritage assets and local distinctiveness (policy 16); Countryside/Green Belt; (policy 17);
  - **Supporting Local Communities:** Health and well-being (policy 18); Range and quality of local services (policy 19); Provision of open space, children's play, sport, recreation and leisure (policy 20).
- 5.1.4 For each of the policies, the chapter sets out an appraisal of the forecast effects against the sustainability framework together with a perspective on the uncertainties associated with implementation as well as possible mitigation and enhancement measures.
- 5.1.5 Towards the end of the chapter a section draws together the mitigation and enhancement measures to identify any synergies across the policy areas.
- 5.1.6 Chapter 6 considers the spatial strategy with Chapter 7 examining the sustainability of the individual site allocations. Preliminary recommendations for monitoring are provided in Table 8.2.

### 5.2 B1: Compatibility of Core Strategy Objectives with Sustainability Objectives

- 5.2.1 This section identifies potential inconsistencies or synergies between the Plan objectives and the sustainability objectives using a 'compatibility matrix'. This exercise assists in identifying or clarifying where trade-offs may be necessary in preparing the plan and to help explain the emergence of any likely significant effects.
- 5.2.2 The objectives defined for the Local Plan have changed from that presented in the Emerging Core Strategy such that the number of objectives has increased from 11 to 41 (see the draft Local Plan).
- 5.2.3 Each of the Local Plan objectives has been "scored" against each of the 21 sustainability objectives – as "compatible" or "incompatible" or as having an "uncertain link" or "no link". These scores have then been summed for each of the Emerging Core Strategy objectives.



5.2.4 Note that the sustainability objectives are grouped in four themes:

- **Theme 1 - Sustainable consumption and production;**
- **Theme 2 - Climate change and energy;**
- **Theme 3 - Natural resource protection and environmental enhancement;**
- **Theme 4 - Sustainable communities.**

5.2.5 A simple scoring system has been used to test the compatibility of each of the 11 Plan objectives with each of the 21 sustainability objectives - see Table 5.1.

**Table 5.1: Compatibility Matrix Scoring**

Compatible	Uncertain link	Incompatible	No link
✓	?	✗	≠

5.2.6 In some instances a second symbol placed within brackets follows the primary symbol, for example ✓(?), which would indicate compatibility, but with some uncertainty; or ?(✓), which would indicate uncertain compatibility, but with some potential for compatibility.

5.2.7 The results of the assessment are presented in Appendix F and a brief summary is provided below supported by Table 5.2. The numbers in this table indicate the total number of sustainability objectives where each Local Plan objective is either compatible with/incompatible with/has an uncertain link/has no link.

**Table 5.2: Compatibility of Objectives**

Plan Objective	✓	≠	?	✗
<b>Challenge A: Reducing Inequalities in the Borough</b>				
1. Close the gap of inequality between the most and least affluent wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	7	14	0	0
<b>Challenge B: Addressing Affordable Housing Needs across the Borough</b>				
2. Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	12	8	1	0
3. Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	6	15	0	0
4. Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	5	15	1	0
5. Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	3	18	0	0
<b>Challenge C: Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull</b>				
6. Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	9	11	1	0

Plan Objective	✓	≠	?	✗
7. Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	8	13	0	0
8. Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	5	16	0	0
<b>Challenge D: Securing Sustainable Economic Growth</b>				
9. Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	15	5	1	0
10. Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	8	12	1	0
11. Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	5	14	2	0
<b>Challenge E: Protecting Key Gaps Between Urban Areas and Settlements</b>				
12. Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	10	11	0	0
13. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	7	14	0	0
<b>Challenge F: Climate Change</b>				
14. Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	5	15	1	0
15. Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	1	18	2	0
16. Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	8	13	0	0
17. Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	4	17	0	0
18. Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	6	12	3	0
19. Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	5	14	2	0
20. Promote the use and beneficial effects of trees and green infrastructure in new developments.	10	11	0	0
21. Encourage the mitigation and adaptation of existing buildings to climate change.	5	12	4	0

Plan Objective	✓	≠	?	✗
22. Recognise the implications for biodiversity and landscape.	7	14	0	0
<b>Challenge G: Concentrations of Poor Housing Mix and the Shortage of Gypsy and Traveller Sites</b>				
23. To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	5	16	0	0
24. To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	3	17	1	0
25. To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	5	16	0	0
<b>Challenge H: Increasing Accessibility and Encouraging Sustainable Transport</b>				
26. Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	11	10	0	0
27. Reduce the need to travel.	8	13	0	0
28. Manage transport demand and reduce car reliance.	6	14	1	0
29. Enable and increase the modal share of all forms of sustainable transport.	7	13	1	0
30. De-couple economic growth and increase in car use.	4	15	2	0
<b>Challenge I: Providing Sufficient Waste Management Facilities and Providing for Sand and Gravel Aggregates</b>				
31. To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	3	18	0	0
32. To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	3	17	1	0
33. To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	1	17	3	0
<b>Challenge J: Improving Health and Well-being</b>				
34. Create healthier, safer neighbourhoods.	7	11	3	0
35. Enable people to pursue an active lifestyle and make healthier choices.	5	15	1	0
36. Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	4	15	2	0

Plan Objective	✓	≠	?	✗
37.Ensure that development does not have an adverse impact on physical and mental health and well being.	5	15	1	0
<b>Challenge K: Protecting and Enhancing our Natural Assets</b>				
38.Promote an ecosystem approach to biodiversity conservation aimed at : ○ halting and reversing decline and loss by conserving and enhancing biodiversity. ○ contributing to sub-regional initiatives to improve the natural environment. ○ reviewing and updating biodiversity information and the network of local wildlife and geological sites. ○ addressing gaps in the strategic wildlife network.	5	16	0	0
39.Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	6	14	1	0
<b>Challenge L: Water Quality and Flood Risk</b>				
40.To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	5	16	0	0
41.To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	8	13	0	0

- 5.2.8 The appraisal gave rise to a consistency of 28% between the Local Plan and the sustainability objectives with a further 4% where the outcome is uncertain. No inconsistencies were highlighted.
- 5.2.9 The plan objective with the highest **consistency** was Objective 2 (57%). Other plan objectives that perform well against sustainability objectives include: Objective 26 (52%); Objective 12: (48%); and Objective 20: (48%). All of these plan objectives show a strong overall synergy with sustainability objectives for the reason that they perform well in terms of *both* socio-economic and environmental sustainability objectives.
- 5.2.10 The plan objectives with the fewest synergies were Objective 15 and 33 (5%). This reflects the fact that both of these objectives are quite specific (concerning decentralised energy and the provision of sand and gravel respectively). Objectives 5, 24, 31 and 32 also show synergy with relatively few sustainability objectives (14%). All four are relatively focused objectives with Objectives 5 and 24 addressing a social issue (the needs of older people and those with disabilities), which do not have implications for any environmental sustainability objectives. Similarly, Objectives 31 and 32 address waste management, and so do not have implications for social sustainability objectives.
- 5.2.11 A total of 22 Plan objectives are shown to have '**uncertain**' **compatibility** with one or more sustainability objectives as illustrated in Table 5.3. In some instances, an uncertain score has been recorded to reflect the fact that there could be some potential for *inconsistency*, depending on the approach that is taken to achieving the objective. In other instances, an uncertain score has been recorded to reflect the fact that there could be some potential for *synergy*, depending on the approach that is taken to achieving the objective.
- 5.2.12 In terms of the **delivery of the sustainability objectives**, it would appear that Plan Objective 18 - Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health - is particularly well supported (71%). This reflects the fact that health can be increased through plan objectives focused on the achievement of socio-economic outcomes, as well as plan objectives focused on the achievement of environmental outcomes.

**Table 5.3: Uncertain Compatibilities**

Plan Objective	Uncertainty
Objective 2	<ul style="list-style-type: none"> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> </ul>
Objective 4	<ul style="list-style-type: none"> <li>Regeneration &amp; spatially targeted economic development to reduce inequalities.</li> </ul>
Objective 6	<ul style="list-style-type: none"> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> </ul>
Objective 9	<ul style="list-style-type: none"> <li>Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation.</li> </ul>
Objective 10	<ul style="list-style-type: none"> <li>To deliver improvements in townscape and enhance local distinctiveness</li> </ul>
Objective 11	<ul style="list-style-type: none"> <li>Minimise air, soil, water, light and noise pollution.</li> <li>To deliver improvements in townscape and enhance local distinctiveness.</li> </ul>
Objective 14	<ul style="list-style-type: none"> <li>Regeneration &amp; spatially targeted economic development to reduce inequalities.</li> </ul>
Objective 15	<ul style="list-style-type: none"> <li>To deliver improvements in townscape and enhance local distinctiveness.</li> <li>Regeneration &amp; spatially targeted economic development to reduce inequalities.</li> </ul>
Objective 18	<ul style="list-style-type: none"> <li>Manage landscape effects of development and to address climate change.</li> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> <li>Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel.</li> </ul>
Objective 19	<ul style="list-style-type: none"> <li>Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel.</li> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>
Objective 21	<ul style="list-style-type: none"> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> <li>Enhance, conserve and protect historic assets in the urban environment as part of development projects.</li> <li>To deliver improvements in townscape and enhance local distinctiveness.</li> </ul>
Objective 23	<ul style="list-style-type: none"> <li>Regeneration &amp; spatially targeted economic development to reduce inequalities.</li> </ul>
Objective 28	<ul style="list-style-type: none"> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>
Objective 29	<ul style="list-style-type: none"> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>
Objective 30	<ul style="list-style-type: none"> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> <li>Ensure the Borough's regional assets reflect wider needs and that their development is not compromised.</li> </ul>
Objective 32	<ul style="list-style-type: none"> <li>Minimise air, soil, water, light and noise pollution.</li> </ul>
Objective 33	<ul style="list-style-type: none"> <li>Minimise air, soil, water, light and noise pollution.</li> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> <li>Manage landscape effects of development and to address climate change.</li> </ul>
Objective 34	<ul style="list-style-type: none"> <li>Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.</li> <li>Manage landscape effects of development and to address climate change.</li> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>

Plan Objective	Uncertainty
Objective 35	<ul style="list-style-type: none"> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>
Objective 36	<ul style="list-style-type: none"> <li>Reduce difficulties accessing employment, education &amp; training.</li> <li>Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel.</li> </ul>
Objective 37	<ul style="list-style-type: none"> <li>Facilitate delivery and enhance the quality of areas providing green infrastructure.</li> </ul>
Objective 39	<ul style="list-style-type: none"> <li>Enhance, conserve and protect historic assets in the urban environment as part of development projects.</li> </ul>

5.2.13 Other sustainability objectives that are well supported include:

- Objective 15 - To improve community capital and reduce isolation across the social gradient in the Borough (59%); and
- Objective 14 - Minimise air, soil, water, light and noise pollution (41%)

5.2.14 There were no sustainability objectives that were not supported by at least one Draft Local Plan objective. The least supported sustainability objectives were:

- Objective 17 - Ensure the Borough's regional assets reflect wider needs and that their development is not compromised (5%); and
- Objective 4 - Minimise the use of natural resources, increase reuse and recycling and manage within the Borough/Sub-region (10%).

## 5.3 B2: Alternatives

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

5.3.2 This section sets out a perspective on a base alternative of business as usual in which there is no new plan before providing a review of following types of alternative that have been considered throughout the plan development process, namely:

- Growth and distribution of development;
- Development of policies;
- Site allocations.

### Business as Usual Scenario

5.3.3 This section provides a view on the future sustainability of the Borough and the changes across the Plan area without a plan being in place. This is a requirement of the Regulations<sup>179</sup>.

5.3.4 Typically, the “without plan” is based on the following:

- Current government policies;
- Other adopted plans and programmes will deliver as planned;
- Continued implementation of strategies and measures from earlier adopted versions of the plan unless they are time limited; and
- No new strategies or measures despite emerging government policies or of other plans or programmes.

<sup>179</sup> SI 2004: 1663: The Environmental Assessment of Plans and Programmes Regulations 2004.



- 5.3.5 The following paragraph provides some headline perspectives on what might be factors contributing to the future baseline or business as usual scenario. Once the draft policies are put forward for appraisal each is considered against a business as usual scenario (see Table 5.4).
- 5.3.6 Given the economic circumstances, the changing approach towards government and delivery of planning services, later in the plan making cycle there may be more certainty in national planning policy to inform these scenarios. Together with the Council's legal duties, the following are likely to occur under a business as usual scenario:
- **Investment planning:** Attention would tend to focus upon maintenance, with less attention being given to delivering solutions delivering multiple benefits across a range of community objectives. Budget driven by "silo" management would dominate.
  - **Forward planning and innovation: There would be a reactive approach towards problems with reduced** capacity for innovation reflecting a lack of overall co-ordination and direction.
  - **New housing and employment development:** The level of planning input would increasingly rely upon the contributions made by private sector developers with an overall decline being anticipated to reflect the housing market such that sustainable travel, accessibility planning and potential funding sources could be compromised.
  - **Adaptation to climate change:** While the effects of climate change are expected to become more prominent during this plan period, without the plan there could be a reduced focus upon the Borough's contribution reducing carbon dioxide emissions.
  - **Social exclusion:** The price of fuel and resources are expected to continue to rise as a proportion of disposable income. Along with reductions in subsidised public transport services and an increasingly elderly population social isolation could increase. A decline in efforts to address social exclusion, a potential lack of support for the voluntary sector and a degraded pool of knowledge may well impede the ability to address accessibility issues in a coordinated manner under a situation without the plan.
  - **Monitoring:** A lack of targeted monitoring may mean that emerging problems fail to be monitored with a consequential failure to resolve problems before costly remedial expenditure may be required.

## Growth and Distribution of Development

- 5.3.7 The Solihull LDF Core Strategy Issues and Options paper 'Challenges and Choices' December 2008 set out the issues or challenges to be addressed in the Plan, with some key policy principles about how development could take place. It included three options for growth, as follows:
- **Option 1-** Consolidation of current development plan principles, focusing on North Solihull and the main urban areas of the Borough, with some adjustments to the Green Belt in North Solihull to support regeneration priorities. This option could deliver between 7,600 and 10,000 additional dwellings.
  - **Option 2 –** Corridors, focusing on North Solihull and the main public transport corridors in the urban areas, with some urban extensions in both North and South Solihull. This option could deliver between 10,000 and 12,000 additional dwellings.
  - **Option 3 –** Clusters, focusing on North Solihull, with clusters of development concentrated around railway stations in North and South Solihull and in substantial rural settlements, as well as some urban extensions. This option could deliver between 12,000 and 14,000 additional dwellings.
- 5.3.8 These options were appraised as part of the Challenges and Choices Sustainability Appraisal. Based on the appraisal, and the consultation responses, the Consolidation option was favoured with elements from the other options, as explained in section 5.3 of the Draft Local Plan.

## Development of Policies

- 5.3.9 Policy directions were set out in the Emerging Core Strategy September 2010, based on addressing the strategy agreed following the Challenges and Choices consultation. These policy directions were appraised as part of the Emerging Core Strategy Sustainability Appraisal. The development of the draft Local Plan policies was informed by the appraisal and the responses to the Emerging Core Strategy consultation. For each policy, the Council's response to the Emerging Core Strategy Sustainability Appraisal

recommendations is shown. Also included is a brief description of policy alternatives considered. This is summarised in Table 5.4.

- 5.3.10 At this stage in the plan making process, consideration has been given to alternative policy formulations and feedback has been received from the consultation process and from the sustainability appraisal. As a result alternative approaches to some policies have arisen.
- 5.3.11 This section considers the high level options associated with each of the policies that were considered. The principal alternatives are the changes introduced from the Emerging Core Strategy policies to that of the draft Local Plan Policies. Key here has been the re-packaging of individual policy elements across the policy framework with some changes in emphasis reflecting the consultations and earlier appraisal findings. In addition, the opportunity was taken to introduce 4 new policies.
- 5.3.12 This section does not represent all of the options that have been discussed, but is intended to demonstrate that alternative policy configurations have been explored in arriving at the policies that are assessed against the baseline business as usual scenario in the remainder of this chapter. The alternatives are summarised in Table 5.4 below.

## Site Allocations

- 5.3.13 A Strategic Housing Land Availability Assessment was published in September 2010<sup>180</sup> following a call for sites, which includes non-housing sites. This has been updated in January 2012 to reflect more recent submissions. All the sites submitted were surveyed and appraised, and consultation on the September 2010 document included with the Emerging Core Strategy. Sites and locations for development based on the preferred strategy and those sites that performed the best in the assessments were suggested in the Emerging Core Strategy, and were appraised through the Emerging Core Strategy Sustainability Appraisal.
- 5.3.14 In developing the site allocations for the draft Local Plan, the Council took account of the sustainability appraisal findings and the responses to the Emerging Core Strategy consultation, as well as the Strategic Housing Land Availability Assessments. A long list of sites was developed as follows:
- Emerging Core Strategy sites likely to be carried forward;
  - Sites in the North Solihull Regeneration Area;
  - Other potential sites considered most likely;
  - Other potential sites.
- 5.3.15 A further assessment of these sites was undertaken which informed the choice of sites for inclusion in the draft Local Plan. All but three small sites of those identified as most likely were chosen, with the others being considered as possible rural exception sites, windfalls, or left to decisions at neighbourhood planning level. One site from the list of other potential sites was included, where benefits from environmental improvements and creation of open space were identified and there was local community support.

<sup>180</sup> The interim report (Sept 2010) is available at <http://www.solihull.gov.uk/ldf/15498.htm> and the January 2012 will be added shortly.

**Table 5.4: Alternative Policies – Strategic Perspectives**

Policy	Business as Usual	Strategic Alternatives
<b>Sustainable Economic Growth</b>		
P1 - Support Economic Success	Assisting proposals that enhance employment and economic prosperity within the constrained scope of spatial planning prior to the Coalition Government.	Strategic alternative in addressing the key economic assets located in the M42 Economic Gateway would be to seek to liberate the major businesses from many of the spatial planning detail giving a clear framework for their continued development. Another alternative would be to encourage such world class businesses to assist in demonstrating sound sustainable development principles that contribute towards the delivery of sustainable communities as well as adaptation to climate change.
P2 - Maintain Strong, Competitive Town Centres	Would provide some protection but not identify boundaries or primary retail frontages where alternative uses may be restricted.	Option of providing separate guidance for strategically important Solihull town centre, and greater or lesser restrictions on uses.
P3 - Provision of Land for General Business & Premises	Would not identify level of employment land needed or allocate sites.	Other options included in Strategic Non-Housing Land Availability Assessment, and greater or lesser restrictions on uses.
<b>Providing Homes for All</b>		
P4 – Meeting Housing Needs	Would not provide targets and thresholds for affordable housing.	Alternative approach would be a range of affordable housing targets and thresholds.
P5 - Provision of Land for Housing	Would not provide housing target or allocate sites, leaving development to market without strategic direction.	Over 200 sites considered and assessed, summarised in the Strategic Housing Land Availability Assessment.
P6 - Provision of sites for Gypsies and Travellers	Would not provide target for sites/pitches.	Alternative approach would be to include site allocations in local plan.
<b>Improving Accessibility and Encouraging Sustainable Travel</b>		
P7 - Accessibility and Ease of Access	Would not provide spatially specific guidance for areas within the Borough.	Could limit development to most accessible locations only or provide a more liberal approach, and include more specific criteria for location of high trip generating uses.

Policy	Business as Usual	Strategic Alternatives
P8 - Managing Demand for Travel and Reducing Congestion	Would not provide spatially specific guidance for areas within the Borough.	Could provide separate guidance on managing travel demands, reducing congestion and supporting sustainable transport. Could retain bypass lines.
<b>Protecting and Enhancing our Environment</b>		
P9 - Climate Change	Would provide general encouragement within national target, but not reflect particular circumstances of the Borough.	Alternative approaches include identifying specific locations for decentralised networks and setting a specific renewable energy target.
P10 - Natural Environment	Would provide for protection and enhancement, but not reflect particular priorities for Borough and wider sub-region.	Could combine with open space policy to cover green infrastructure.
P11 - Water Management	Would provide for protection and enhancement, but not reflect particular priorities for Borough and wider sub-region.	Originally considered incorporating in climate change policy to cover mitigation and adaptation.
P12 - Waste Management	Would provide for waste management facilities but not take account of particular circumstances of the Borough or any potential role within the wider sub-region.	Alternative approach could identify specific industrial areas where specific waste management activities would be encouraged.
P13- Minerals	Would rely on development industry to make provision for primary aggregates.	Range of options including more or less reliance on preferred sites as distinct from areas of search.
P14 - Amenity	Would provide some protection for good amenity but not reflect particular priorities for Borough and wider sub-region.	Could be dealt with in separate DPDs or rely on national guidance.
<b>Promoting Quality of Place</b>		
P15 - Securing design quality	Would provide general encouragement for good design but not reflect particular priorities for Borough and wider sub-region.	Alternative approach could integrate design within other relevant policies.

Policy	Business as Usual	Strategic Alternatives
P16 - Conservation of Heritage Assets & Local Distinctiveness	Would provide for protection and enhancement, but not reflect particular priorities for Borough and wider sub-region.	Could address asset types or provide more detailed guidance on the Borough's characteristics.
P17 - Green Belt /Countryside	Would provide protection but lack detailed guidance in specific areas, including expansion of major businesses.	Alternative approaches include restricting expansion of major businesses as with other development or providing a more liberal framework for investment.
<b>Supporting Local Communities</b>		
P18 - Health and Well Being	Would provide general encouragement but not take account of particular circumstances of the Borough.	Alternative approach could integrate health and well-being within other relevant policies and more restrictive framework for hot food take aways.
P19 - Ensure a range of Quality Local Services	Would provide some protection for local centres and parades but lack specific guidance on how development proposals should be determined.	Alternatives could include more protection for specific uses in local centres and parades or a more liberal approach to development.
P20 - Provision for open space, children's Play, Sport & Recreation	Would provide general protection and encouragement for new facilities, but not within context of local needs and priorities.	Could combine with natural environment policy to cover green infrastructure,

## 5.4 Appraisal of Policy 1: Support Economic Success<sup>181</sup>

### Introduction

- 5.4.1 This section presents a review of the appraisal of the Draft Local Plan policy on support economic success against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the Draft Local Plan. The specific policy commitments are highlighted below with the alternatives considered at the end of the chapter.

Policy 1 – Support Economic Success	
	<p>Solihull’s key economic assets and growth drivers are located near the M42 in the area between junctions 4 to 6 that forms the M42 Gateway. This area supports more than 100,000 jobs and has strong potential for further sustainable growth that can create employment and contribute to regeneration.</p> <p>i) NEC and Birmingham Airport</p> <p><b>The Council will support the continued development of the NEC and Birmingham Airport within their respective boundaries</b> defined in this Draft Local Plan to enable them to meet their future aspirations.</p> <p>National Exhibition Centre ( NEC)</p> <p>The NEC is a key economic driver of the local and regional economy and, located adjacent Birmingham Airport, is at the Region’s international gateway. The role of the NEC is as a major events, tourism and leisure venue, serving business and leisure markets. The NEC aims to encourage visitors to stay longer on site through enhanced attractions, provide a stronger sense of arrival, strengthen its brand and be attractive to all ages and cultures. To enable the NEC to meet its future aspirations and to drive economic and employment growth, <b>the Council will enable a broad range of developments to enhance visitor offer, diversify facilities and increase international competitiveness.</b></p> <p><b>Development the Council will support and encourage will include that needed for operational purposes such as new or refurbished/ replacement exhibition halls, transport facilities and other development needed to enable the NEC to enhance its international competitiveness.</b></p> <p><b>The Council will also support a broad range of ancillary and complementary facilities needed to enhance visitor experience and support operational needs. These will include hotels, administrative offices, warehouses, catering, meeting space, appropriate leisure and other supporting development, provided it is justified in terms of scale, its support for the NEC as a whole and is appropriately located within the NEC.</b></p> <p>Birmingham Airport</p> <p>Birmingham Airport is the principal international gateway into the region and an important part of the national airports infrastructure. It is vitally important in the local and regional economy, attracting investment and supporting business growth and international trade in key sectors.</p> <p><b>The Council will support and encourage further development including the extension to the main runway south of the A45, in accordance with the approved planning application, and development needed for operational purposes</b> such as passenger and freight facilities, terminals, transport facilities and other development that supports operational needs.</p> <p><b>The Council will also support a broad range of ancillary/ complimentary facilities including hotels, administrative offices car parks and other appropriate facilities needed to serve the needs of air travellers using the Airport. Proposals should be justified including in terms of scale and in terms of supporting the Airport function and are appropriately located within the Airport so as not to detract from Airport function.</b></p>

<sup>181</sup> Previously Policy 9 in the Emerging Core Strategy.



- ii) Birmingham Business Park
- The Council will support and encourage the development of Birmingham Business Park within its boundary defined in this local plan to support its role prime employment location and enhance its important role as a high quality, managed business park.**
- Development that will be supported and encouraged is as follows:**
- Business development for uses falling in the Business Use Classes (B1, B2, B8 of the Use Classes Order). The Council will expect development to progress in a well planned, managed way that will maintain the attractiveness of the business park to investors and that will protect and enhance the environment including the natural environment.**
- The Council will support a broad range of supporting ancillary or complimentary uses needed to enhance the attraction of the business parks to occupiers** These could include hotels, health and fitness, leisure, childcare facilities and local facilities falling within use classes A1 to A5 (of the use Classes Order) of a scale that does not compete with existing or planned facilities outside of Birmingham Business Park.
- The Council will support the expansion of Birmingham Business Park to the south-west as indicated on the Proposals Map. The Council will expect the land to be developed as an integrated part of the business park and in a way which facilitates access by public transport.**
- iii) Blythe Valley Business Park
- The Council will support and encourage the development of Blythe Valley Business Park within its boundary defined in this local plan to support its role as a prime employment location and enhance its important role as a high quality, managed business park.**
- Development that will be supported and encouraged is as follows:**
- Business development for uses falling in the Business Use Classes (B1, B2 and B8 of the Use Classes Order). The Council will expect development to progress in a well planned way and that will maintain the attractiveness of the business park to investors and that will protect and enhance the environment including the natural environment.**
- The Council will also support a broad range of supporting ancillary or complementary uses needed to enhance the attraction of the business park to occupiers. These could include hotels, health and fitness, leisure, childcare facilities and local facilities falling within use classes A1 to A5 (of the Use Classes Order) of a scale that does not compete with existing or planned facilities outside the business park.**
- At Blythe Valley Business Park the Council will support and encourage the delivery of a major quantity of employment floorspace by improving the attractiveness of the park to investors through an improved range of amenities, supported by well planned residential development that will creates overall sense of place a more sustainable location.**
- The Council will expect new facilities, including the residential element of Blythe Valley Park, to be developed within the context of a masterplan to demonstrate how integration would be achieved between existing and planned facilities and with the network of villages that lie nearby.**
- iv) Jaguar land Rover (JLR)
- JLR is important to the national, regional and local economy and is a major employer. JLR remains committed to the Lode Lane plant in Solihull and has the opportunity to develop advanced manufacturing, the low carbon economy and technology that will stimulate new skills and new opportunities.
- The Council will support and encourage the development of Jaguar Land Rover within its boundary defined in this Local Plan. This will include a broad range of development needed to maintain or enhance the function of Jaguar Land Rover as a major manufacturer of vehicles. The reasonable expansion of the site into the Green Belt will be given positive consideration where economic need can be demonstrated and appropriate mitigation can be secured.**
- v) Council considers that the above key economic assets represent an important opportunity to improve access to employment. It is also important that economic growth does not harm the quality of the environment.
- The Council will expect development proposals that generate significant numbers of jobs to demonstrate measures to improve access to employment from parts of the Borough where**

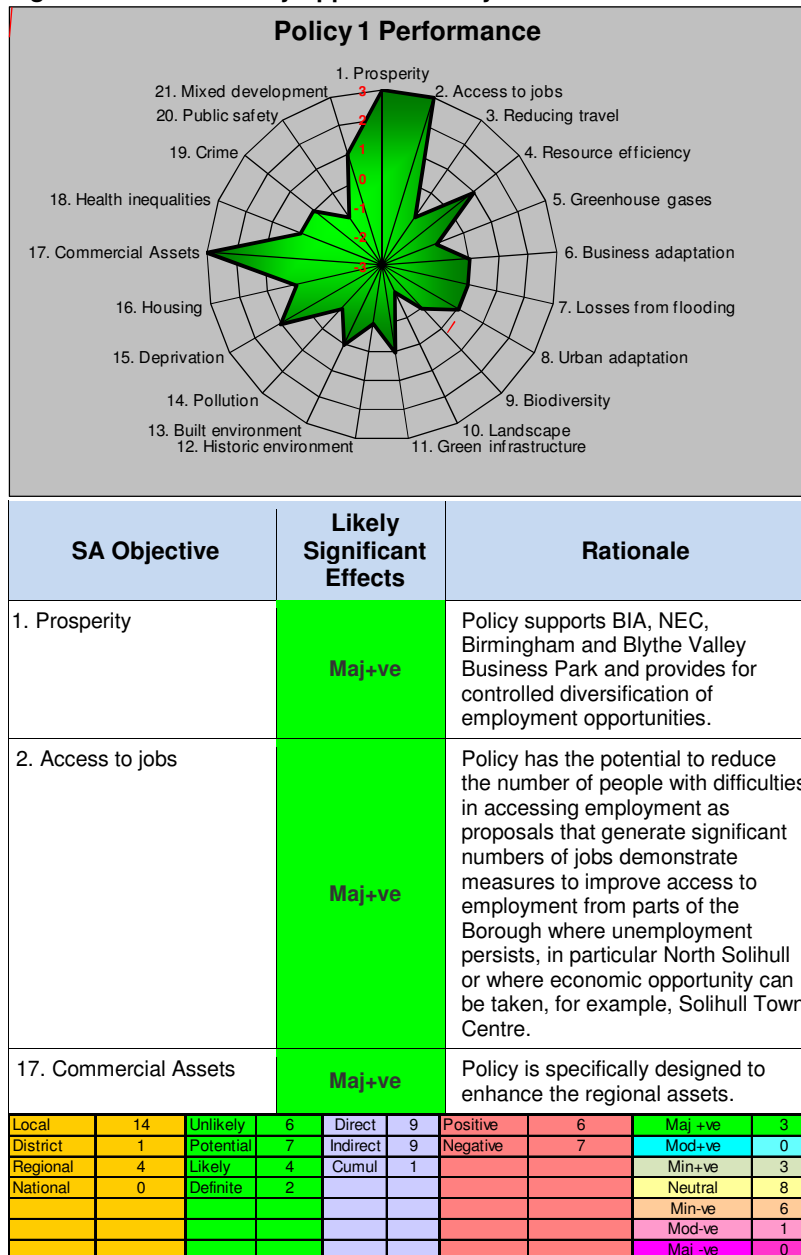
**unemployment persists, in particular North Solihull or where economic opportunity can be taken, for example, Solihull Town Centre. This could, for example, include public transport improvements and practical support for partnership working arrangements that will enable residents to take advantage of training arising from developments.**

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

### Forecast Effects

5.4.2 This policy performs in a slightly positive manner with six beneficial outcomes comprising 3 major positives and four minor positives as illustrated in Figure 5.1 and Appendix F. To offset the positives are 7 of the 21 sustainability objectives that report an adverse outcome (1 moderate positive, and 6 minor negative).

**Figure 5.1: Sustainability Appraisal: Policy 1**



5.4.3 The effects arising from the policy are anticipated to extend over the medium to long term (i.e. typically longer than 3 years and some times greater than 10 years). While most of the effects are at a local scale

- there are five at a district or regional scale that reflect the importance of the sites and commercial activities being undertaken.
- 5.4.4 The majority of the impacts are direct with 8 being indirect with the effects on greenhouse gases being a cumulative effect. The indirect effects are all minor positive relate to the potential consequences that could arise from the requirement to prepare sustainability reports and the indirect risks to biodiversity along with requirements to minimise environmental impacts.
- 5.4.5 The policy was considered to have the potential for beneficial effects upon deprivation, since diversifying the range of business activities is likely to provide some opportunities for residents from North Solihull. Enhanced revenues from successful business areas could also support measures to reduce deprivation.
- 5.4.6 The number of people with difficulties in accessing employment potentially may be reduced as proposals that generate significant numbers of jobs are to demonstrate measures to improve access to employment from parts of the Borough where unemployment persists, in particular North Solihull or where economic opportunity can be taken, for example, Solihull Town Centre. However it remains unclear what is meant by “significant numbers of jobs”.
- 5.4.7 In parallel with the increased employment opportunities, the policy does not provide for measures to promote travel plans, sustainable travel or to take account of the impacts on the highway network. Consequently, the policy is likely to deliver a minor adverse impact against the reducing the need to travel objective.
- 5.4.8 In terms of the climate change and energy sustainability theme the policy does not provide any reference to the requirement to reduce greenhouse gas emissions, business adaptation, measures to reduce economic losses from flooding or urban adaptation to climate change.
- 5.4.9 The proposed policy performs poorly under the natural resource protection and environmental enhancement theme with the potential for moderate adverse effects upon landscape and biodiversity. Only in the case of the Business Parks is there a requirement to “*protect and enhance the environment including the natural environment*”. There is no similar measure to protect the natural environment from the development to be encouraged south of the A45. In a similar manner there may be adverse effects upon the historic environment.
- 5.4.10 As the policy does not seek to promote exemplar design standards few enhancements to local distinctiveness will be required. Also as the policy places a requirement to “*have regard to*” other policies, so there is no requirement to minimise and mitigate environmental impacts, traffic noise and emissions, drainage and site runoff as well as light pollution affecting the rural fringe.
- 5.4.11 The policy makes little reference to the delivery of sustainable communities, although the creation of additional jobs may provide opportunities for some able to travel from the regeneration areas. Generally, the development promotes car based travel and given the regional scale of the employment opportunities, employees may well be drawn disproportionately from beyond the boundaries of the Borough.
- 5.4.12 Only when development proposals generate “*significant numbers of jobs*” are measures to improve access to employment from parts of regeneration areas. The opportunity for residents of North Solihull is that development at the Birmingham Business Park is to “*facilitate access*” by public transport. There is no requirement to contribute towards achieving increased public transport use. Access to Blythe Valley Business Park and the JLR site is not required to assist in addressing deprivation through enhanced accessibility by public transport or other sustainable travel modes and no travel plan is to be required.

## Managing Uncertainty

- 5.4.13 Only 6 of the 13 non-neutral effects were considered to be likely or certain to be delivered suggesting positive outcomes. Of these a definite minor negative effect upon greenhouse gas emissions and a minor positive for mixed use development is expected. Of the four likely outcomes, there are two major positive outcomes (prosperity and commercial assets) that are likely to result along with a moderate adverse effect for landscape and a minor adverse effect on reducing travel demand also being likely (See Appendix F).
- 5.4.14 The policy results in 7 potential outcomes and 6 unlikely outcomes where the sustainability objective is unlikely to be delivered while one of the potential outcomes is a major positive for access to jobs.

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

## Mitigation and Enhancement

- 5.4.16 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies for each of the four sustainability themes.
- 5.4.17 Policy 1 has addressed some of the mitigation/ enhancement proposals provided for emerging policy 9. Of particular note in relation to sustainable consumption and production is the non-adoption of the following:
- High exemplar standards of sustainable construction;
  - A requirement for a sustainability report;
  - High standards for the public realm at the NEC/BIA;
  - Development of local distinctiveness at Birmingham and Blythe Valley Business Parks.
- 5.4.18 An aspect where further attention is recommended is in enhancing links between wealth and employment generation with the needs of the North Solihull Regeneration Area in order that direct and indirect benefits from the economic success are experienced by this community.
- 5.4.19 The policy specifically neglects consideration of the effects of development on the congested highway network either directly or in terms of the pollution and safety/community severance issues that can be generated. With the absence of a requirement for travel planning for these major destinations, impacts associated with transport are unlikely to be managed through this policy. A key enhancement would be to introduce a requirement upon developers to contribute towards enhanced public transport accessibility and to require provision of travel plans.
- 5.4.20 There is no requirement for developers to either reduce greenhouse gas emissions or deliver exemplar standards of construction and with the absence of a requirement to deliver a sustainability report, many of the opportunities to deliver climate change and energy efficiencies fall outside the influence of the Local Plan.
- 5.4.21 There are no measures identified to address either the potential for indirect effects upon the River Blythe SSSI or positive measures to enhance ecological connectivity, habitats or conserve soils. Nevertheless there is a general requirement to protect and enhance the natural environment, but only in the case of the business parks. Considerable potential for further adverse effects upon urban fringe landscapes with encouragement being given to further development including the extension to the main runway south of the A45.
- 5.4.22 There is no requirement for high quality design nor to minimise or mitigate potential environmental impacts, traffic noise and emissions, drainage and site runoff as well as light pollution affecting the rural fringe.
- 5.4.23 In terms of delivering sustainable communities objectives, several measures that could be taken that would accord with the Local Plan’s first objective – to reduce inequalities.

**Table 5.5: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider a requirement for regionally important sites to be designed to exemplar standards of sustainable construction.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9, P15 and para 11.2.2 of the Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider the actions that will be undertaken to ensure targets are achieved.</li> </ul>	<ul style="list-style-type: none"> <li>Supporting text expresses requirement for travel plans.</li> </ul>	<ul style="list-style-type: none"> <li><b>Make the preparation of travel plans for each business park dealing with all movement patterns explicit within the policy.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider requiring major developers to provide a sustainability report demonstrating how their designs deliver sustainable development across the range of economic, materials, social and environmental factors.</li> </ul>	<ul style="list-style-type: none"> <li>Policy P9 requires energy or sustainability statements. Requirements to cover sustainability issues are also included in Policy P7, P8 and P15. See also final paragraph of P1.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Promote the development of super-fast broadband along with the integrated connection of technologies within main retail centres.</li> </ul>	<ul style="list-style-type: none"> <li>No longer relevant to policy given focus upon regional business sites.</li> <li>Covered in Policy P15 bullet 3</li> <li>See also para 7.7.13 and 11.2.3 of the Draft Local Plan.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

5.4.24 The policy update does not provide for actions on climate change and energy, or seek the development of local energy and heating networks (see Table 5.6).

5.4.25 The policy does not promote the development of low carbon business clusters and adaptation to a low carbon economy. This may put at some future disadvantage these areas since their success has been founded upon carbon based; accessible private travel that could well experience increasing costs in future years.

**Table 5.6: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require all new development in the major business parks to make provision for distributed heating and energy networks.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider explicit requirement that major development proposals should demonstrate how they could link to local heat or energy networks when viable.</b></li> <li><b>Consider inclusion of a policy to avoid sterilisation of sites for distributed heat and energy networks adapted from policy 3.</b></li> </ul>

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require major development to achieve the reductions in total CO<sub>2</sub> emissions (regulated and unregulated energy use) from renewable energy or low/zero carbon energy generation on site or in the locality of the development as long as a direct physical connection is used, unless it can be demonstrated that such provision is not technically or economically viable.</li> <li>The percentage reductions in CO<sub>2</sub> emissions should be based on the estimated CO<sub>2</sub> emissions of the development after the installation of energy efficiency measures related to either the, BREEAM or equivalent method has been applied.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9 and P15</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider use of policy guidance from PPS1 on provision of local heat/energy networks to supplement policy with area wide approach to low carbon solutions under policy 1.</b></li> <li><b>Make provision for reduced CO<sub>2</sub> emissions under policy 1.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider require a proportion of development area to be prioritised for low carbon businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Most of the employment land in the plan is already committed and is in the process of development. Unlikely to be able to enforce such a requirement. Also ambiguity over what is a low carbon business.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Introduce policy for developers to make space for water and to manage flood risk within policy 1.</b></li> <li><b>Consider requirement upon development to demonstrate adaptation to climate change within policy 1.</b></li> </ul>

5.4.26 In considering opportunities to mitigate and enhance Policy 1 in relation to natural resources protection and environmental enhancement, there is no requirement to provide for high standards of design and promote local distinctiveness. The policy does not aid secure key sites that may be important to deliver sustainable development, nor promote the use of green roofs.

**Table 5.7: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider how requirement for local distinctiveness could be delivered in the Regional Investment Areas.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P15. Seeks to promote high quality design that will contribute to a sense of place.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.4.27 The proposed policy does not provide measures to address the sustainable community objectives presented in the sustainability framework. For example, there are no measures by which the Council is to encourage key economic assets to deliver clear benefits across the entire community rather than to those who commute into the sites.

5.4.28 It is noted that only in the case of significant numbers of jobs being created would there be an obligation to demonstrate measures to improve access to employment.



**Table 5.8: Sustainable Communities**

Mitigation/Enhancement Proposal <sup>182</sup>	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider encouraging new businesses to adopt local sourcing of materials and labour including through the provision of training programmes to help those with weaknesses in some skills.</li> </ul>	<ul style="list-style-type: none"> <li>See P1 (v). Insistence on local sourcing of material is beyond the scope of the Plan</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

**Alternatives**

- 5.4.29 A more prescriptive approach was considered in terms of uses that might be enabled within Policy P1 to support key assets. However, it is important not to be over restrictive to enable key assets to meet aspirations that will support the Region’s economy and generate employment. As a consequence the Policy aims to be as flexible as possible having regard to sustainability requirements, the need for strong design principles and the need to protect the environment and amenity.
- 5.4.30 Consideration was given to thresholds for development that constitute ‘significant’ numbers of jobs and to the nature of links to areas of need, but different types of development would have different potential impacts on employment in areas of greatest need that may not be strongly related to the number of jobs created. Also, the links are potentially numerous and very broad in scope and nature. The adopted approach is flexible, enabling the Council to consider ‘significant’ in each case and provides two quite different types of link to demonstrate that these are very broad ranging i.e. public transport and other links that could lead to relevant training.

<sup>182</sup> The measures are drawn from Emerging Policy 9.

## 5.5 Appraisal of Policy 2: Competitive Town Centre<sup>183</sup>

### Introduction

5.5.1 The proposed policy on delivering a competitive town centre is assessed in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted below, while the alternatives considered are presented at the end of this section.

<b>Policy 2 – Maintain a Strong, Competitive Town Centre</b>
<p>Solihull Town Centre will be developed and sustained as a place of quality and distinction. It will provide the civic heart of the Borough and the principal focus of commercial activity and public transport. It will be shaped and managed to ensure continued economic growth and success.</p> <p>The character and quality of the town will be protected and enhanced through the promotion and careful control of new development which is sensitive to its context but adds a new dimension to visual interest, activity and economic success.</p> <p>The Town Centre Strategy Map establishes:</p> <ul style="list-style-type: none"> <li>• The extent of the town centre to focus commercial activity, facilitate effective and efficient patterns of movement and public transport and to provide a clear identity.</li> <li>• A public realm framework as a focus for pedestrian movement and activity. New building will be required to front onto this network and focus their public activity to that frontage</li> <li>• A pattern of retail frontages to ensure the effective, efficient, convenient vital and successful functioning of the town as a shopping centre</li> <li>• Opportunity Sites for new development at Touchwood, Mell Square West, Lode Lane and Herbert Road/Station Road: and indicative opportunities elsewhere including Mell Square East, Lode Lane and Homer Road.</li> </ul> <p><b>In total, new development in the town centre will provide:</b></p> <ul style="list-style-type: none"> <li>• <b>Up to an additional 34,000m<sup>2</sup> of comparison floorspace by 2021: and a further 23,000m<sup>2</sup> 2021 to 2026</b></li> <li>• <b>Up to an additional 35,000m<sup>2</sup> of new office floorspace</b></li> <li>• <b>Residential development, both on freestanding sites and as part of mixed use development or refurbishment schemes, will be encouraged in &amp; around the town centre. Larger scale sites additional to the Opportunity Sites listed above will include:</b> <ul style="list-style-type: none"> <li>- <b>Monkspath Hall Road</b></li> <li>- <b>Station Approach</b></li> </ul> </li> </ul> <p><b>The development of Monkspath Hall Road shall be designed to allow for the relocation of Solihull Railway Station though such a proposal is not being put forward at this time.</b></p> <p><b>The timing of new development will pay due regard to the need to ensure a balance of activity throughout the town centre during the whole of the plan period. A particular concern will be to ensure the continued success of both sides of High Street without either side becoming overly dominant in terms of floor space or activity.</b></p> <p><b>The timing of development will also need to pay due regard to the need to ensure the effective provision of public transport, walking and cycling routes and to avoid unacceptable levels of traffic congestion within, or on routes to and from, the town centre.</b></p> <p><b>All new development will be expected to make a reasonable and proportionate contribution to the cost of providing and maintaining necessary town centre infrastructure, especially for walking and cycling access, public transport, the public realm and on key highway links &amp; junctions within &amp; serving the town centre.</b></p> <p><b>The provision of private parking within the town centre will be accepted for housing</b></p>

<sup>183</sup> Previously presented as Emerging Core Strategy Policy 8.

**development and where there is clear operational need.**

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

**SHIRLEY TOWN CENTRE**

**Shirley Town Centre will be developed and sustained as a focus of commercial activity & services for the local community. It will be shaped and managed to secure its regeneration and economic success.**

The extent of Shirley Town Centre is defined on the proposals map. The boundary focuses commercial activity south of the junction between Stratford Road and Haslucks Green Road and in a new development west of Stratford Road which creates a new heart of the centre and better links into Shirley Park.

**Retail activity will be focused within the town centre boundary and will be required to front onto Stratford Road or the new public realm between Stratford Road and the Park. No substantial retail development will be granted planning permission elsewhere in Shirley.**

**The former Powergen Building on the Stratford Road North of Haslucks Green Road will be developed in a manner which effectively connects to and complements the town centre that is a mix of residential, office, hotel, leisure or community uses but shall not include any substantial retail floorspace.**

**All new development should be sensitive to local character and enhance the public realm.**

**CHELMSLEY WOOD TOWN CENTRE**

**Chelmsley Wood Town Centre will be developed and sustained as a focus of commercial activity, services and public transport. It will be shaped and managed to secure its regeneration and economic growth and to provide a focus for the local community and an identity of which it can be proud.**

**The extent of the Town Centre is defined on the Proposals Map and retail activity will be focused within it.**

**New development on the edge of the town centre will be encouraged to assist regeneration of both the town centre and the wider area of North Solihull. It will also be encouraged to better link the town centre and its interlink to Meriden Park and Cole Valley and enhance the public realm in and around the centre.**

## Forecast Effects

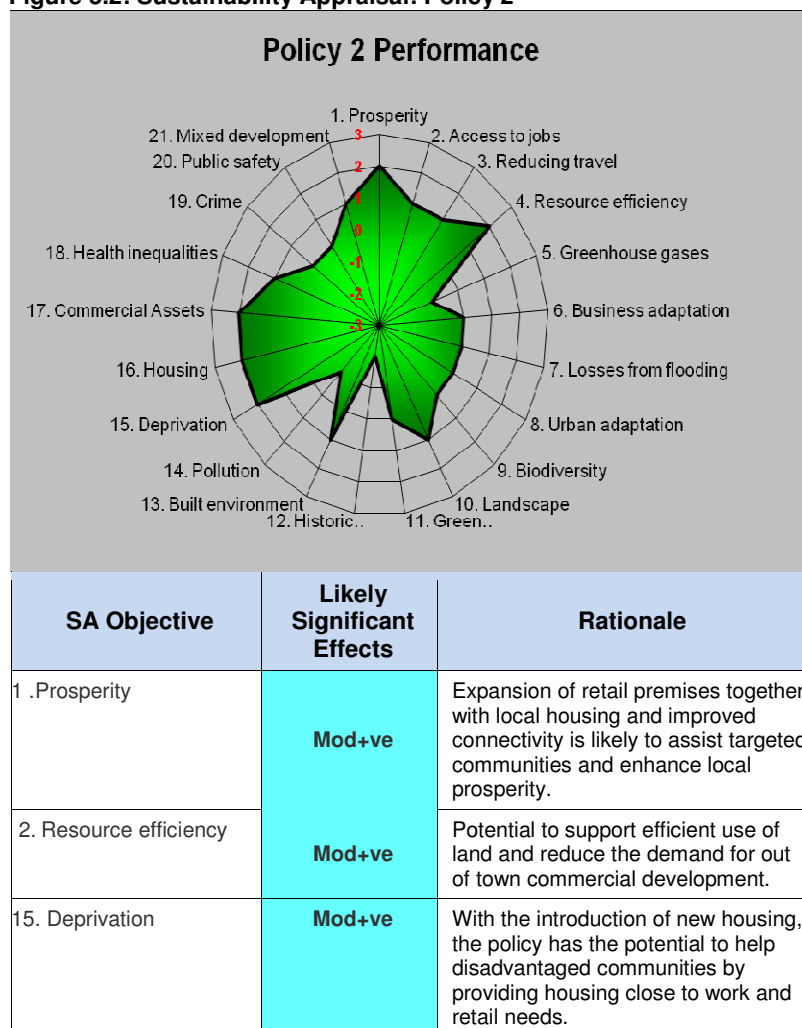
- 5.5.2 This town centre policy is expected to give rise to 5 moderate beneficial outcomes and 7 minor beneficial effects (see Figure 5.2 and Appendix F). This is accompanied by 1 moderate adverse (historic environment). The remaining objectives deliver neutral outcomes with two minor negative effects associated with the absence of measures dealing with greenhouse gas emissions and potentially negative effects from noise and air pollution affecting local residents.
- 5.5.3 In terms of the sustainable consumption and production theme, the policy offers a beneficial outcome with two moderate beneficial outcomes (prosperity and resource efficiency, as well as minor beneficial effects on access to jobs and reducing travel). In terms of the latter objective, private parking in the town centre is accepted where there is an operational need. Additional public parking is accepted where there is insufficient public parking. This suggests parking capacity will expand to meet need and hence do little to reduce the need to travel, although the location of town centre development would make efficient use of existing infrastructure.
- 5.5.4 The policy offers a negative outcome for climate change and energy with no measures being provided for reducing CO<sub>2</sub> emissions with expanding car parking potentially leading to increased emissions. Also, there are no drivers provided to deliver urban adaption to climate change.
- 5.5.5 The sustainability theme on natural resource protection & environmental enhancement receives mixed support from the policy. The requirement to enhance the public realm in Shirley Town Centre and Chelmsley Wood may deliver some landscape improvements although there is little indication that the landscape effects of development are to be considered or the opportunities to address climate change.

- 5.5.6 There is no requirement for a Master Plan for Solihull Town Centre or a requirement upon developers to demonstrate high quality design to deliver enhanced public safety, crime reduction and high quality public realm. The absence of encouragement for local distinctiveness and a range of business unit sizes means that the built environment is to be driven by the policy upon developers to make a “reasonable and proportionate contribution to the cost of providing and maintaining the public realm” in the case of Solihull Town Centre. In the case of Shirley Town Centre development is to be sensitive to local character and enhance the public realm while at Chelmsley Wood development is to enhance the public realm. Overall, it is likely that some enhancement to the built environment would result.
- 5.5.7 The sustainable communities theme is supported through three moderate beneficial outcomes (deprivation, housing and commercial assets) and one minor beneficial outcome (mixed development). However the policy fails to provide measures to “design out” crime or to address public safety or the needs of an elderly population.
- 5.5.8 The effects are judged to be mainly local (14) with five being district-wide in scale (see Appendix F). By far the most (10) were considered to be indirect with eight being indirect and one (greenhouse gases) being cumulative in nature. Overall there were 11 positive outcomes and three negative.

**Managing Uncertainty**

- 5.5.9 Nine of the outcomes are regarded as being likely to occur, with 5 considered to have the potential to result in a significant effect. Two of the potential effects were judged to give rise to moderate beneficial effects (Resource efficiency and Commercial assets). There were a future 5 sustainability outcomes that were unlikely to occur.

**Figure 5.2: Sustainability Appraisal: Policy 2**



SA Objective	Likely Significant Effects		Rationale		
16. Housing	Mod+ve		Policy assists with provision of a diverse housing offer that could contain an affordable housing element.		
17. Commercial assets	Mod+ve		A strong and attractive town centre has the potential to play a role in attractiveness of regional investment sites.		
12. Historic environment	Mod-ve		No reference to encouraging local distinctiveness or a policy towards conservation areas and listed buildings.		
Local	14	Unlikely 5	Direct 8	Positive 11	Maj +ve 0
District	5	Potential 5	Indirect 10	Negative 3	Mod+ve 5
Regional	0	Likely 9	Cumul 1		Min+ve 6
National	0	Definite 0			Neutral 7
					Min-ve 2
					Mod-ve 1
					Maj -ve 0

**Mitigation and Enhancement**

- 5.5.10 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies for each of the four sustainability themes.
- 5.5.11 Policy 2 has not addressed most the mitigation/ enhancement proposals provided for emerging policy 9. Of particular note in relation to sustainable consumption and production is failure to adopt the following:
  - Promoting sustainable construction techniques;
  - Requiring submission of a Sustainability Report;
  - Promoting reductions in carbon dioxide emissions;
  - Making the town centres a place attractive to all ages.
- 5.5.12 The Local Plan objectives under challenge C (attractiveness of the Borough for people who live, work and invest in Solihull) and those under Challenge F (Climate Change) are considered to have been only partly or inadequately met by this policy hence a series of mitigation/enhancement measures are proposed in Tables 5.9 to 5.12).

**Table 5.9: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>• Consider how the phasing of the development might impact upon sustainable construction techniques, maximising opportunities to reuse/ recycle materials and the impact of construction traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Timing of development is focussed on the need to provide a balance of activity either side of the High Street. Sustainable development impacts are covered in the Policy and elsewhere such as P7, P8, P9 and P15</li> </ul>	<ul style="list-style-type: none"> <li>• None.</li> </ul>

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider the extent to which re-development activities could provide for efficient delivery and waste management practices including through the use of consolidation centres to maximise retail floor space and manage delivery activities, potentially through a low carbon local delivery fleet operating from a consolidation centre (8).</li> </ul>	See Policy P12 on waste management that seeks to promote and control development to prevent the production of waste.	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider requiring major developers to provide a sustainability report demonstrating how their designs deliver sustainable development across the range of economic, materials, social and environmental factors.</li> </ul>	No specific requirement for a sustainability report but requirements to cover sustainability issues are included in Policy P7, P8, P9 and P15 (see also final paragraph of P1)	<ul style="list-style-type: none"> <li>None.</li> </ul>

5.5.13 The potential enhancements to the climate change and energy sustainability theme are in making provision for local heat/energy networks and the integration of green infrastructure and green roofs (See Table 5.10).

**Table 5.10: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Require major development to achieve the reductions in total CO<sub>2</sub> emissions (regulated and unregulated energy use) from renewable energy or low/zero carbon energy generation on site or in the locality of the development as long as a direct physical connection is used, unless it can be demonstrated that such provision is not technically or economically viable.</li> <li>The percentage reductions in CO<sub>2</sub> emissions should be based on the estimated CO<sub>2</sub> emissions of the development after the installation of energy efficiency measures related to either the BREEAM or equivalent method has been applied.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9 and P15.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider a requirement for the provision of a green roof to new major retail development proposals to a) reduce energy consumption; b) reduce the heat island effect c) reduce runoff and d) provide new habitat.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9. Issue covered in a more flexible way that could include green roofs as a measure.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Could make reference to need for design to reduce energy consumption and address heat island effect.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9 and P15</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

5.5.14 In considering opportunities to mitigate and enhance policy 2 in relation to natural resources protection and environmental enhancement, it is noticeable that there is no requirement to provide for high standards of design and promote local distinctiveness. Also, the policy does not set any challenging environmental or natural resource objectives beyond a simple mitigation of impacts which is likely to mean that residual adverse impacts will result.



**Table 5.11: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider a requirement for the provision of a green roof to new major retail development proposals to a) reduce energy consumption; b) reduce the heat island effect c) reduce runoff and d) provide new habitat .</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9 and P15</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Could identify the achievement of an effective green infrastructure as a priority within the town centre.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P2 and P15. The Town Centre is to be developed as a place of quality and distinction. This includes consideration of green infrastructure Draft Local Plan para 7.4.6 seeks to improve links to open space as part of improved urban design. P15 covers requirements for designing-in green infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider whether green infrastructure explicitly referenced within P2.</b></li> </ul>
<ul style="list-style-type: none"> <li>Could consider specific design measures for retail outlets to support local distinctiveness.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P15 that requires all developments to conserve and enhance local character, distinctiveness and streetscape. This includes town centre proposals.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

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

5.5.16 It is not necessarily evident that the design of the urban fabric and services will be such as to meet the needs of an elderly population or deliver designs that seek to reduce crime. Also, there is no reference to the need for development to help provide for a diverse evening economy and that will be attractive to a broad age range of residents.

**Table 5.12: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider the extent to which the re-development of the town centre caters for all ages across the community and is designed in manner to enhance public safety and reduce crime.</li> </ul>	<ul style="list-style-type: none"> <li>See Draft Local Plan para 7.4.11 and Policy P15 that promotes inclusive design and the creation of attractive, safe, active streets and public spaces that reduce the fear of crime.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider reference to affordable housing or cross reference to other policies P2 to P4.</b></li> </ul>

## Alternatives

5.5.17 The Council considered dealing with Solihull Town Centre under a separate Policy to reflect its importance as a sub-regional centre. However, Shirley and Chelmsley Wood town centres are also important more locally and are important for enabling access to a broad range of goods and services by sustainable travel modes. They are also important economically in providing access to employment and there is some inter-relationship between main centres in terms of future planning. Town Centres are therefore dealt with in one policy and the remaining hierarchy is dealt with in Policy P19.

- 5.5.18 The phasing of development in terms of leading with sustainable construction techniques was considered. In order to develop the Town Centre as a place of quality and distinction however, it was considered important to encourage, through timing of development, a balance of activity either side of the High Street as an important main thoroughfare. Development north of the High Street is generally more dated and in greater need of improvement. Sustainability issues are however, important and requirements are included in the Policy (under design principles) and in other generic policies such as P7, P8, P9 and P15.

## 5.6 Appraisal of Policy 3: Provision of Land for General Business and Premises<sup>184</sup>

### Introduction

5.6.1 The proposed policy on employment land is examined in this section against the SA objectives. The aim of the appraisal is to establish the policy's sustainability performance and to identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted below. The alternatives considered are examined at the end of this section.

<b>Policy 3 – Provision of Land for General Business and Premises</b>
<p>Sustainable economic growth is important to Solihull's success as an attractive place to live, work and invest. It will enable increased prosperity, opportunity, well being and quality of life and will potentially provide a better quality of life for individuals and communities experiencing high unemployment.</p> <p>To encourage sustainable economic growth and provide a broad range of employment opportunities <b>the Council will plan for a continuing supply of employment land.</b> Table 1<sup>185</sup>, below, identifies the strategic sites that comprise the Council's supply of main employment land for this purpose, adopting a plan monitor and manage approach to avoid over allocating land for this purpose that may lead to unnecessary loss of Green Belt land.</p> <p><b>The Council will support the allocated sites for purposes set out in Table 1. Small-scale supporting facilities may be allowed where needed to specifically enhance/complement business use in the particular business locality and is compatible with sustainable development principles.</b></p> <p><b>To ensure that an adequate supply of land remains available for employment purposes, sites will be protected for their allocated purposes. Non-allocated employment sites will also be protected for employment use (Classes B1, B2, B8 and, where appropriate, waste management). Alternative uses may be allowed where the following criteria are met:</b></p> <ul style="list-style-type: none"> <li>a) <b>The site is relatively isolated from other business premises or is out of place in the context of other neighbouring uses, such as residential, or</b></li> <li>b) <b>It is clearly demonstrated that there is no longer a need to retain the site/premises for their intended business class purpose, or</b></li> <li>c) <b>In the case of vacant premises, there is no longer a reasonable prospect of attracting business development in market terms and,</b></li> <li>d) <b>The alternative use will support sustainable development principles and will directly support employment locally.</b></li> <li>e) <b>There is no conflict with other policies of the Core Strategy or the National Planning Policy Framework.</b></li> </ul> <p><b>The Council will encourage the retention of small and medium sized enterprises, and the creation of new ones, both in urban and rural areas as a key economic driver and to help facilitate growth in a broad variety of locations, including North Solihull as a priority, subject to the following criteria:</b></p> <ul style="list-style-type: none"> <li>a) <b>Form, use and scale are appropriate to character of the particular location.</b></li> <li>b) <b>There is no significant harm to the local environment, including landscape quality and character.</b></li> <li>c) <b>Proposals for home-working are compatible with the character of the local environment and are consistent with the amenity policies of this Local Plan.</b></li> <li>d) <b>The land/premises are not in the green belt or are compliant with green belt policy.</b></li> <li>e) <b>In the case of development in rural areas, it is consistent with the Council's countryside policies and does not undermine the quality and character of the natural environment.</b></li> </ul>

<sup>184</sup> Previously Emerging Core Strategy Policy 6.

<sup>185</sup> See Table 5.12

**The Council will expect development proposals on business sites to include the necessary infrastructure to accommodate high capacity digital communication where technically feasible.**

**In order to encourage sustainable access to business developments and reduce the need to travel, applicants for planning permission for business use will be expected to demonstrate the anticipated level of employment that will be generated and how this will be of benefit to meet local employment needs.**

**Employment development will not be allowed where it sterilises natural resources or key sites needed to secure sustainable development, particularly in regard to provision for distributed heat and energy networks.**

**Table 5.12: Allocated Employment Sites**

Site	Remaining Land (Ha)	Readily Available Land (Ha)	Preferred Use Class
Solihull Business Park	7	6	B1, B2, B8
North of Clock Interchange	2	1	B1
TRW	18.5	18.5	B1, B2, B8
Chep / Higginson	4	0	B1, B2, B8
Fore	2	0.5	B1
Land adj. B'ham Business Park	5	0	B1, B2, B8
<b>Total</b>	<b>38.5</b>	<b>26</b>	

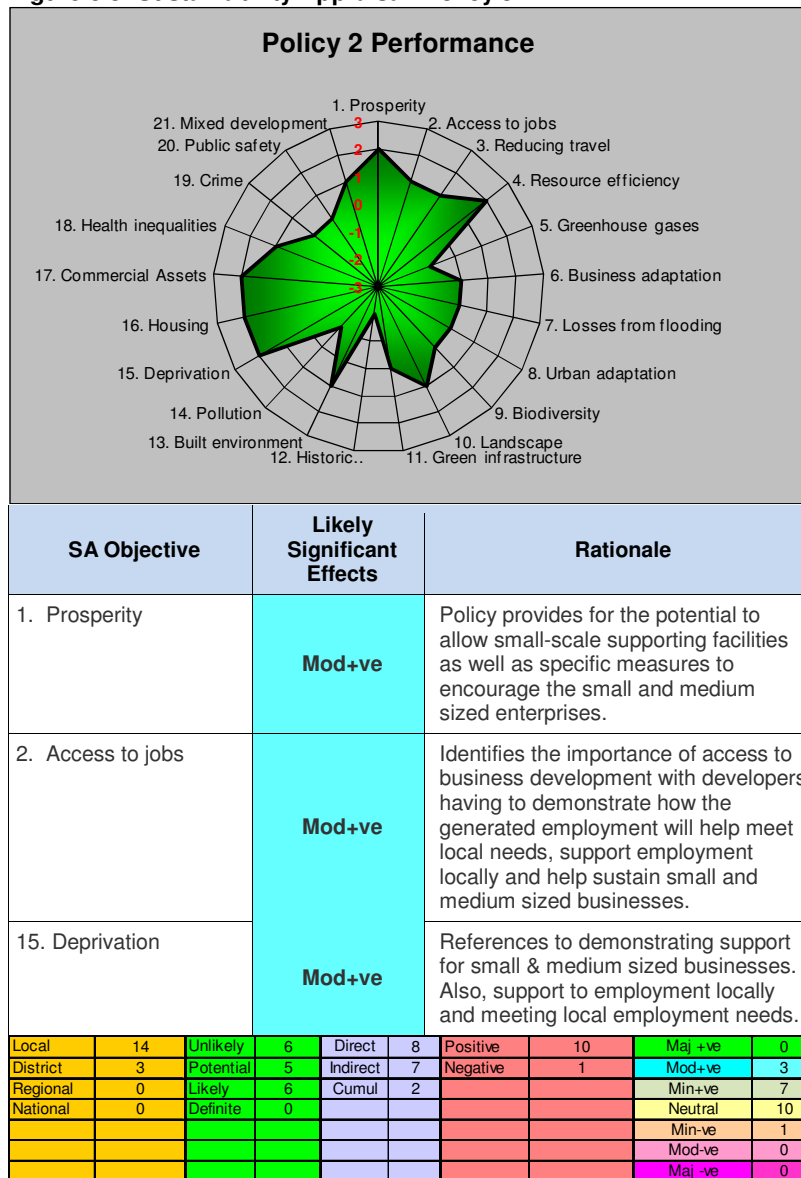
### Forecast Effects

- 5.6.2 This policy is envisaged to give rise to 3 moderate beneficial effects and 7 minor beneficial effects and one minor negative effect (greenhouse gases and pollution). The remaining 10 are neutral (see Figure 5.3 and Appendix F). The outcomes are considered evenly split between direct effects (8) and 7 indirect with two cumulative effects (resource efficiency and greenhouse gases). The majority of the impacts are local in scale with 3 being considered district-wide. The effects typically extend for more than 10 years.
- 5.6.3 The policy is likely to provide moderate beneficial outcomes (prosperity and access to jobs but only has the potential to reduce the need to travel. The climate change and energy sustainability theme is not addressed with nor are measures promoted to reduce greenhouse gas emissions or adaptation to climate change.
- 5.6.4 The outcome of the policy upon the natural resource protection and environmental enhancement sustainability objective is broadly positive with five minor positive outcomes. It is noted that this outcome is due to the requirement not to undermine the quality and character of the natural environment, i.e. to prevent adverse effects. There are no positive obligations to enhance biodiversity, contribute towards the provision of green infrastructure or to protect/enhance the historic and build environment.
- 5.6.5 As the policy makes reference to supporting small and medium sized businesses, support to employment locally and meeting local employment needs with North Solihull as a priority, it is likely to deliver a moderate beneficial outcome for the deprivation objective but does not provide any support to address health inequalities, crime and public safety (see Appendix F).

### Managing Uncertainty

- 5.6.6 Of the significant effects assumed to arise five are potential effects and six are considered to be likely outcomes with a further six being unlikely to occur. Of the potential effects all are associated with minor beneficial outcomes.

Figure 5.3: Sustainability Appraisal: Policy 3



### Mitigation and Enhancement

- 5.6.7 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies, the response from the Council and further observations that emerge from the appraisal of the Local Plan policies for each of the four sustainability themes (see Tables 5.13 to 5.16).
- 5.6.8 Policy 3 has addressed some of the mitigation/ enhancement proposals provided for emerging policy 6. Of particular note in relation to sustainable consumption and production is the adoption of the following:
- A requirement to demonstrate development proposals contributes towards meeting local employment needs;
  - Encouragement given to the retention and creation of small and medium sized enterprises across the Borough.
- 5.6.9 Tables 5.13 to 5.16 provide a summary of the measures proposed for the Emerging Core Strategy policies, the Council’s response and additional proposals that stem from the Local Plan policies.

**Table 5.13: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Ensure that employment premises make adequate provision for waste segregation and recycling.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy 12 that seeks to prevent waste.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>This policy ought to note how it supports the regeneration initiatives in the North Solihull Regeneration Zone as two sites are Bickenhill easily accessible from the regeneration zone.</li> </ul>	<ul style="list-style-type: none"> <li>Policy requires developers to demonstrate how they meet local needs and support local employment.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.6.10 The policy does not improve upon the Emerging Core Strategy policy in addressing the climate change and energy sustainability objective. In particular it recognises the need to protect sites needed for local energy or heat networks. However the policy does not promote adoption of renewable energy technologies or the avoidance of sterilising natural resources.

**Table 5.14: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider prioritising the release of employment land where opportunities to link with local energy or heat distribution networks would be more likely.</li> </ul>	<ul style="list-style-type: none"> <li>Policy protects sites needed for local energy or heat networks.</li> <li>See Policy P9</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider whether priority ought to be assigned to sites able to offer growth of a cluster of low carbon businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Most of the allocated employment sites are ongoing existing sites that are part developed. Not practical to prioritise as suggested.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider encouragement to low carbon businesses in text to P3.</b></li> </ul>

5.6.11 An amendment to the policy has been made to avoid unnecessary sterilisation of natural resources with reference to waste being considered within policy 12 – waste management.

**Table 5.15: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider a requirement that employment developments propose measures for avoiding unnecessary sterilisation of natural resources or key sites needed to secure the sustainable development of a locality particularly in regard to the provision of distributed heat and energy networks.</li> </ul>	<ul style="list-style-type: none"> <li>Policy amended to include proposal. See final paragraph of Policy P3.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Could make it transparent that sites selected for waste recycling businesses would reflect potential pollution and traffic management issues.</li> </ul>	<ul style="list-style-type: none"> <li>Waste issue addressed in policy 12.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.6.12 In addressing the sustainability objectives under the sustainable communities theme, the policy perhaps could have included a desire to encourage major employers to demonstrate how they intend to support local small and medium sized companies; particularly those located within disadvantaged communities (see Table 5.16).



- 5.6.13 Sustainability objective 21 seeks the encouragement of development that helps deliver an enhanced balance between jobs, housing and services in the local area, with easy and equitable access to opportunities for all. In this context, while policy provides for alternative uses under certain conditions, this is focused upon alternative uses of the development site. The intention behind the sustainability objective was to encourage development delivering a balance between employment, housing, services and community facilities and amenities across local areas. As such the intention was to view employment development proposals in the context of the wider community needs.
- 5.6.14 Policy 3 states that small-scale supporting facilities may be allowed where needed to enhance/complement business use in the locality and is compatible with sustainable development principles. The uncertainty raised by the policy is whether this would extend to address the sustainability objective described above.

**Table 5.16: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Perhaps the provision of flexibility could be qualified such that provision reflects the needs of the local community thus contributing towards the potential for a reduced need to travel and increasing the employment opportunities appropriate to the local community.</li> </ul>	<ul style="list-style-type: none"> <li>Flexibility in the type of development qualified to be compatible with sustainable development principles.</li> <li>Need to reduce the need to travel addressed by requirement on developers to demonstrate the level of employment generated and the benefit to meet local employment needs.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Encourage major employers to demonstrate how they intend to support local SMEs and adopt local supply chains and employment, particularly among those from disadvantaged communities.</li> </ul>	<ul style="list-style-type: none"> <li>Policy amended to recognise role of small and medium sized enterprises.</li> <li>Beyond scope of plan to require adoption of local supply chains. P3 requires applicants to demonstrate level of employment generated and the benefit in meeting local employment needs.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider the role of mixed use development within the employment land policy.</li> </ul>	<ul style="list-style-type: none"> <li>Development is to be compatible with the sustainable development principles.</li> <li>See 3<sup>rd</sup> paragraph of Policy P3</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider making explicit a desire to encourage development that achieves enhanced local balance between jobs, housing, services and accessibility.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider mechanisms to maximise local recruitment to the new employment areas rather than inward commuters.</li> </ul>	<ul style="list-style-type: none"> <li>Addressed through the requirement to demonstrate employment generated and the benefit to local employment needs.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

**Alternatives**

- 5.6.15 The Council considered matching local employment needs to the type of development to be enabled on allocated business sites however, this was considered difficult to enforce and could discourage investment. Preferred approach is for broad flexibility in the type of business use enabled with measures to encourage sustainable transport links and training and for developers to show benefits for meeting employment needs locally.

## 5.7 Appraisal of Policy 4: Meeting Housing Needs<sup>186</sup>

### Introduction

- 5.7.1 This section presents the appraisal of the draft Local Plan policy on housing with the aim being to establish the sustainability performance of the policy and to identify potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the draft Local Plan. The specific policy commitments are highlighted in the table below. The alternatives considered to this policy are presented at the end of this section.
- 5.7.2 Note that the policy addresses housing traded on the open market, low cost and affordable housing as well as rural and supported housing.

<b>POLICY P4 – Meeting Housing Needs</b>
<p><b>(a) Affordable Housing</b></p> <p><b>The Council will require developers of allocated and unidentified sites to make a contribution to affordable housing on residential sites of 0.2 hectares or more, or housing developments of 3 or more net homes.</b></p> <p>Affordable housing includes social rented, affordable rented or intermediate - tenure housing which is available at below market price or rent and which is affordable to households whose needs are not met by the market.</p> <p>The local definition of ‘affordable’ is set out in an Affordable Housing Supplementary Planning Document (SPD) which will be updated periodically to reflect changes in local incomes and house prices.</p> <p><b>Contributions will be expected to be made in the form of 40% dwelling units on the development site, but will take into account:</b></p> <ul style="list-style-type: none"> <li>i. <b>Site size;</b></li> <li>ii. <b>Accessibility to local services and facilities and access to public transport;</b></li> <li>iii. <b>The economics of provision, including particular costs that may threaten the viability of the site;</b></li> <li>iv. <b>Whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;</b></li> <li>v. <b>The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and</b></li> <li>vi. <b>The need to achieve a successful housing development.</b></li> </ul> <p><b>Where on site provision is not feasible or viable there will be a financial contribution towards the provision of affordable housing that would not otherwise be provided, elsewhere within the Borough.</b></p> <p><b>This policy applies to all qualifying sites across the Borough and includes Gypsy and Traveller sites and residential moorings.</b></p> <p><b>In addition to requiring a proportion of the homes to be ‘affordable’ the Council will identify the tenure, mix and type of the homes and any requirements for homes to be designed to meet specific needs such as those of older or disabled people.</b></p> <p><b>The mechanisms and criteria for delivery of Policy 4 are set out in an Affordable Housing Supplementary Planning Document.</b></p> <p><b>(b) Rural Exceptions</b></p> <p><b>The provision of affordable housing developments on green belt land will be supported in circumstances where,</b></p> <ul style="list-style-type: none"> <li>i. <b>The development proposal is consistent with the approved Parish or Neighbourhood Plan; or</b></li> <li>ii. <b>There is evidence that people with a local connection to the parish area have a housing</b></li> </ul>

<sup>186</sup> Previously Emerging Core Strategy Policy 7.

need that cannot be met through affordable housing provision on an allocated housing site and the proposed development is supported by the Parish Council or Neighbourhood Group.

**(c) Market Housing**

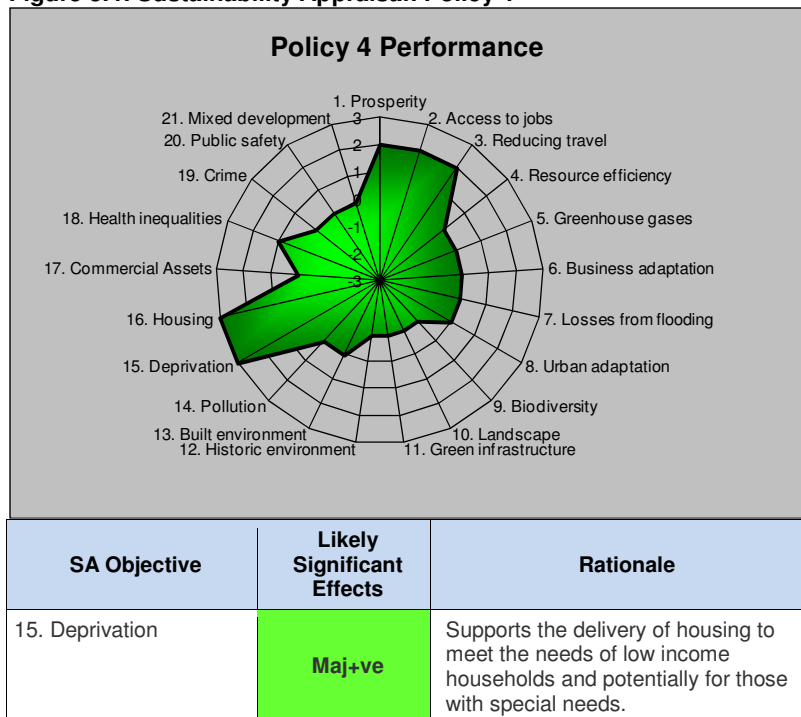
Where the Council issues a development brief for a site this will include details of the likely profile of household types requiring market housing, e.g. multi-person, including families and children (x%), single persons (y%) and couples (z%), as identified by the latest Strategic Housing Market Assessment. In assessing the housing mix of allocated and unidentified sites, the Council will, in negotiations, have regard to:

- i. Site size;
- ii. The existing mix of market housing and local housing demand in the area as guided by the Strategic Housing Market Assessment;
- iii. Accessibility to local services and facilities and access to public transport;
- iv. The economics of provision, including particular costs that may threaten the viability of the site;
- v. The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and
- vi. The need to achieve a successful housing development.

**Forecast Effects**

5.7.3 This policy performs in a positive manner with 2 of the 21 sustainability objectives reporting a major beneficial outcome (deprivation and housing) and three moderate beneficial outcomes (see Figure 5.4 and Appendix F). There are four minor adverse outcomes. The majority of the consequences across the sustainability objectives (11) are considered to be neutral.

**Figure 5.4: Sustainability Appraisal: Policy 4**



SA Objective	Likely Significant Effects		Rationale						
16. Housing	Maj+ve		Seeks to address identified needs for affordable housing as well as provision of a range of housing sizes and types. Policy also provides for rural exceptions. In particular, it seeks to address the needs of those seeking low cost market housing, affordable housing and housing in the rural area						
1. Prosperity	Mod+ve		Affordable housing could potentially assist people to locate closer to employment or have resources to travel to work.						
2. Access to jobs	Mod+ve		Increased affordable housing provision is likely to help people find accommodation closer to areas with job opportunities.						
3. Reducing travel	Mod+ve		Suitability of sites for affordable housing judged on accessibility to local services, facilities and public transport potentially reducing travel needs.						
Local	7	Unlikely	3	Direct	6	Positive	6	Maj +ve	2
District	6	Potential	6	Indirect	6	Negative	4	Mod+ve	3
Regional	0	Likely	3	Cumul	1			Min+ve	1
National	0	Definite	1					Neutral	11
								Min-ve	4
								Mod-ve	0
								Maj -ve	0

- 5.7.4 The effects arising from the policy are anticipated to be long term (greater than 10 years), with six occurring at a Borough-wide scale with seven at a local scale. There are 6 direct impacts and 6 indirect effects with one cumulative effect (greenhouse gases).
- 5.7.5 The policy performs well on the sustainable consumption and production theme with three potential (2) and likely (1) indirect beneficial outcomes, while the consequences for the climate change and energy theme are neutral or potentially adverse as it is unclear how the costs of sustainable construction and provision of renewable energy are to be considered in tests of viability.
- 5.7.6 Delivery against the sustainable communities theme is strongly positive in terms of the effects on deprivation and housing, whereas the policy fails to deliver against the objectives of designing out crime or providing for public safety.

### Managing Uncertainty

- 5.7.7 The uncertainty associated with the forecast outcomes varies across the sustainability appraisal framework. Four of the effects are considered to be likely or definite to occur (two major positive, one moderate positive and one minor positive). The three outcomes unlikely to occur are associated with the greenhouse gases, crime and public safety objectives.

### Mitigation and Enhancement

- 5.7.8 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies for each of the four sustainability themes (see Tables 5.17 to 5.20).
- 5.7.9 The measures proposed in the Sustainability Appraisal of the Emerging Core Strategy have only been partly taken forward within the revision to the policy. Indeed, as a standalone policy, it does not provide for consideration of a range of design issues, climate change and energy or urban cooling.

- 5.7.10 **AS** there are some 11,745 people on the housing waiting list as of April 2010<sup>187</sup> so a housing issue exists to be addressed. This situation may well become further polarised as forecasts suggest that between 2008 to 2033 some 2000 households between the ages 65-74 and 5000 aged above 85+ will create new housing needs<sup>188</sup>.
- 5.7.11 Alongside changing housing needs, issues of affordability is also important as Solihull is reported to have a high ratio of house price to income (10.6)<sup>189</sup>.
- 5.7.12 Given the above there may be an increasing challenge to match market housing with local needs and hence a need for an expansion of the subsidised housing sector delivered through housing associations. To this end, there may be merits in encouraging new delivery vehicles combining public and private sector initiatives to deliver more affordable housing.

**Table 5.17: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider opportunities for the refurbishment of housing in the vicinity of a housing development proposal in areas where energy consumption and community needs could be enhanced through a single construction programme.</li> </ul>	<ul style="list-style-type: none"> <li>Too detailed for the draft Local Plan, could not be applied to private housing. Solihull Community Housing and the Housing Associations already meet the Decent Homes Standards.</li> <li>Policy 9 proposes an SPG on allowable solutions.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider exploring whether refurbishment schemes that deliver reduced carbon emissions could be eligible under the Allowable Solutions approach.</b></li> </ul>
<ul style="list-style-type: none"> <li>Ensure housing provides appropriate facilities for waste management.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 12 requires that non-waste development will be required to accommodate facilities for the storage and sorting of waste arising from the development.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

- 5.7.13 The proposals for the climate change and energy sustainability theme are not addressed within the housing policy, but are addressed in policy 9.
- 5.7.14 The policy does not provide for measures to deliver urban cooling through vegetation, when the benefits from such cooling may well result to the elderly and young who potentially are more likely to occupy the affordable housing stock. As a result potential health benefits from designs that reduce fuel poverty and provide a cooling environment could be overlooked.

<sup>187</sup> Communities and Local Government, 2011: Live Tables – Table 600 Rents, lettings and tenancies  
<http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/locallevelstatistics/livetables/>

<sup>188</sup> Communities and Local Government, 2011: Live Tables – Table 414 Household Projections by Age and District.  
<http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/locallevelstatistics/227222/>

<sup>189</sup> National Housing Federation, 2011: Home Truths 2011: West Midlands

**Table 5.18: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider requiring the developer to maximise the number of properties that are orientated so to minimise energy demand and are designed to prevent over-heating.</li> </ul>	<ul style="list-style-type: none"> <li>Policies 9 and 15 require new development to achieve the highest possible standard of environmental performance, including location and layout.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Major development shall achieve the reductions in total CO<sub>2</sub> emissions (regulated and unregulated energy use) from renewable energy or low/zero carbon energy generation on site or in the locality of the development as long as a direct physical connection is used, unless it can be demonstrated that such provision is not technically or economically viable.</li> <li>The percentage reductions in CO<sub>2</sub> emissions should be based on the estimated CO<sub>2</sub> emissions of the development after the installation of energy efficiency measures related to either the Code for Sustainable Homes or equivalent method.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 9 requires new development to incorporate decentralised energy and heating networks where feasible and viable</li> <li>In locations where decentralised networks do not exist and are shown to be unviable or unsuitable, Policy 9 requires low or zero carbon energy to be provided to meet a minimum of 20% of predicted energy requirements.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider requiring the developer for a given scale of housing development to demonstrate the viability of ground source heat pumps and local grey water capture and reuse for their proposals.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 9 requires developers to incorporate decentralised energy and heating networks where feasible and viable. Policy 11 requires developers to demonstrate the highest possible standards of water efficiency including recycling grey water.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider an action to review public and private housing assets in the context of the residential heat demand map, the distribution of elderly or low income families with properties of low thermal efficiency to designate housing action areas allied to measures to tackle health inequalities.</li> </ul>	<ul style="list-style-type: none"> <li>Not a matter for the Local Plan. Housing Strategy has a Home Energy Efficiency and Affordable Warmth Strategy (2009).</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider links to a design guide to address potential for the thermal comfort of those occupying affordable housing.</b></li> </ul>

**Table 5.19: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>Consider a requirement for developers to provide for a given number of trees per ha of development to maximise the cooling value to residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 10 will ensure the full value and benefits of the natural environment will be taken into account in considering development proposals, including the contribution to the potential for reducing the impacts on climate change.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.7.15 The policy sets out that the Council will have regard to the need to secure a range of housing types and sizes in the locality in order to help achieve socially balanced and mixed communities. It was considered that Draft Local Plan policy could benefit from clarity on the meaning of “local” and consideration be given to design issues associated with the needs of an elderly population in order to deliver safety by design. The measures proposed to further enhance the policy are presented in Table 5.20 below.



**Table 5.20: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Proposals
<ul style="list-style-type: none"> <li>In terms of providing an appropriate mix of housing, clarify the basis on which “local” is to be defined and the extent to which the type of housing to be provided is intended to deliver the existing community need or to cater for a new community to be attracted on the basis of a changing economic profile of the area.</li> </ul>	<ul style="list-style-type: none"> <li>The draft Local Plan has been amended throughout to specify when “local” refers to the specific village/neighbourhood housing need or the Borough housing need.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider whether there ought to be a requirement for housing proposals to be designed to cater for healthy and sustainable communities.</li> </ul>	<ul style="list-style-type: none"> <li>Policy notes that the Council will have regard to achieving socially balanced and mixed communities</li> <li>Policy 5 requires design that recognises the public health agenda,</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider requiring the design of housing developments to cater for the needs of an increasingly elderly population through a proportion of Lifetime homes for example.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 encourages residential development proposals to be built to Lifetime Homes Standard and to demonstrate at least the gold/silver Building for Life design standard. Specific requirements to be included in development briefs.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>New residential development should seek to create a high quality living environment and incorporate crime reduction measures to achieve “Secure by Design” certification.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 requires applicants to adhere to the urban design principles set out in established current design guidance, including Secured by Design.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>Clarify the understanding of “The need to achieve a successful housing development”. In what terms is a development to be considered successful?</li> </ul>

## Alternatives

5.7.16 Alternatives were considered in relation to the housing land provision target and the affordable housing threshold. These were:

- Housing Land Provision Target** – Lowering the target was considered, but considered financially unviable, this is being tested further through the Local Plan viability appraisal
- Affordable Housing Threshold** - A range of targets at different site size thresholds were considered and discussed at the pre-production consultation sessions. In the interests of maximising affordable housing due to the high level of housing need the decision was taken to propose Policy P4 Meeting Housing Needs.

## 5.8 Appraisal of Policy 5: Provision of Land for Housing<sup>190</sup>

### Introduction

- 5.8.1 Following from policy 4, this section focuses upon the implications arising from the allocation of land for housing. The aim is to establish the policy's sustainability performance and to identify any potential improvements that may strengthen its sustainability credentials. Justification for the policy is presented in the draft Local Plan. The specific policy commitments are highlighted in the table below with Table 5.21 providing a review of the sites for immediate release while Tables 5.22 and 5.23 detail the release of sites in the medium and longer term. A brief statement on the consideration of alternatives is presented at the end of this section.

POLICY P5 – Provision of Land for Housing
<p><b>The Council will allocate sufficient land for 4,040 net additional homes to ensure sufficient housing land supply to deliver 8,930 additional homes in the period 2011-2028.</b> The allocations will be part of the overall housing land supply detailed in the table below.</p> <p><b>The annual housing land provision target is 525 net additional homes per year.</b> A trajectory showing how this target will be delivered from all sources of housing land supply is included in the Strategic Housing Land Availability Assessment and will be subject to annual review.</p> <p>The housing sites are phased to ensure a continuous supply of housing provision throughout the Plan period and a continuous supply of affordable housing. <b>Sites will not be released for development before they reach their specified phase, unless existing housing land supply falls below five years 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.</b></p> <p><b>New housing will be supported on unidentified sites in accessible locations where they contribute towards meeting identified borough-wide housing needs and towards enhancing local character and distinctiveness. Unless there are exceptional circumstances, new housing will not be permitted in locations where accessibility to employment, centres and a range of services and facilities is poor.</b></p> <p><b>The density of new housing will make the most efficient use of land whilst providing an appropriate mix and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations.</b></p> <p><b>Development briefs will be prepared for each site in consultation with communities and developers and will set out the Council's expectations for the development of each site. Each brief will provide criteria and principles for development. Development briefs will be a material consideration in planning applications and will inform pre-application discussions.</b></p>

- 5.8.2 Note there are other sources of land supply in addition to the allocations that will contribute towards housing land supply. The Strategic Housing Land Availability Assessment (SHLAA) will make estimates of how much new housing will be delivered where in each phase, this work has not yet been done, but updated SHLAA is to be available shortly<sup>191</sup>. Other sources of land supply include sites for 1,029 dwellings within the regeneration area which will be delivered during Phases 1 and 2 and 2,550 dwellings from windfall sites that will be delivered in Phases 1-3 and the majority of which will be delivered in the urban areas (see Table 5.21).
- 5.8.3 The overall estimated capacity exceeds 8,930 to provide flexibility in the event of under-provision from any source of housing land supply.
- 5.8.4 All of the above sources of housing land supply and the housing trajectory are provided within the Strategic Housing Land Availability Assessment, December 2010 and will be kept under review.

<sup>190</sup> Formerly Emerging Core Strategy Policy 4.

<sup>191</sup> The interim report (Sept 2010) is available at <http://www.solihull.gov.uk/ldf/15498.htm> and the January 2012 will be added shortly.

**Table 5.21: Solihull Housing Land Supply 2006-2028**

Source		Estimated Capacity
1	Housing completions (2006-2011)	2,068
<b>Future Housing Land Supply</b>		
2	Sites with planning permission	1,226
3	Sites identified in the SHLAA	249
4	Sites within the North Solihull Regeneration Area	1,029
5	Local Plan Proposed Sites	4,040
6	Windfall housing land supply	2,550
<b>Sub-total Housing Land Supply to meet the overall target of 8,930 additional dwellings (2011-2028)</b>		<b>9,094</b>
<b>Total Estimated Capacity</b>		<b>11,162</b>

**Table 5.22: Sites for Immediate Release**

Site		Site Area (ha)	Capacity Estimate
<b>North Solihull Regeneration Area (45 dwellings per Ha)</b>			
1	Foxglove Crescent	4.37	200
2	Conway Road	1.65	75
3	Simon Digby Chelmsley Wood	4.57	200
4	Bishop Wilson and St. Andrews Scout Hut	3.09	140
5	Lowbrook Phase II	1.72	75
6	Chester Road/Centurion PH and adjoining land	1.06	35
7	Birmingham Road	1.50	70
<b>Major Urban Area – 40 dwellings per ha</b>			
8	Solihull Town Centre – Mixed Use	43.40	300
9	Chelmsley Lane/Coleshill Road	1.96	80
10	Blythe Valley Park	6.25	250
11	Powergen - Mixed use	3.84	100
<b>Rural Area – 40 dwellings per ha</b>			
12	Four Ashes Road Bentley Heath	3.62	150
13	Hampton Road Knowle	2.55	100
14	Middlefield, Knowle	2.86	115

**Table 5.23: Phase 2 Sites – for Release on 1<sup>st</sup> April 2018**

Site		Site Area (ha)	Capacity Estimate
<b>Major Urban Area</b>			
15	Blythe Valley Park (40 dwellings per ha)	6.25	250
16	Solihull Town Centre (Mixed use)	43.4	350
17	Aqueduct Road Solihull Lodge (30 dwellings per ha)	10.31	300
18	Moat House Farm Elmdon Road (20 dwellings per ha)	4.02	80
<b>Rural Area (40 dwellings per ha)</b>			
19	Braggs Farm/Brickiln Farm Dickens Heath	2.63	105
20	Griffin Lane Dickens Heath	1.19	50
21	Riddings Hill Balsall Common	1.61	65

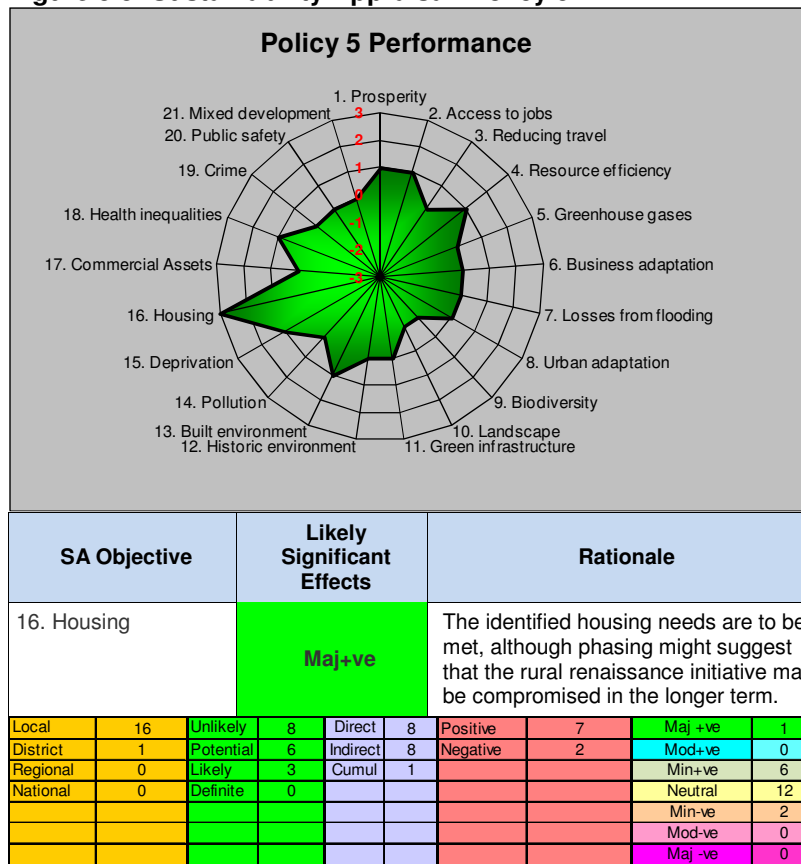
Table 5.24: Phase 3 Sites – for Release on 1<sup>st</sup> April 2023

Site		Site Area (ha)	Capacity Estimate
<b>Major Urban Area</b>			
22	Solihull Town Centre (Mixed use)	43.4	300
<b>Rural Area (40 dwellings per ha)</b>			
23	Land at Cleobury Lane Dickens Heath	4.59	185
24	Land at Moat Dairy Farm Tanworth Lane	10.98	200
25	Land fronting Kenilworth Road	2.67	110
26	Land between Kenilworth Road/Windmill Road	1.17	45
27	Land off Meriden Road Hampton in Arden	2.79	110
<b>Total Capacity</b>			<b>4,040</b>

**Forecast Effects**

5.8.5 The policy is envisaged to have the potential for a positive outcome though one major beneficial effect (housing). Six minor beneficial effects are anticipated along with two minor adverse effects. Eight of the 17 effects are judged to be direct with 16 of the 17 outcomes being expressed at a local scale. The forecast consequences of the policy upon the sustainability objectives are presented in Figure 5.5 below and Appendix F.

Figure 5.5: Sustainability Appraisal: Policy 5



- 5.8.6 The policy is envisaged to have the potential to provide a minor beneficial outcome under the sustainable consumption and production theme. Housing is to focus upon the urban area in the early phases with rural housing increasing in later phases. This approach has the potential to assist in helping with the affordability of housing and mobility for those where access to employment could otherwise be restricted
- 5.8.7 While there remains a focus on urban areas that potentially reduces the need to travel, the third phase of allocations places an emphasis upon rural provision and is likely to increase travel needs.
- 5.8.8 In terms of the climate change and energy sustainability theme, the policy is neutral in its effects, although it is possible that there may be positive outcomes delivered via the site development briefs, but given the viability tests, delivery is uncertain.
- 5.8.9 With a quarter of the new housing allocations being in the rural areas, (it will be less than 25% overall when other land supply sources are taken into account), there is a potential that both biodiversity and landscape objectives would be adversely affected. No provision is made in the policy to contribute towards green infrastructure or to consider the historic environment although these objectives may be delivered via the site development briefs. Although biodiversity and landscape may also be affected with any site, hence policy 10 is in place to ensure mitigation.
- 5.8.10 A minor positive outcome is for the built environment objective as the policy states that new housing is to contribute towards maintaining local character and distinctiveness, whereas housing on unidentified sites is to contribute wards "*enhancing local character and distinctiveness*".
- 5.8.11 The sustainable communities theme is where the housing policy might be expected to deliver most of the beneficial outcomes. However, the policy provides one potentially moderate beneficial outcome (housing) and two minor beneficial outcomes, one likely to occur (deprivation) and one with the potential to occur (health inequalities).
- 5.8.12 While provision of new housing may create capacity to enable refurbishment/demolition of the Radburn housing areas, this is not evident from the policy. Also, while there is potential for the new housing to improve public safety via the development briefs, but this is not evident from the policy, although it is addressed by Policy 15.
- 5.8.13 The first phase sites provide the largest number of dwellings in the major urban area (730) closely followed by the North Solihull Regeneration Area (795). There is no subsequent provision in the regeneration area within the second phase.
- 5.8.14 During the third phase a total of 950 dwellings are proposed, these being predominantly in the rural areas (650) dwellings. This suggests that rural areas are likely to experience change with 1,235 dwellings being allocated in contrast to 2,010 in the major urban area. Any housing on sites that are currently unidentified would not be limited to North Solihull, the Urban West and the three large villages as in the Emerging Core Strategy, but are most likely to be in the main urban area.

## Managing Uncertainty

- 5.8.15 Of the 21 objectives, 8 were considered to be unlikely to give rise to positive outcome. A further six had the potential to have the reported outcome, with three being likely to achieve the anticipated outcome. Hence there is some uncertainty in how the policy would perform in practice. It should be noted that the one major beneficial effect is considered to be likely and three minor beneficial outcomes were considered to be a potential outcome.

## Mitigation & Enhancement

- 5.8.16 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies for each of the four sustainability themes.
- 5.8.17 Given the high degree of uncertainty in the forecast outcomes, mitigation and enhancement measures identified have been identified under all four sustainability themes.

5.8.18 Essentially, the uncertainty being addressed by the mitigation measures reflect the reliance upon site development briefs to consider the sustainability objectives. Key issues include:

- The extent to which the housing allocations support local services, give rise to adverse landscape and biodiversity impacts or increase car based travel. This is addressed by Policies 7 and 10.
- The manner in which site layout and links to energy/heat networks are considered from an energy and adaptation to climate change perspective. This is addressed by Policy 9.
- The extent to which site development guides deliver safety by design and reduce crime. This is addressed by policy 15.

5.8.19 Tables 5.25 to 5.27 record the Council’s response to the proposals following the appraisal of the Emerging Core Strategy. They also record the additional proposals resulting from the appraisal of the draft Local Plan.

**Table 5.25: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>• Would the housing proposals compromise the ability of local communities to grow their own food and access open space?</li> </ul>	<ul style="list-style-type: none"> <li>• Addressed by Policy 20.</li> </ul>	<ul style="list-style-type: none"> <li>• None.</li> </ul>
<ul style="list-style-type: none"> <li>• Potential of focusing upon major urban area to either aid delivery of mixed use schemes could be promoted.</li> </ul>	<ul style="list-style-type: none"> <li>• Total of 1100 dwellings proposed in the town centre and at the Powergen site as part of a mixed development.</li> </ul>	<ul style="list-style-type: none"> <li>• None.</li> </ul>
<ul style="list-style-type: none"> <li>• None.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Consider additional transport needs associated with rural housing allocations.</li> </ul>

**Table 5.26: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>• Constraining windfall housing in small villages may contribute to the loss of local village services where the critical population to support such facilities has been lost, thus potentially leading to increased travel and carbon dioxide emissions as well as greater social isolation. Perhaps consideration should be given to introducing a test to judge whether such windfall housing would contribute to the sustainability of local village services.</li> </ul>	<ul style="list-style-type: none"> <li>• Removal of constraint on windfall housing in small villages.</li> </ul>	<ul style="list-style-type: none"> <li>• Extent to which support for local distinctiveness and local character can be taken as enabling contribution to the support of local village services could be clarified.</li> </ul>
<ul style="list-style-type: none"> <li>• There is a need to clarify what is meant by 'suitable' locations outside the main urban area. It is recommended that suitable locations should be those that will not foster car dependency.</li> </ul>	<ul style="list-style-type: none"> <li>• Constraint on location of windfall housing to "suitable locations" has been removed.</li> </ul>	<ul style="list-style-type: none"> <li>• Requirement for sites to be in accessible locations is included, this links to Policy 7.</li> </ul>
<ul style="list-style-type: none"> <li>• Should the suitability of sites consider the ease to which the development could in the short or medium term be connected to a local energy or heat distribution network?</li> </ul>	<ul style="list-style-type: none"> <li>• The policy makes reference to high energy standard.</li> </ul>	<ul style="list-style-type: none"> <li>• It is not clear that connectivity to local energy or heat networks would be a consideration in the prioritisation of sites.</li> </ul>

<ul style="list-style-type: none"> <li>Concentrating development has the potential for increasing the magnitude of the urban heat island.</li> </ul>	<ul style="list-style-type: none"> <li>Required by Policy 9.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider use of development briefs to provide urban cooling measures.</b></li> </ul>
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**Table 5.27: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>The manner in which the most suitable sites are prioritised could benefit from a robust set of criteria based on key sustainable development criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Too detailed for the Draft Local Plan. This is included in the SHLAA site appraisals document.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Addition housing may lead to increased congestion with the potential to lead to adverse effects on air quality unless measures to promote public transport are locked in.</li> </ul>	<ul style="list-style-type: none"> <li>Site development briefs would examine local effects upon air quality and public transport.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider reference to prioritised use of previously developed land when sites are of equal worth across other priorities.</li> </ul>	<ul style="list-style-type: none"> <li>Considered in the SHLAA site appraisals document</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>As the policy may cause loss of existing green infrastructure (or erosion of quality) and equally help its delivery by developer contributions,</li> </ul>	<ul style="list-style-type: none"> <li>Policy 20 requires appropriate compensatory measures where loss of existing facilities is necessary.</li> </ul>	<ul style="list-style-type: none"> <li><b>Development proposals for North Solihull Regeneration Area could demonstrate net improvement in the quality of open space.</b></li> </ul>

**Alternatives**

5.8.20 Over 200 sites have been surveyed, appraised and considered for allocation, The most suitable sites have been selected. Assessments of each site are summarised in the Strategic Housing Land Availability Assessment site assessments document.



## 5.9 Appraisal of Policy 6: Provision of Sites for Gypsies & Travellers<sup>192</sup>

### Introduction

- 5.9.1 The proposed policy on gypsies & travellers is examined in this section with the aim of identifying measures that may be taken to strengthen its performance against the sustainability appraisal framework. Justification for the policy is presented in the Draft Local Plan. The specific policy commitments are highlighted in the table below. An alternative approach is noted at the end of this section.

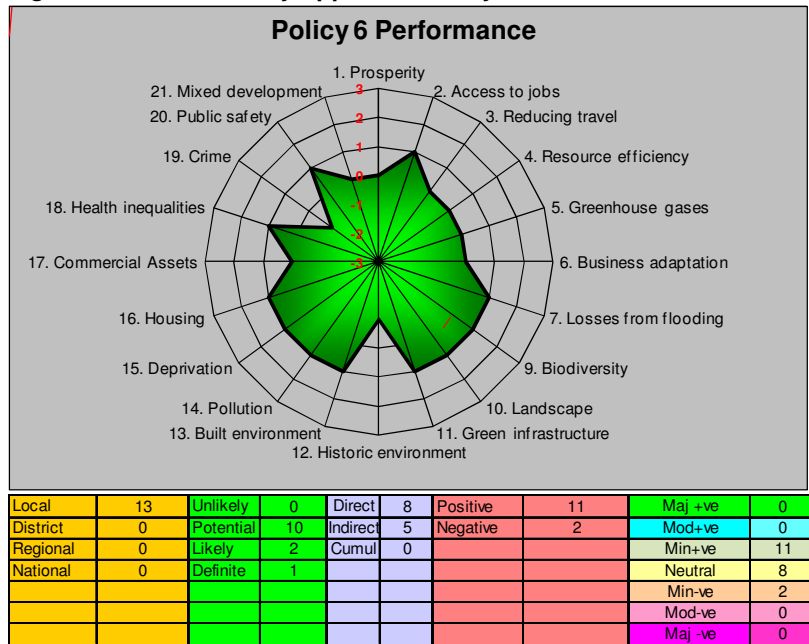
Policy P6 – Provision of Sites for Gypsies and Travellers
<p>The priority will be to meet the immediate need for 17 residential pitches by the end of 2012 as identified in the 2008 Gypsy and Traveller Accommodation Assessment. <b>The Council will assess the suitability of existing, well established sites which do not have a permanent planning permission against the following criteria:</b></p> <ul style="list-style-type: none"> <li>a) <b>Whether the size and scale of the site and the number of caravans stationed is appropriate to the size and density of the local settled community;</b></li> <li>b) <b>Whether any adverse visual impact can be adequately minimised;</b></li> <li>c) <b>Whether the site is in an area prone to flooding;</b></li> <li>d) <b>Whether the site has any adverse impact on landscape or local nature conservation designations, ecology and biodiversity that cannot be mitigated;</b></li> <li>e) <b>Whether there is any adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;</b></li> <li>f) <b>Whether the site has safe and convenient access to the highway network;</b></li> <li>g) <b>Whether local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, and whether the site is sustainable in other ways.</b></li> </ul> <p>Subject to compliance with other policies in the plan, applications which perform well against the above criteria and which contribute to meeting any remaining identified unmet need to the end of 2012, will be considered favourably.</p> <p>Sites in the Green Belt will not be permitted unless other locations have been considered and only then in “very special circumstances”.</p> <p>The above criteria will also be used in the allocation of any future site (post 2012) and in the determination of any future planning applications that would contribute to meeting any identified unmet need.</p> <p>Provision of pitches beyond 2012 will be determined through a Gypsy and Traveller Site Allocations Development Plan Document in the light of up to date evidence.</p>

### Forecast Effects

- 5.9.2 This policy was assessed as giving rise to 11 minor positive, 8 neutral and 2 minor negative significant effects (see Figure 5.6). Given the relatively small areas involved and their highly localised influence, effects of minor significance dominate. All of the anticipated effects occur at a local-scale with 8 being direct effects and 5 indirect. The indirect effects focus upon effects upon the natural resource production and environmental enhancement theme and also on community deprivation. Typically there is a low level of certainty surrounding these effects (see Appendix F).

<sup>192</sup> Formerly Emerging Core Strategy Policy 5.

Figure 5.6: Sustainability Appraisal: Policy 6



### Managing Uncertainty

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

### Mitigation & Enhancement

5.9.4 The following tables summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies under the themes of natural resource protection and sustainable communities (see Table 5.28 and 5.29).

Table 5.28: Natural Resource Protection and Environmental Enhancement

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Include provision for the protection of historic assets.</li> </ul>	<ul style="list-style-type: none"> <li>Policy P6 refers to the need for compliance with other policies in the plan. Reference to provision for the protection of historic assets is covered in Policy P16 of the plan.</li> </ul>	<ul style="list-style-type: none"> <li>Consider inclusion of historic assets within clause d) of the policy or within the Gypsies &amp; Travellers DPD.</li> </ul>

Table 5.29: Sustainable Communities

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider how the fear of crime in neighbouring communities may be addressed.</li> </ul>	<ul style="list-style-type: none"> <li>The size and scale of Gypsy &amp; Traveller sites and the number of caravans stationed should be appropriate to the size and density of the local settled community will ensure that sites are not a dominant presence. The need for sites to be accessible to local facilities will also help to facilitate integration with neighbouring communities.</li> </ul>	<ul style="list-style-type: none"> <li>Consider these issues within the Gypsies &amp; Travellers DPD.</li> </ul>

## Alternatives

- 5.9.5 Although site allocations for Gypsy and Traveller accommodation could be included within the Local Plan, it was considered that the level of detail required to address Gypsy and Traveller related development warranted the production of a separate Gypsy and Traveller Site Allocations Development Plan Document.

## 5.10 Appraisal of Policy 7: Accessibility and Ease of Access<sup>193</sup>

### Introduction

5.10.1 The proposed policy on accessibility is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy's sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the Draft Local Plan. The specific policy commitments are highlighted in the table below. A summary of the alternatives considered is presented at the end of this section.

Policy P7 – Accessibility and Ease of Access
<p><b>All new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.</b></p> <p><b>Development will be expected to meet the following accessibility criteria, unless justified by local circumstances.</b></p> <ul style="list-style-type: none"> <li>• Proposed housing development should be; <ul style="list-style-type: none"> <li>○ Within an 800m walk distance of a primary school, doctor's surgery and food shop offering a range of fresh food; and</li> <li>○ Within a 400m walk distance of a bus stop served by a commercial high frequency bus service (daytime frequency of 15 minutes or better) providing access to local and regional employment and retail centres; and / or</li> <li>○ Within an 800m walk distance of a rail station providing high frequency services (3 or more per hour during peak periods) to local and regional employment and retail centres.</li> </ul> </li> <li>• Proposed offices, retail and leisure development should be located in town centres, or other established locations including Birmingham Business Park, Blythe Valley Business Park, Birmingham Airport and NEC, as defined in Policies P1, P2 and P19. Here and elsewhere they should be within a 400m walk distance of a bus stop served by a commercially run high frequency bus service.</li> <li>• Proposed education, health and other public service facilities should be located where they are easily accessible on foot, by bicycle and bus by the local community they serve.</li> <li>• Proposals for change of use are likely to be resisted if they reduce accessibility to levels below those listed in this policy.</li> </ul> <p><b>Investment in improvements to local public transport provision, cycling and / or walking measures will be sought in association with development proposals which do not meet the accessibility criteria set out by this policy.</b></p> <p><b>Residential development proposals for fewer than 3 dwellings in urban areas west of M42 and within rural settlements will be exempt from the criteria set out above. Investment in improvements to local public transport provision, cycling and / or walking measures will continue to be sought in association with such proposals where considered necessary.</b></p> <p><b>Access to development from the strategic walk, cycle, public transport and road network will be expected to be:</b></p> <ul style="list-style-type: none"> <li>• safe, attractive, overlooked and direct on foot, by bicycle and from public transport.</li> <li>• safe for those vehicles which need to access the development.</li> <li>• and assessed in accordance with Policy P15 'Securing Design Quality' in the Local Plan.</li> </ul>

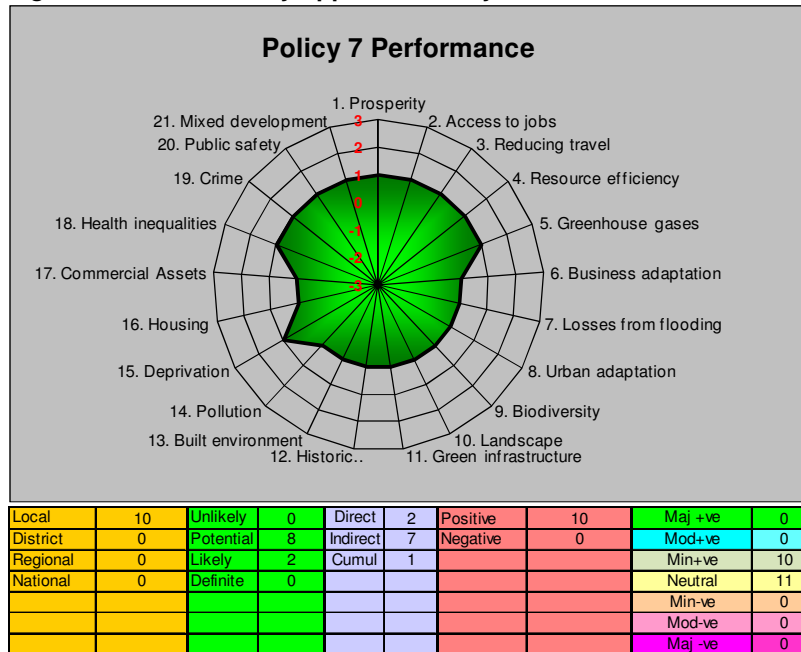
### Forecast Effects

5.10.2 This policy performs in a slightly positive manner with 10 of the 21 sustainability objectives reporting a minor beneficial outcome with 1 minor negative effect (see Figure 5.7 and Appendix F). All of the effects

<sup>193</sup> Formerly was Emerging Core Strategy Policy 2.

are considered to be of a local scale reflecting the manner in which the accessibility criteria are applied to individual development sites.

Figure 5.7: Sustainability Appraisal: Policy 7



- 5.10.3 The majority of the effects associated with the sustainability objectives are indirect (8) occurring primarily under the sustainable consumption and production theme where minor positive outcomes are anticipated for prosperity, access to jobs, reduced travel and resource efficiency.
- 5.10.4 The policy supports development in the most accessible locations, however the distance criteria proposed for residential development ought to be reviewed in the context of the housing allocations to confirm their applicability, particularly the distance to commercial high frequency bus services. It does not directly contribute towards regeneration as the policy does not highlight areas where improved accessibility may provide the greatest returns such as the North Solihull Regeneration Area. Nevertheless, improved accessibility for those reliant upon public transport may enhance access to employment and training and hence prosperity.
- 5.10.5 Should the policy be effective in promoting development in those areas with high levels of accessibility then there is a potential that this could contribute towards lowering greenhouse gas emissions. There are no other outcomes envisaged for the climate change and energy or natural resource protection and environmental enhancement themes.
- 5.10.6 In terms of the sustainable communities theme, the policy focuses upon the location of development and also provides for the enhancement of other facilities or measures to improving accessibility. It is concluded that the sustainability outcomes of policy are dependent upon local circumstances.

### Managing Uncertainty

- 5.10.7 Eight of the 10 positive outcomes all were viewed as having the potential to occur. Two likely positive outcomes were associated with crime and public safety. There were no likely or definite outcomes. This uncertainty results from the focus of the policy upon the location of development which represents only part of the equation in causing behavioural change that improved accessibility and ease of access could deliver.

### Mitigation and Enhancement

- 5.10.8 The following tables (Tables 5.30 to 5.33) summarise the suggestions presented in the Sustainability Appraisal of the Emerging Core Strategy Policies; the response from the Council and further observations that emerge from the appraisal of the Final Policies for each of the four sustainability themes.

**Table 5.30: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require accessibility and development measures to avoid or compensate for the loss of sites or premises providing important local facilities that are the last of the kind for the local community?</li> </ul>	<ul style="list-style-type: none"> <li>Policy seeks to avoid reduced accessibility levels, and Policy 18 resists the loss of community and social infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

5.10.9 While the policy focuses on accessibility by people, it is suggested that there is a potential to influence accessibility to decentralised energy and heat networks. Over the longer term, where development is located could affect the viability of local energy and heat networks. Hence amongst the criteria by which development could be judged could be its proximity to existing or potential energy and heat networks.

**Table 5.31: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider prioritising development that enhances accessibility to decentralised/ energy or heat networks.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 9 promotes the development of decentralised networks through a sequential approach.</li> </ul>	<ul style="list-style-type: none"> <li><b>It is suggested that development that enhances the accessibility to energy and heat networks should be encouraged.</b></li> </ul>

5.10.10 The Emerging Core Strategy policy 2 sought to improve accessibility to key local services in the North Solihull Regeneration Zone. The current policy extends the requirement to contribute to improving accessibility to key local services across the entire Borough. The relationship between housing density and access to employment and other services is also now considered under policy 5.

**Table 5.32: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Explore the potential conflict between delivering housing at the highest density with access to green space and the ability to grow local food.</li> </ul>	<ul style="list-style-type: none"> <li>The importance of green space is recognised in Policies 11, 15 and 20, whilst Policy 18 supports proposals with good access to healthy food.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider clause to ensure that higher densities does not implies loss of valued open space and impaired townscape qualities.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 seeks to ensure high quality design and Policy 20 protects important open space.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

5.10.11 The Draft Local Plan policy provided support for high density housing where access to health, fresh food, education and employment. Accessibility has been defined in the Draft Local Plan policy as a 800m walk distance.

5.10.12 The policy establishes distance thresholds for currently viable public transport services. Consequently any additional public transport use that might contribute towards the viability of a service appears not to be relevant. Consideration could be given to the potential for new development proposals to improve the viability of non-commercial public transport services and thus sites may then be regarded as being acceptable where they improve the viability of subsidised public transport services.

**Table 5.33: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider importance of accessibility to those currently disadvantaged by poor levels of access to employment.</li> </ul>	<ul style="list-style-type: none"> <li>Covered in overall strategy and justification to policy, whilst P1 seeks to improve access to jobs.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider the accessibility needs of an increasingly elderly population with reduced mobility and increased reliance upon public or community transport.</li> </ul>	<ul style="list-style-type: none"> <li>Ease of access and accessibility for all users within the community is emphasised in the policy. The Accessibility SPD will give greater detail on how the accessibility criteria could be met.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider the extent to which new development may provide a critical mass that supports/ enables viable public transport networks to be established.</li> </ul>	<ul style="list-style-type: none"> <li>This has been considered as part of the site allocations, and accessibility is one of the prime criteria in choosing the sites. The running of these services, however, is the responsibility of public transport operators</li> </ul>	<ul style="list-style-type: none"> <li><b>Consideration could be given to whether new development proposals could improve the viability of non-commercial public transport services.</b></li> </ul>
<ul style="list-style-type: none"> <li>Promote accessibility without the need for non-motorised users to traverse busy roads.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 8 requires that routes to the site from nearby services and local public transport stops are good quality, direct and attractive to use for all users.</li> <li>Policy 7 states “Access to development from the core walking, cycling, public transport and road networks will be expected to be safe, attractive, overlooked and direct on foot, by bicycle and from public transport.” The potential for relieving severance will be considered in Development Briefs and through the development management process.</li> </ul>	<ul style="list-style-type: none"> <li><b>All forms of severance should be considered when examining individual development proposals.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider if housing sites compromise small employment sites or whether employment sites compromise longer term housing needs.</li> </ul>	<ul style="list-style-type: none"> <li>Addressed through Policies 1, 3 and 5.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

## Alternatives

- 5.10.13 More specific criteria were considered for the location of proposed offices, retail and leisure development. However, these were thought to be overly restrictive.
- 5.10.14 Not all development will be feasible in the most accessible locations, hence the clause that investment in improvements to local public transport provision, cycling and / or walking measures will be sought in association with development proposals which do not meet the accessibility criteria set out by the policy. More detail will be provided in the Accessibility SPD.
- 5.10.15 Residential infill development (less than 3 dwellings) west of the M42 and rural settlements will be exempt from the policy. Initially all residential development would have needed to comply with the policy.



- 5.10.16 A policy on 'Ease of Access' was to be included separately, but it was decided to merge Accessibility (location of development) and Access (getting to and around development) as they both form key elements of managing travel demands and influencing travel behaviour.

## 5.11 Appraisal of Policy 8: Managing Demand for Travel and Reducing Congestion<sup>194</sup>

### Introduction

- 5.11.1 The proposed policy on transport demand and congestion is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the draft Local Plan. At the end of this section a summary of the alternatives considered is provided.

#### **Policy P8 – Managing Demand for Travel and Reducing Congestion**

**All development proposals should have regard to transport efficiency and improved highway safety for all users:**

- **Development will not be permitted which results in a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network.**
- **Travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network;**
- **Ensure new development reduces the need to travel e.g. by promoting linked trips and encouraging mixed use development where appropriate;**
- **Provision for parking and servicing will be required in accordance with an SPD on managing travel demands associated with development.**
- **The Council will support proposals for local Park and Ride at appropriate railway stations subject to other policies in the Local Plan;**
- **Off-site parking provision proposed in association with economically important sites will be supported, subject to other Policies in the Local Plan, where sustainable transport links between those sites and the parking provision are of a good quality, direct and attractive to use.**

**The use of sustainable modes of transport, i.e. walking, cycling and public transport, shall be promoted and encouraged in all developments by:**

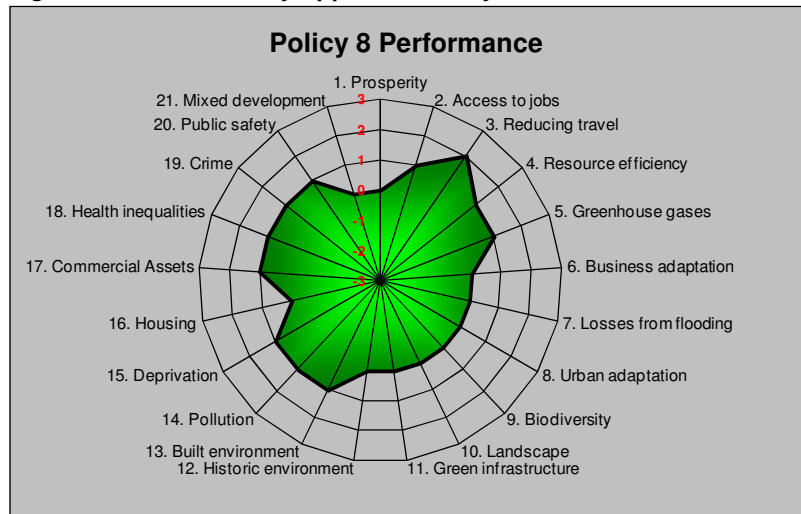
- **Ensuring the design and management of the development enables and encourages the use of sustainable modes of transport;**
- **Ensuring transport planning measures are implemented to help and encourage people accessing the development to use sustainable transport modes;**
- **Ensuring the routes to the site from nearby services and local public transport stops are good quality, direct and attractive to use for all users.**

### Forecast Effects

- 5.11.2 Tacking both transport demand and congestion gives rise to one major potential positive outcome (reducing the need to travel although this is tempered by the policies requirement to have regard to improved transport efficiency and safety which contrasts with the need to promote and encourage sustainable modes. This sets up a potential contradiction as increased highway traffic leading to delay and reduced safety is envisaged to impede the promotion of sustainable transport modes.
- 5.11.3 The other impacts are either neutral or minor beneficial (see Figure 5.8) and localised in their geographic extent with typically impacts having a three to ten year duration. The six direct benefits are associated with Access to jobs; Reducing travel; Resource efficiency, Built environment, Crime and Public safety (see Appendix F).

<sup>194</sup> Formerly Emerging Core Strategy Policy 13 and 14.

Figure 5.8: Sustainability Appraisal: Policy 8



SA Objective		Likely Significant Effects				Rationale			
3.Reducing travel		Mod+ve				The policy has the potential to reduce the travel demands of development and manage the amount of parking provided.			
Local	9	Unlikely	0	Direct	6	Positive	11	Maj +ve	0
District	2	Potential	10	Indirect	2	Negative	0	Mod+ve	1
Regional	0	Likely	1	Cumul	3			Min+ve	10
National	0	Definite	0					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

- 5.11.4 In term of the sustainability theme of sustainable consumption and production, the revised policy no longer makes reference to the need to encourage journeys to be made by train and public transport in North Solihull. Consequently, the policy no longer provides support for the sustainability objective “To contribute to regeneration and economic development initiatives spatially targeted towards on specific community groups”. The policy also dispenses with an emphasis upon promoting north-south public transport connections suggesting any potential benefits of improved accessibility in areas of deprivation would not be as strategic and structured as with the former policy.
- 5.11.5 While the policy has the potential to assist with reducing greenhouse gases, and reducing pollution as noted above, these outcomes are uncertain due to the need for development proposals to “have regard to transport efficiency”.
- 5.11.6 The outcomes across the sustainable communities theme are a mixture of direct, cumulative and indirect minor beneficial outcomes being dependent upon local circumstances for delivery.

### Managing Uncertainty

- 5.11.7 Overall the policy provides increased uncertainty in the delivery of outcomes since development proposals are required to “have regard to” rather than “to promote” transport efficiency and highway safety. However, in contrast, all development proposals are to promote and encourage all forms of sustainable transport. As noted earlier this may give rise to some contradictions in the application of the policy.
- 5.11.8 Ten of the 11 beneficial effects are considered to be potential outcomes; the remaining likely outcome being that of enhancements to the built environment as a result of promoting and encouraging sustainable modes that are of good quality, direct and attractive.

### Mitigation and Enhancement

- 5.11.9 Mitigation and enhancement measures identified under all four sustainability themes are identified below.

- 5.11.10 It is noted that the revised policy no longer provides support for measures to increase access to train services in North Solihull or address the importance of north/south transport links. Essentially the policy now lacks the spatial focus of the Emerging Core Strategy. The absence of this focus reduced the performance of the policy against the prosperity and access to jobs sustainability objectives.
- 5.11.11 A further change from the Emerging Core Strategy policies that the new policy no longer appears to support a shift from car dependency. Nor does the policy consider the safeguarding of land needed for transport infrastructure. A further observation concerning performance across the sustainable consumption and production theme is that the transport policy perhaps could be tied more directly towards enhancing prosperity and reducing inequalities across the Borough through a focus on accessibility to jobs.
- 5.11.12 Table 5.34 sets out specific comments and some additional proposals based upon the Local Plan policy as well as the proposals made for the Emerging Core Strategy policies.

**Table 5.34: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>The basis for determining a reduction in the need to travel and the promotion of linked trips as a result of new development requires clarification.</li> </ul>	<ul style="list-style-type: none"> <li>Emerging policy 13 has been clarified such that reductions in the need to travel are from measures such as promoting linked trips and encouraging mixed use development where appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Require significant planning applications to produce 'Green Travel Plans'.</li> </ul>	<ul style="list-style-type: none"> <li>The policy requires all developers to have regard to transport efficiency and improved highway safety.</li> <li>See also Draft Local Plan para 9.3.11 that requires Transport Assessments and Travel plans in accordance with details in SPD.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Clarify the benefit of locating Park and Ride facilities at railway stations.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P8 - Support for Park and Ride is about promoting transport efficiency and highway safety.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the park &amp; ride proposals do not lead to increased traffic movements leading air quality issues.</li> </ul>
<ul style="list-style-type: none"> <li>Consider how potentially conflicting objectives between supporting development in locations well served by public transport or in locations minimise the need to travel and the protection of open space or the natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy 20 – Seeks to protect/ enhance open space.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Development proposals that generate significant quantities of freight could be directed to areas close to inter-modal freight facilities.</li> </ul>	<ul style="list-style-type: none"> <li>See Draft Local Plan para 9.3.12 to 9.3.14.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Opportunities to develop freight consolidation centres could be explored in association with the re-development of Solihull Town Centre.</li> </ul>	<ul style="list-style-type: none"> <li>Solihull Town Centre will not be extensively redeveloped. Unlikely to provide scope for freight consolidation centres.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

- 5.11.13 It is noted that the policy does not provide a mechanism for helping to deliver the legislated reduction on greenhouse gas emissions. Indeed it does not make any reference to reducing emissions or adaptation to climate change directly or provide links with policy 9 – climate change.

5.11.14 Table 5.35 below provides a summary of the measures proposed in the earlier Sustainability Report for the Emerging Core Strategy along with additional proposals to address the climate change and energy sustainability theme.

**Table 5.35: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>In evaluating options for the Hockley Heath bypass, Knowle Relief Road and Balsall Common bypass and route improvements to the A34, A41 and A452 consider assessing not only the carbon dioxide emissions of the highway and network, but also the embodied energy used as a result of their alignment and construction practices.</li> </ul>	<ul style="list-style-type: none"> <li>Proposals removed from policy. See Draft Local Plan para 9.3.15 to 9.3.19</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consideration could be given to the use of consolidation centres with town centre deliveries using dedicated low carbon vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9. Could be one of the 'adaptation measures' (7<sup>th</sup> para)</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider a policy requiring the adoption of cool pavement surfaces that reflect rather than absorb the sun such as light coloured cement, reinforced grass pavement, as well as the use of shading trees.</li> </ul>	<ul style="list-style-type: none"> <li>Policy P15 requires developments to achieve 'highest possible standard of environmental performance'. This could include, where appropriate, the measures suggested.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Provide policy support that facilitates car-pooling, electric vehicle use as well as digital connectivity and infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>See Policy P9. Could be one of the 'adaptation measures' (7<sup>th</sup> para).</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider requiring major development proposals with large parking capacity to set aside dedicated car pool and electric vehicle charging points or address through a Parking SPD.</b></li> <li><b>Consider requiring developers providing on-site car parking to demonstrate why renewable energy generation would not be viable or address through a Parking SPD.</b></li> </ul>

5.11.15 It is not evident how the Council's biodiversity duty is being addressed through the policy. Other proposals can be found below in Table 5.36.

**Table 5.36: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider the extent to which sustainable urban drainage and ecological enhancement measures can be incorporated into transport projects to be delivered during the plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Requirements for Sustainable Urban Drainage are set out in Policy 11.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.11.16 Under the revised policy the cumulative effects of enhanced sustainable transport with an emphasis upon north-south connections and links with North Solihull as provided by the Emerging Core Strategy policy is no longer present to support other measures reducing deprivation.

**Table 5.37: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider establishing policies to address the community severance and the pedestrian environment to promote public safety in areas of traffic congestion.</li> </ul>	<ul style="list-style-type: none"> <li>Severance is an amenity issue. Policy P14 seeks to minimise amenity impacts. Policy 7 requires access to development to be safe whether on foot or by vehicle and to accord with Policy P15 on design.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Explore whether the communities in North Solihull likely to be those that would benefit from improved train services or whether the HS2 line would give rise to social forces leading to the displacement of the existing communities through inward migration.</li> </ul>	<ul style="list-style-type: none"> <li>The impacts, mitigation of and benefits of HS2 will be dealt with through an Action Area Plan or other mechanism at the appropriate time. See Draft Local Plan para 9.3.20 to 9.3.22</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

## Alternatives

- 5.11.17 The Emerging Core Strategy included three transport related policies – Policy 2: Accessibility, Policy 13: Managing Traffic Demand and Reducing Congestion and Policy 14: Supporting Sustainable Transport, which provided the directional basis for the development of firm policies within the Local Plan.
- 5.11.18 Consideration was given by the Council to retention of 3 separate policies. It was decided however, that the substance of Policies 13 and 14 (managing traffic demand, reducing congestion and supporting sustainable transport) could be more succinctly and precisely catered for in a single policy – Policy P8: Managing Demand for Travel and Reducing Congestion.
- 5.11.19 The retention of Balsall Common, Hockley Heath and Knowle Bypass Improvement Lines was considered when developing the Local Plan, concluding that the need for such improvement lines no longer exists. Furthermore, transport policy is now focussed more towards the management of traffic demands, encouraging a shift away from car use and towards public transport, walking and cycling. Consideration was given as to whether or not reference should be made to the Improvement Lines within Policy P8 or within related supporting text, the latter option being chosen.
- 5.11.20 In consideration of past events, the Council does not consider that justification exists to make specific provision in the Local Plan for Motorway Service Areas. Reference to MSAs is therefore made within the supporting text to Policy P8 rather than the policy itself.

## 5.12 Appraisal of Policy 9: Climate Change<sup>195</sup>

### Introduction

- 5.12.1 This section presents a review of the appraisal of the Draft Local Plan policy on climate change against the SA objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted below. Justification for the policy is presented in the Draft Local Plan.
- 5.12.2 In July 2010 the Government confirmed its commitment to ensure that from 2016 new homes can be zero carbon. Zero carbon homes are achieved through Carbon Compliance consisting of building design measures and reducing CO<sub>2</sub> emissions on-site through low and zero carbon technologies and connected heat networks. The remaining carbon emissions are to be mitigated through “Allowable Solutions”, which secure carbon savings beyond the site.
- 5.12.3 For the 2016 Building Regulations there is to be a change from design to building performance in terms of energy for new houses. As a result, the focus is turning from theoretical energy savings and towards the delivery of actual savings. Consequently, it is appropriate that the policy set out below provides for the systematic monitoring of energy use and carbon emissions linking into a Borough-wide monitoring system.

Policy P9 - Climate Change
<p><b>The Council will take full account of national and local targets for reducing greenhouse gas emissions and increasing the generation of energy from renewable and low carbon sources, when considering the location and design of new development. It will support the establishment of Renewable Energy Service Companies and community-led initiatives to reduce energy use and exploit renewable energy sources within the Borough. Where appropriate, improvements to the energy standards of existing buildings through national and local initiatives such as the Affordable Warmth strategy for Solihull and the Government’s Green Deal will be promoted.</b></p> <p>Developers will be expected to follow a sequential approach to carbon reduction for all new development. Where feasible and viable, new development should incorporate decentralised energy and heating networks. Where it is demonstrated that decentralised networks are not feasible or viable, development should achieve the necessary carbon reduction through on-site measures incorporating design, energy efficiency and renewable energy generation. Where it is demonstrated that carbon reduction through on-site measures is not feasible or viable, a financial contribution toward off-site carbon reduction will be required, in the form of allowable solutions.</p> <p>Proposals to develop decentralised energy and heating networks in the Borough will be encouraged and should be based on the latest available evidence. Any impacts from infrastructure, including on-site low carbon and renewable energy installations, on the surrounding natural, built and historic environment, including ground and surface water quantity and quality, or on residents or businesses will be considered, with significant weight to be given to the reduction of greenhouse gas emissions to be achieved. Where adverse impacts are identified, these should be minimised, or be subject to appropriate mitigation. In locations where decentralised energy and heating networks or off-gas networks exist, or have the greatest potential, such as Solihull, Shirley and Chelmsley Wood town centres, North Solihull Regeneration Zone hubs, and major business parks and developments, <b>developments of an appropriate scale, density and/or mix will be encouraged and developers will be expected to connect to or deliver decentralised networks, unless it is demonstrated that this is not feasible.</b></p> <p>Where lower cost solutions such as decentralised networks are viable, developers should aim to achieve zero carbon for all new developments in excess of 50 dwellings or 1,000 square metres, unless it is demonstrated that this is not feasible or viable. Where decentralised networks are not feasible or viable at the time of application, developers will be expected to show evidence in the design of the development to enable future adoption of decentralised networks.</p> <p>In locations where decentralised networks do not exist and are shown to be unviable, or where the scale or nature of the development is unsuitable, on-site energy efficiency measures and low or zero carbon energy generation shall be provided to meet a minimum of 20% of predicted energy requirements. Developers will be expected to demonstrate the highest viable energy efficiency standards through the location and layout of developments and the use of materials</p>

<sup>195</sup> Formerly Emerging Core Strategy Policy 1.



**and construction techniques that minimise emissions. Where viable, higher level standards of the Code for Sustainable Homes will be encouraged.**

**Where ‘allowable solutions’ are used to offset carbon emissions, the Council will give priority to the funding of projects within the Borough.**

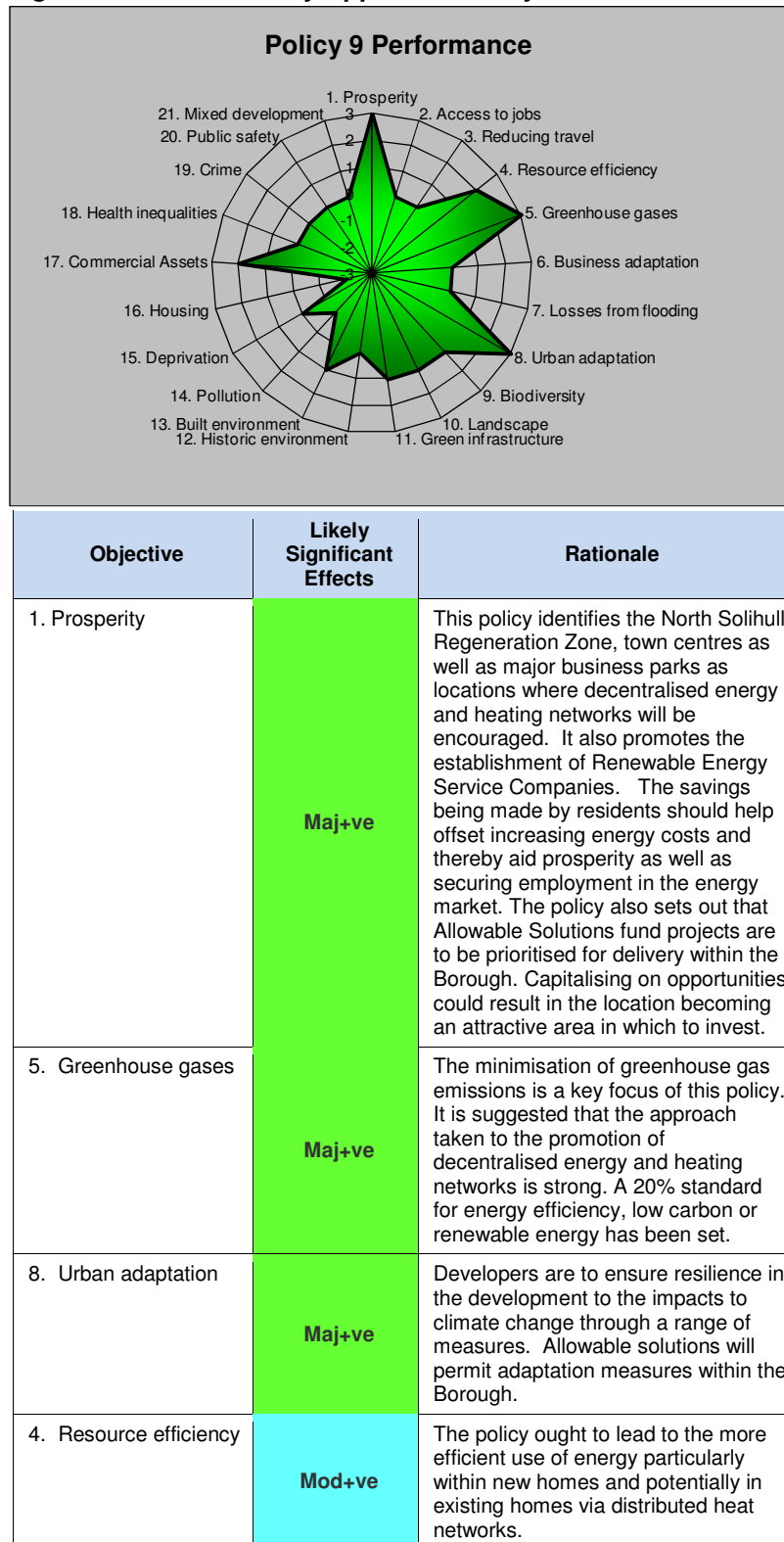
**Developers should ensure resilience to the impacts of a changing climate for the anticipated lifespan of the development through consideration of a range of adaptation measures, including the location, design, materials, build and operation of developments, and the provision of green infrastructure. Further guidance will be provided to assist the delivery of sustainable design and construction in a Sustainable Design and Construction document, which will include appropriate ‘allowable solutions’.**

**All new developments shall provide for systematic monitoring of the energy use and carbon emissions with the capability of linking into a Borough-wide monitoring system, unless it is demonstrated that such monitoring is unnecessary. All applications shall include evidence to show compliance with this policy in the form of an energy or sustainability statement and/or within the format of the West Midlands Sustainability Checklist or an agreed equivalent.**

## Forecast Effects

- 5.12.4 The proposed policy represents a major advance on the policy provided in the Emerging Core Strategy. However the policy does not address directly the role that water conservation plays in the reduction in carbon emissions, although this could be addressed the housing site development briefs.
- 5.12.5 This policy performs in a positive manner with 9 of the 21 sustainability objectives reporting an effect of beneficial significance, 3 major positive and 2 moderate positive as illustrated in Figure 5.9 and Appendix F. The policy potentially risks a contribution towards a moderate negative effect upon the viability of housing schemes in the context of the 2016 Building Regulations with the zero carbon requirements.
- 5.12.6 Apart from the moderate adverse effect upon housing, one minor adverse effect is associated with potential effects due to possible air/odour effects associated with certain renewable energy systems.
- 5.12.7 While the potential effect upon the regional business park assets could have been the only effect of regional scale, Policy 1 exempts the regional assets from the climate change policy.
- 5.12.8 The effects arising from the policy are anticipated to be long term (greater than 10 years) although two (resource efficiency and biodiversity) are considered to occur over a 3 to 10 year period based upon the potential for other factors to affect future outcomes.
- 5.12.9 A total of 5 indirect effects are anticipated, all related to the potential for consequences upon the natural resource protection and environmental enhancement theme and the commercial assets sustainability objective. These consequences are indirect since they are a product of how the policy is complied with on individual projects rather than due to the policy itself.
- 5.12.10 There are six direct and one cumulative effect that are anticipated. The direct effects are associated with the prosperity, resource efficiency; landscape and green infrastructure (see Appendix F).
- 5.12.11 In terms of the sustainable consumption and production theme, the policy is envisaged to be likely to give rise to a major beneficial outcome focusing energy and heat networks in areas where benefits to businesses and local communities may provide energy savings. Also, the delivery of affordable solutions within the Borough is also likely to provide employment opportunities.
- 5.12.12 The policy is envisaged to give rise to moderate beneficial outcome for resource efficiency.
- 5.12.13 Being focused upon climate change, the policy is expected to deliver reductions in greenhouse gas emissions and also aid urban adaptation, in both cases resulting in major beneficial outcomes.

Figure 5.9: Sustainability Appraisal: Policy 9



Objective	Likely Significant Effects	Rationale
17. Commercial assets	<b>Mod+ve</b>	This policy promotes decentralised energy and heat networks in 'major business developments' or where not viable onsite low or zero carbon energy is to meet 20% of predicted energy demand. This policy would have the potential to encourage regional assets to reflect wider needs while not compromising their own development were it not for Policy 1 to exempt the regional assets from the Local Plan policies.
16. Housing	<b>Mod-ve</b>	A viability test is to be applied in seeking higher level standards of the Sustainable Homes. Viability tests are also to be applied for decentralised networks such that negative effects upon housing provision are unlikely. However the 2016 Zero Carbon Standard for new homes will pose additional costs which unless other factors change will impact on the viability of new housing schemes.

Local	6	Unlikely	1	Direct	6	Positive	9	Maj +ve	3
District	5	Potential	6	Indirect	5	Negative	2	Mod+ve	2
Regional	1	Likely	3	Cumul	1			Min+ve	4
National	0	Definite	2					Neutral	10
								Min-ve	1
								Mod-ve	1
								Maj -ve	0

- 5.12.14 In terms of the effect of the policy upon the natural resource protection & environment theme, four of the outcomes are judged to be minor positive with the other two being minor negative (pollution) and neutral (historic environment). With the exception of the objective to consider landscape effects and the unlikely effect upon the historic environment, each outcome is considered to have the potential to occur although this can only be determined at the project stage when local circumstances are known.
- 5.12.15 Though not referenced in this policy, the value of green infrastructure in reducing the urban heat island effect is addressed in policy 12.

### Managing Uncertainty

- 5.12.16 The policy, alongside the 2016 Building Regulations, is expected to contribute to reduced emissions and enhanced adaptation to the effects of climate change. The policy is anticipated to either definitely or likely to contribute towards five sustainability objectives four of which are assessed as being moderate beneficial with one being minor beneficial.
- 5.12.17 A total of 6 potential outcomes are anticipated across the natural resource protection and sustainable communities themes. The judgement that the policy results in these potential outcomes is a reflection of the fact that the consequences upon biodiversity, green infrastructure, historic environment, built environment, pollution, housing and commercial asset sustainability objectives can only be determined at a project level when the specific circumstances that dictate the outcome are known.

### Mitigation and Enhancement

- 5.12.18 The appraisal of the Emerging Core Strategy policy on climate change (policy 1) gives rise to proposals for mitigation/ enhancement across the four sustainability themes. A large number of these proposals have been adopted in the revision to the Draft Local Plan policy. In addition, several aspects are addressed through policy 11 - water management. It is suggested that perhaps cross referencing to these policies could avoid any potential uncertainty.

5.12.19 Most recommendations under the Sustainable Consumption and Production theme have been incorporated into revised policy which relies on a Sustainable Construction and Design document (see Table 5.38).

**Table 5.38: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require developers of major sites to demonstrate how their design has considered options for reducing operational energy consumption and carbon emissions including by making reference to the main energy intensive operational activities to be undertaken on site.</li> </ul>	<ul style="list-style-type: none"> <li>All applications will be required to include evidence to show compliance with this policy in the form of an energy statement.</li> </ul>	<ul style="list-style-type: none"> <li><b>Larger businesses within the M42 corridor are to have “regard to” this policy.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to demonstrate that they have considered the use of materials and construction techniques that minimise carbon emissions.</li> </ul>	<ul style="list-style-type: none"> <li>Policy requires consideration of materials and construction techniques to minimise emissions.</li> </ul>	<ul style="list-style-type: none"> <li><b>As above.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to provide evidence that durability and low maintenance of structures and components have been actively considered in design and specification.</li> </ul>	<ul style="list-style-type: none"> <li>Resilience to the impacts of a changing climate for the anticipated lifespan of the development, including the location, design, materials, build and operation of the development is to be considered.</li> </ul>	<ul style="list-style-type: none"> <li><b>The Sustainable Design and Construction document will need to be kept relevant to emerging building technologies.</b></li> </ul>
<ul style="list-style-type: none"> <li>Develop a policy aimed at the establishment of Renewable Energy Service Companies to exploit the renewable energy sources available to the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>A Renewable Energy Service Company is to be promoted.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Promote the location and layout of new development so as to deliver the highest viable energy efficiency, including through the adoption of decentralised energy, reduce the need to travel and secure the highest possible share of trips made by sustainable travel.</li> </ul>	<ul style="list-style-type: none"> <li>The location and layout of development are recognised as important considerations in enhancing energy efficiency and reducing emissions.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Adopt a sequential test for major development once locations offering viable energy strategies are identified.</li> </ul>	<ul style="list-style-type: none"> <li>Developers are expected to adopt a sequential approach to carbon reduction for new development.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Explore integration of waste management with the provision of decentralised energy.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 12 includes a criterion to reduce greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li><b>Potentially addressed in the Sustainable Design and Construction document.</b></li> </ul>
<ul style="list-style-type: none"> <li>Promote the co-location of potential heat suppliers and major users.</li> </ul>	<ul style="list-style-type: none"> <li>Decentralised networks to be based on evidence, including location of major heat users.</li> </ul>	<ul style="list-style-type: none"> <li><b>Potentially covered by the policy but could be made clearer.</b></li> </ul>
<ul style="list-style-type: none"> <li>Support existing and new shops and services within walking distances of people’s homes.</li> </ul>	<ul style="list-style-type: none"> <li>Addressed in Policies 7 and 19.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Promote the adaptation of businesses to both the direct effects of climate change and the indirect effects on the price of carbon and the economic drivers for low carbon goods and services.</li> </ul>	<ul style="list-style-type: none"> <li>Developers are required to ensure resilience to the impacts of a changing climate for the anticipated lifespan of the development through consideration of a range of measures.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Review the role of Sustainable Design and Construction document in relation to all major development and also clarify the intended scope/contents.</b></li> </ul>

5.12.20 In responding to the climate change and energy sustainable development theme enhancement proposals, the proposed policy adopts the majority of the measures put forward for consideration.

5.12.21 While the main task to emerge is to address some of the detailed enhancement proposals within the Sustainable Construction and Design document, the revised policy raises a further set of enhancement measures to be considered as set out in Table 5.39. There are some key recommendations set out dealing with Carbon Compliance, Allowable Solutions, monitoring and enforcement.

**Table 5.39: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider the adaptation measures that are appropriate for building and urban design such as brown/green roofs, urban cooling areas to lessen thermal stress for the elderly, flexibility in the use of buildings.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of adaptation measures is required.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Require developers agree run-off rates within flood risk zone 1 with the Environment Agency.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 11 provides for restriction of runoff rates to Greenfield situations.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Require new major development to demonstrate contributions towards national greenhouse gas emission targets.</li> </ul>	<ul style="list-style-type: none"> <li>A key aspect of the policy.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Require developers seeking consent for projects of a given size to a) submit evidence that they have considered the extent to which local heat sources could be networked into their proposal or b) that they have considered the practicality of making provision for future decentralised energy networks.</li> </ul>	<ul style="list-style-type: none"> <li>Developers will be expected to connect to or deliver decentralised networks, unless it is demonstrated that this is not feasible.</li> <li>Developers will be expected to show evidence in the design of the development to enable future adoption of decentralised networks.</li> </ul>	<ul style="list-style-type: none"> <li><b>Could add a sentence to P9 to ensure development s do not sterilise sites for distributed heat and energy networks.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to show consideration of the application of green/brown roof solutions particularly as part of sustainable urban drainage solutions.</li> </ul>	<ul style="list-style-type: none"> <li>Policy allows flexibility in choice of solutions. Guidance to be provided in SPD.</li> </ul>	<ul style="list-style-type: none"> <li><b>Include green/ brown roofs and SUDs within the Sustainable Construction and Design document.</b></li> </ul>

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require developers to provide for systematic monitoring of the energy use and carbon emissions with the capability of linking into a Borough-wide monitoring system.</li> </ul>	<ul style="list-style-type: none"> <li>Proposal adopted.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider including this element within the Authority Monitoring Report once the system is established.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to show evidence of giving consideration to the use of energy from renewable/low carbon sources.</li> </ul>	<ul style="list-style-type: none"> <li>Zero or low carbon sources are required to deliver 20% of predicted energy requirements where no connection to decentralised heat or energy network is in place.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider whether the 20% requirement should reflect the type of housing being provided.</b></li> </ul>
<ul style="list-style-type: none"> <li>To minimise the impact of overheating, new commercial and residential development should demonstrate reduced reliance on air conditioning systems, integrate green infrastructure and where feasible provide an accessible green roof.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of adaptation measures is a requirement.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider including suitable measures within the Sustainable Construction and Design document.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to show evidence of providing flexibility in their design for the future adoption of renewable energy technologies.</li> </ul>	<ul style="list-style-type: none"> <li>To be captured through the Sustainable Construction and Design document.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to consider the impacts of climate change when planning the location, design, build, and operation of their development. This should include requirements that will ensure steps are taken to provide for adaptation to high winds.</li> </ul>	<ul style="list-style-type: none"> <li>Developers are required to ensure resilience to the impacts of a changing climate for the anticipated lifespan of the development.</li> </ul>	<ul style="list-style-type: none"> <li><b>Explore adaptation measures within the Sustainable Construction and Design document.</b></li> </ul>
<ul style="list-style-type: none"> <li>Adopt a policy that caters for the replacement, decommissioning and site restoration when current renewable technologies become outdated.</li> </ul>	<ul style="list-style-type: none"> <li>Policy requires impacts of infrastructure to be considered.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Encourage new developments with parking facilities to be designed to provide for the charging of electric vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity may be addressed within the Sustainable Construction and Design document.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider establishing with the power utility companies measures to ensure efficient operation of installed low carbon technologies by residential users.</b></li> </ul>
<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider preparation of a schedule of Allowable Solutions measures capable of delivering benefits.</b></li> </ul>
<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider application of the policy for major housing schemes delivered over several years.</b></li> </ul>

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider the training needs of officers and the enforcement actions that may be practical for poorly performing energy systems.</b></li> </ul>

5.12.22 In seeking to reduce carbon emissions after energy efficiency measures have been incorporated, on-site low/zero carbon energy and connected heat deliver the Carbon Compliance quotient. Beyond this Allowable Solutions are required to achieve zero emissions from regulated energy use.

5.12.23 Allowable Solutions involve the following:

- Developer payments to secure emissions reductions through (largely) near-site or off-site, carbon-saving (Allowable Solutions) projects;
- An aggregation of Allowable Solutions payments independent of the developer enable delivery of large scale carbon-emission reduction projects;
- Allowable Solutions would be affordable and (per unit of carbon) would cost, at least initially, less than Carbon Compliance;

5.12.24 Wherever possible, Allowable Solutions would be linked with local projects that would bring local benefits<sup>196</sup>.

5.12.25 The Government has made no formal announcements on what will constitute an acceptable ‘Allowable Solution’, however the following near-site and far site options have been recognised<sup>197</sup>:

**Near-site**

- Export of low carbon heat from site based district heating scheme (i.e. support for cost of pipe-work);
- Retro-fitting of low/zero carbon technologies to local communal buildings;
- Investment in creation or expansion of locally planned sustainable energy infrastructure (e.g. district heating or on-site wind turbines)
- Investment in local electric vehicle charging infrastructure;
- Investment in low carbon street lighting for local area;
- Local micro-hydro schemes;
- Communal waste management solutions;
- Local energy storage solutions.

**Off-site**

- Anaerobic Digestion and Pyrolysis/Gasification plants;
- Investment in low carbon electricity generation assets up to a maximum determined scale e.g. excluding large scale off shore generation;
- Investment in district heating pipe-work to connect new loads to existing schemes or support new schemes;
- Investment in retro-fitting of low carbon technologies to communal buildings;
- Investment in embodied carbon reduction initiative;
- Investment in low carbon cooling;
- Investments in energy storage and demand-side management/ flexible demand projects to counter intermittent renewable.

<sup>196</sup> Zero Carbon Hub, 2011: Allowable Solutions for Tomorrow’s New Homes.

<sup>197</sup> Zero Carbon Hub, 2011: Allowable Solutions for Tomorrow’s New Homes.



- 5.12.26 Allowable Solutions could play an important role in helping to rebalance the overall economy by increasing manufacturing output and exports through supporting green innovation. However, if not designed correctly, the framework could lead to society missing out on potential green jobs and green growth which could have been stimulated by investment of Allowable Solutions capital<sup>198</sup>.
- 5.12.27 Carbon compliance measures can be regarded as offering greater guarantee of carbon savings than off-site measures under Allowable Solutions, since it is not necessarily clear that off-site measures are truly additional to what otherwise would have been delivered.
- 5.12.28 It may be appropriate for the Council to consider the preparation of a schedule of feasible measures to be funded under Allowable Solutions resources at an early date to inform developers at an early stage in their viability assessments of housing proposals. It is also recommended that a system be put in place to determine the quantity of additional carbon savings that are achieved through such Allowable Solutions.
- 5.12.29 Local Allowable Solutions projects can be developed to maximise benefits to local communities. In this context the Borough may consider establishing a Community Energy Fund potentially offering a mechanism to lever in further investment in carbon saving projects potentially with links to other Local Planning Authorities to further increase the scale of future projects<sup>199</sup>.
- 5.12.30 To develop an Allowable Solutions approach, policies are required that inform the delivery of such measures. The Zero Carbon Hub (2011) identified the following components of such policies:
- A mechanism for approving particular Allowable Solutions within the overall local plan;
  - Evidence that Allowable Solutions included in the local plan represent the most cost effective ways of delivering carbon emissions reduction in the Local Planning Authority area.
  - A clearly stated pricing policy for Allowable Solutions with a charge less than the national price ceiling for carbon.
- 5.12.31 Should the Borough decide to establish a Community Energy Fund, then it may wish to use Community Infrastructure Levy (CIL) or Section 106 (S106) to collect and pool payments. It would then be necessary to incorporate within the CIL charging schedule a component which referred to the locally set price of CO<sub>2</sub> which must be less than the market ceiling price.
- 5.12.32 CIL must be in place by 2014 in order for strategic infrastructure projects that contribute towards carbon emissions reductions to be progressed or pooled contributions from a more than four developments are to be sought.
- 5.12.33 A concern in using S106 to collect funds is the requirement that planning obligations should be directly related to the development, including a 'geographical or functional link' between the development and the item being provided. It would need to be argued that geographical proximity is not critical to achieving the aim of the obligation - delivering reductions in CO<sub>2</sub> emissions<sup>200</sup>.
- 5.12.34 With a focus upon actual rather than design carbon performance, it is suggested that monitoring be organised in a similar manner to that in London with smart technology being used to report renewable energy generation. Also, there may be merits in working with the power utilities to ensure that residents remain properly informed on the effective use of low carbon systems so that the anticipated benefits are delivered.
- 5.12.35 Linked with any monitoring system is the need to ensure that development control and enforcement officers have the skills to identify both poor and high quality installations. There then needs to be consideration of the practical measures that can be delivered as part of any enforcement action.
- 5.12.36 As larger developments are phased over several years, the Council may wish to consider how the requirements of the policy are to be met along with intermediate compliance checking and monitoring that would be required.

<sup>198</sup> Zero Carbon Hub, 2011: Allowable Solutions for Tomorrow's New Homes.

<sup>199</sup> Zero Carbon Hub, 2011: Allowable Solutions for Tomorrow's New Homes.

<sup>200</sup> Zero Carbon Hub, 2011: Allowable Solutions for Tomorrow's New Homes.

5.12.37 Table 5.40 provides a review of the previous and current proposals to enhance the effects of the policy upon natural resource protection and environmental enhancement. A key aspect is the link between this policy and that of Policy 11 – Water Management.

**Table 5.40: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require applications for major development proposals to show how sustainable urban drainage systems also contribute towards supporting local biodiversity objectives but do not create areas where insect borne vectors and pests could become established.</li> </ul>	<ul style="list-style-type: none"> <li>Addressed by policy 11.</li> </ul>	<ul style="list-style-type: none"> <li><b>Future health implications not addressed by Policy 11. Perhaps the health implications would be best addressed in the Sustainable Construction and Design document.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider a policy that supports the protection and enhancement of wildlife corridors to aid adaptation to climate change for mobile species.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 10 provides for the landscape scale approach to the natural environment and the potential for reducing the impacts of climate change.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider the preparation of a landscape scale plan for the natural environment defining a strategy to define and reduce the impacts of climate change.</b></li> </ul>
<ul style="list-style-type: none"> <li>Consider a policy towards provision being made for capturing run-off for beneficial use on the development or nearby.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 11 requires recycling of rain water.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Give consideration to the landscape, historic environment and townscape effects and opportunities associated with measures to address climate change and decentralised heating/energy systems.</li> </ul>	<ul style="list-style-type: none"> <li>Policy requires consideration of such effects.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Promoting sustainable urban drainage systems without reference to urban biodiversity could potentially result in negative effects, as could the installation of decentralised energy/ heat networks.</li> </ul>	<ul style="list-style-type: none"> <li>Policy requires impacts of infrastructure to be considered. Policy 11 requires sustainable drainage systems to contribute toward conservation of biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Localised elevated noise and gaseous emissions, as well as potentially traffic impacts could be associated with decentralised energy generation.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts arising from decentralised energy systems are to be assessed.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

5.12.38 Opportunities for enhancement within the sustainable communities theme are presented in Table 5.41. It is considered that the proposed Draft Local Plan policy is not clear on the extent to which adaptation measures are to be delivered beyond the confines of the development to make contributions to the needs of a wider community.

5.12.39 The potential effect of the policy along with that of the 2016 Building Regulations zero carbon requirement suggests that measures may be required to ensure that the policy does not have a negative effect upon the supply of housing, particularly affordable housing. It is acknowledged that viability tests are incorporated into the policy. However it is recommended that the appropriateness of the 20% low carbon energy generation requirement is set out in the justification for the policy.

**Table 5.41: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Require developers to demonstrate that the immediate and longer term risks of the project to the local community have been identified and a plan developed with the local community to manage risks into the future.</li> </ul>	<ul style="list-style-type: none"> <li>The local community impacts of climate change are to be understood by developers to arrive at their proposals.</li> </ul>	<ul style="list-style-type: none"> <li><b>While developers will be required to consider the impacts of energy and heat network infrastructure on residents, it is proposed that issues of resilience to climate change ought to refer to community resilience and not just resilience of the proposed development. Primarily this is envisaged to relate to flood risks.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require developers to contribute to increasing the local resilience to severe weather conditions such as provision of trees or amenity water areas to contribute to urban cooling.</li> </ul>	<ul style="list-style-type: none"> <li>policy requires resilience to impacts of changing climate.</li> </ul>	<ul style="list-style-type: none"> <li><b>Allowable Solutions measures may be capable of supporting local resilience measures.</b></li> <li><b>Perhaps CIL or S106 funds could be used to contribute to resilience measures where provision is driven by other CIL/S106 requirements.</b></li> </ul>
<ul style="list-style-type: none"> <li>Encourage community-led initiatives to reduce energy use and deliver renewable and low carbon energy.</li> </ul>	<ul style="list-style-type: none"> <li>The policy supports establishment of Renewable Energy Service Companies and community-led initiatives.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li><b>Set out the basis for the 20% low / zero carbon compliance figure and consider the implications for different housing type.</b></li> </ul>

**Alternatives**

5.12.40 In exploring alternative policy configurations to address this subject area, the following were considered:

- Identifying specific locations for decentralised networks, but a more flexible approach recognises that these will change over the plan period.
- Setting a specific renewable energy requirement, but policy allows flexibility for developers to choose from a range of energy efficiency and low or zero carbon energy generation measures.
- Consolidating energy and design in a single policy but the latter covers a much broader remit, including local character and distinctiveness.

## 5.13 Appraisal of Policy 10: Natural Environment<sup>201</sup>

### Introduction

- 5.13.1 The proposed policy on the natural environment is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted below. Justification for the policy is presented in the Draft Local Plan. At the end of this section a summary of the alternatives to the policy is presented.

#### Policy P10 Natural Environment

The Council recognises the importance of a healthy natural environment in its own right, and for the economic and social benefits it provides to the Borough. **The full value and benefits of the natural environment will be taken into account in considering all development proposals, including the contribution to the green economy and the health of residents, and the potential for reducing the impacts of climate change. Joint working with neighbouring authorities will be supported, recognising the need for a landscape scale approach to the natural environment and conservation of biodiversity.**

**The Council will seek to protect, enhance and restore the diverse landscape features of the Borough, so as to halt and where possible reverse the degrading of the Arden landscape and promote local distinctiveness. Development should take full account of national and local guidance on protecting and restoring the landscape and the areas in need of enhancement, including guidance relating to the countryside. Developers will be expected to incorporate measures to protect, enhance and restore the landscape, unless it is demonstrated that it is not feasible or necessary.**

**The Council will seek to conserve, enhance and restore biodiversity and geodiversity, and to protect and enhance semi-natural ancient woodland and green infrastructure assets across the Borough. Protection of semi-natural ancient woodland, designated sites and priority habitats shall include the establishment of buffers to any new development. Development should be informed by the latest information on habitats and species, and take full account of national and local guidance on conserving biodiversity, opportunities for biodiversity enhancement and for improving and restoring the Borough’s green infrastructure.**

**The Council will protect areas of national and local importance for biodiversity and geodiversity, where it is reasonable, proportionate and feasible to do so. Development likely to have an adverse affect on a Site of Special Scientific Interest, whether directly or indirectly, will be subject to special scrutiny and will be permitted only if the reasons for the development clearly outweigh the nature conservation value of the site and the national policy to safeguard such sites. Where development may have an adverse affect on a Site of Special Scientific Interest, developers will be expected to incorporate measures to enhance the condition of the site, unless it is demonstrated that it is not feasible.**

**Development likely to have an adverse affect on a Local Nature Reserve or a Local Wildlife or Geological Site will be permitted only if the reasons for the development clearly outweigh the nature conservation or geological value of the site and its contribution to wider biodiversity objectives. Where development would have an adverse affect on a site of local value, developers will be expected to incorporate measures to enhance the site or to restore the links between sites in accordance with the Green Infrastructure study, unless it is demonstrated that it is not feasible.**

**Outside designated sites, developers will be expected to take full account of the nature conservation or geological value, and the existence of any habitats or species included in the Local Biodiversity Action Plan, or sites in the Local Geological Action Plan. Developers will be required to undertake a full ecological survey and to deliver a net gain or enhancement to biodiversity, unless it is demonstrated that it is not appropriate or feasible. In considering the need for green space improvements associated with new development, developers should have regard for the standards and priorities in the Green Spaces Strategy in relation to accessible natural green space.**

**Where development is likely to have significant harmful effects on the natural environment, as a**

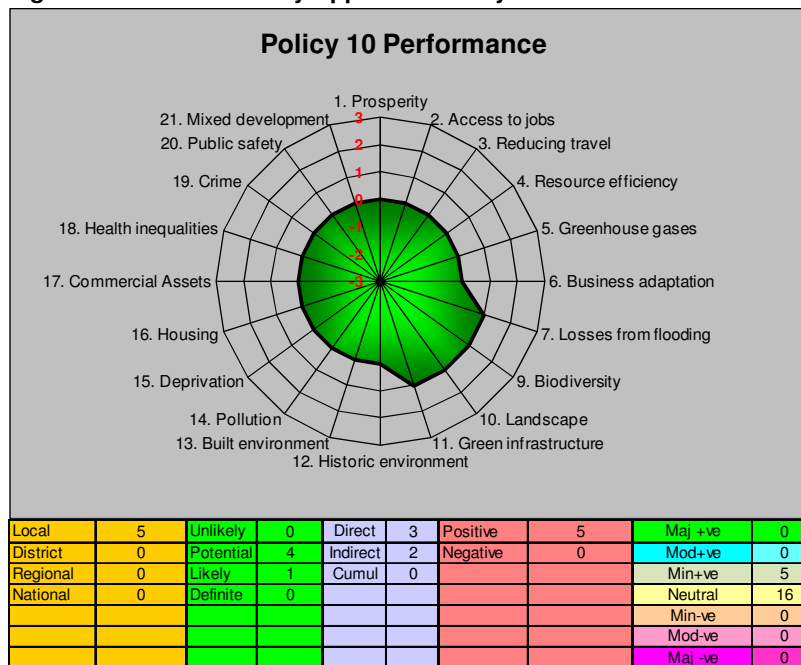
<sup>201</sup> Formerly Emerging Core Strategy Policy 12.

result of the development itself, or the cumulative impact of developments, developers must demonstrate that all possible alternatives that would result in less harm have been considered. Where development is permitted, appropriate mitigation of the impacts and compensation where relevant will be required to deliver a net gain in biodiversity, landscape character and local distinctiveness. Enhancements should be undertaken either on the site, or in its vicinity, but where it is demonstrated that this is not possible, offsetting in alternative strategic locations within the biodiversity or green infrastructure network, to deliver biodiversity or other objectives may be considered. Where appropriate, developers should demonstrate compliance with this policy through an ecological statement or by relevant information in the West Midlands Sustainability Checklist.

### Forecast Effects

5.13.2 This policy is slightly beneficial as there are five minor positive outcomes across the 21 objectives comprising the sustainability framework (See Figure 5.10 and Appendix F). All other objectives report neutral outcomes.

Figure 5.10: Sustainability Appraisal: Policy 10



5.13.3 The policy gives rise to five positive outcomes across the natural resource protection and the sustainable communities themes.

5.13.4 The policy does not perform as highly as it might since its positive intentions are predicated upon development occurring that causes a need for mitigation measures. Thus the benefits are traded for losses caused by development proposals. It is not clear whether the clause “Where development is permitted, appropriate mitigation of the impacts and compensation where relevant will be required to deliver a net gain in biodiversity, landscape character and local distinctiveness” applies to any development not having an effect upon a designated site.

### Managing Uncertainty

5.13.5 Of the 5 beneficial effects only one is considered to result in a likely outcome, the other 4 having the “potential” to deliver a beneficial outcome.

### Mitigation and Enhancement

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

- Developers will be expected to incorporate measures to protect, enhance and restore the landscape, unless it is demonstrated that it is not feasible or necessary;
  - Development should .... take full account of .... opportunities for biodiversity enhancement and for improving and restoring the Borough’s green infrastructure;
  - Where development may have an adverse affect on a Site of Special Scientific Interest, developers will be expected to incorporate measures to enhance the condition of the site, unless it is demonstrated that it is not feasible;
  - Where development would have an adverse affect on a site of local value, developers will be expected to incorporate measures to enhance the site or to restore the links between sites in accordance with the Green Infrastructure study, unless it is demonstrated that it is not feasible;
  - Outside designated sites .... developers will be required to .... deliver a net gain or enhancement to biodiversity, unless it is demonstrated that it is not appropriate or feasible.
- 5.13.7 The policy contains numerous separate clauses and there may well be merit in separately identifying them as a series of bullet points to aid clarity. Such formatting would aid clarity as to whether a net gain in biodiversity is to occur across all development proposals.
- 5.13.8 Proposals were made to enhance the Emerging Core Strategy policies, although the focus was only upon the natural resource protection and environment theme. The response of the Council to the previous proposals is presented along with new proposals that arise in relation to the policy as currently presented are presented in Table 5.42 below.
- 5.13.9 A further aspect from the revised policy is for the Council to consider whether sufficient guidance is in place to help developers in their exploration of interventions contributing towards landscape-scale measures directed towards natural environment and biodiversity. Such evidence may also be of use within the evidence base for CIL considerations.

**Table 5.42: Natural Resource Protection & Env. Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>• Consider limiting the amount of housing that can be serviced via quiet lanes to preserve local character and protect natural resources.</li> </ul>	<ul style="list-style-type: none"> <li>• Reflected in choice of sites and avoiding remote rural locations.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>• Require that net gain in biodiversity is achieved at an appropriate geographic scale.</li> </ul>	<ul style="list-style-type: none"> <li>• The policy requires that a net gain in biodiversity where feasible for non-designated sites. A requirement upon developers to enhance designated sites unless it can be demonstrated not to be feasible also exists.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Consider clarifying the term “feasible”. Perhaps there would be merit in separating ecological and engineering delivery and management issues from financial viability.</b></li> <li>• <b>Consider applying the requirement to all major development proposals regardless of the impact on biodiversity of the proposals.</b></li> </ul>
<ul style="list-style-type: none"> <li>• The amenity value of watercourses, lakes and ponds are to be enhanced with the opening of culverts being encouraged where there is amenity benefit without adverse effects on water quality, drainage and public health.</li> </ul>	<ul style="list-style-type: none"> <li>• These measures can be examined as part of enhancement measures to be explored by developers. Policy 11 provides for the opening of culverts.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Consider whether the 2006 GI strategy meets the Natural Environment White Paper expectations and defines measures for delivery of a landscape scale strategy for biodiversity &amp; GI enhancements.</b></li> </ul>

## Alternatives

- 5.13.10 The Council has given consideration to combining with green space in a Green Infrastructure policy, but rejected in favour of separate policies, recognising the differences in policy approach.



## 5.14 Appraisal of Policy 11: Water Management

### Introduction

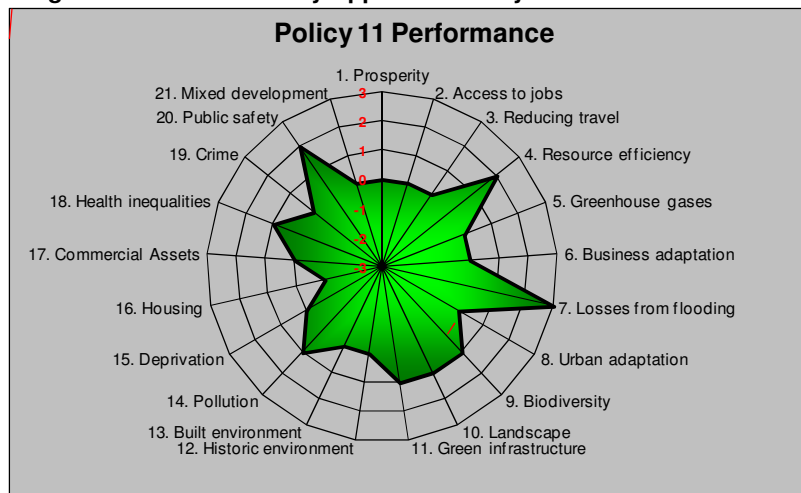
- 5.14.1 This policy on water management is essentially a new policy, although the Emerging Core Strategy policy on climate change did include a clause addressing the importance of water efficiency. The aim of the appraisal of the Draft Local Plan policy is to establish the policy's sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted below. Justification for the policy is presented in the draft Local Plan. At the end of this section a brief review of the alternatives considerations is provided.

Policy P11 Water Management
<p><b>All new development should have regard to the actions and objectives of appropriate River Basin Management Plans</b> in striving to protect and improve the quality of water bodies in and adjacent to the Borough, including the Rivers Blythe and Cole and their tributaries. <b>Developers shall undertake thorough risk assessments of the impact of proposals on surface and groundwater systems and incorporate appropriate mitigation measures where necessary. Developers shall engage in early discussions with water companies to ensure that appropriate sewerage infrastructure is provided in a timely manner to serve any proposed development.</b></p> <p>The Council recognises the need for water efficiency in all new development. <b>Developers shall demonstrate the highest possible standards of water efficiency</b> through the use of water efficient fittings and appliances, and recycling of potable, grey water and rainwater in order to minimise consumption.</p> <p><b>All new development shall incorporate sustainable drainage systems, unless it is demonstrated that such techniques are not technically feasible or prohibitively expensive. Developers shall ensure that adequate space is made for water within the design layout of all new developments to support the full use of sustainable drainage systems, and shall demonstrate that improvements to the water environment will be maximised through consideration of a range of techniques. Wherever possible, sustainable drainage systems will be expected to contribute towards wider sustainability considerations, including amenity, recreation, conservation of biodiversity and landscape character, as well as flood alleviation and water quality control.</b></p> <p><b>Developers shall explore opportunities to contribute towards the objectives of relevant Catchment Flood Management Plans. Wherever possible, development should promote the reduction of flood risk by seeking to reinstate the natural floodplain, the de-culverting of watercourses and the limiting of surface water runoff to green field rates via the use of sustainable drainage techniques. On all development sites larger than 1 hectare, surface water discharge rates shall be limited to Greenfield rates of 5 litres per second per hectare. Developers will be expected to demonstrate that the layout and design of a development takes account of the surface water flows in extreme events so as to avoid flooding of properties, both within and outside the site. Applications for new development where there is a flood risk issue should be accompanied by a site flood risk assessment.</b></p> <p>Existing flood defence infrastructure will be protected and <b>development that would compromise the flood defence function will be permitted only if it is demonstrated through a flood risk assessment that the risk both within and outside the site, and to sites further downstream is not increased.</b></p> <p><b>New development will not normally be permitted within areas at risk of flooding. Where it is clearly demonstrated that there are no other viable sites at lower risk of flooding, consideration will be given to development in such locations, providing that it is designed to be safe from the effects of flooding and will minimise flood risk on the site and reduce risks elsewhere.</b></p>

### Forecast Effects

- 5.14.2 It is considered that this policy would have a positive contribution towards the sustainability objectives as it delivers 1 major beneficial and two moderate beneficial outcomes and a further five that are minor beneficial (see Figure 5.11 and Appendix F). Only one minor adverse effect is considered to be possible, namely an adverse effect upon the viability of housing schemes where the setting aside of land for water potentially could reduce the amount of development on the site and hence may adversely affect the viability of the proposed development.

Figure 5.11: Sustainability Appraisal: Policy 11



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

Local	6	Unlikely	0	Direct	6	Positive	8	Maj +ve	1
District	3	Potential	2	Indirect	1	Negative	1	Mod+ve	2
Regional	0	Likely	6	Cumul	2			Min+ve	5
National	0	Definite	1					Neutral	12
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

- 5.14.3 The policy is envisaged to give rise to only one outcome for the sustainable consumption and production theme with a likely moderate beneficial outcome on resource efficiency. While a major beneficial outcome for flooding is the only outcome anticipated under the climate change and energy theme.
- 5.14.4 Four minor positive outcomes are likely to arise under the natural resource protection theme (biodiversity, landscape, green infrastructure and pollution).
- 5.14.5 Within the sustainable communities theme there is likely to be a moderate beneficial outcome for public safety, as well as a potential minor positive outcome for health inequalities due to the integration of amenity and recreational elements within the sustainable urban drainage measures. A potential minor negative outcome is anticipated for housing since the requirement to ensure adequate space for water may have adverse effects upon the viability of development sites.

### Managing Uncertainty

- 5.14.6 Of the eight beneficial outcomes all but one are considered to be likely or definite outcomes. The only potential beneficial outcome is that of health inequalities. It is judged that the integration of amenity and

recreational elements within sustainable urban drainage schemes have the potential to provide some opportunities to reduce health inequalities where disadvantaged communities are served by the schemes.

## Mitigation and Enhancement

- 5.14.7 While Policy 11 is a new policy, in practice some elements were either a component of Emerging Core Strategy policies or emerged following mitigation/enhancement proposals that were made in the previous Sustainability Appraisal Report. Suggestions were put forward across the climate change and natural resource themes and these are represented below. The comments from the Council on the previous proposals are presented in Table 5.43, with no additional proposals being identified.

**Table 5.43: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider requiring the developer for a given scale of housing development to demonstrate the viability of ground source heat pumps and local grey water capture and reuse for their proposals.</li> </ul>	<ul style="list-style-type: none"> <li>The need to adopt renewable technologies is captured in policy 9. Specific technologies are a matter for the developers to explore supported by the Sustainable Construction and Design document. The efficient use of water is a requirement of policy 11.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.44: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Urban design policy should address issues such as provision of green or brown roofs and rainwater harvesting.</li> </ul>	<ul style="list-style-type: none"> <li>Rain water harvesting is one measure that developers may consider in establishing water efficiency. This aspect would be addressed in the Sustainable Construction and Design document.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>The amenity value of watercourses, lakes and ponds are to be enhanced with the opening of culverts being encouraged where there is amenity benefit without adverse effects on water quality, drainage and public health.</li> </ul>	<ul style="list-style-type: none"> <li>Reinstatement of natural floodplains and de-culverting of watercourses forms part of the new policy.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

## Alternatives

- 5.14.8 Water issues were originally covered under the Climate Change policy reflecting concerns around flooding and water efficiency associated with a changing climate. This has been widened to embrace water quality and quantity issues and current flood risk.

## 5.15 Appraisal of Policy 12: Waste Management<sup>202</sup>

### Introduction

- 5.15.1 The proposed policy on waste management is examined in this section against the sustainability objectives to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted in bold text below. Justification for the policy is presented in the Draft Local Plan.

Policy P12 Waste Management
<p><b>The Council will promote and control new development to prevent the production of waste within the Borough wherever possible. Where this is not feasible, waste shall be treated as a resource to be reused, recycled, or from which value will be recovered, with management to be as high up the waste hierarchy as possible.</b> Disposal of waste shall be a last resort, to be considered only when all other options have been exhausted.</p> <p><b>Management of waste shall seek to maximise the contribution to economic development and employment in the Borough, especially within and accessible to the North Solihull Regeneration Zone. Waste operators will be expected to demonstrate that the greenhouse gas emissions from the operations involved and associated transport of waste from source to processing facility have been minimised.</b></p> <p>The Council will seek to address the waste capacity gap in the Borough through this policy, so that an equivalent tonnage is provided within waste management facilities to that arising by 2028, or if this is not feasible, will work towards self-sufficiency within the Coventry Solihull Warwickshire sub-region.</p> <p>Wherever possible, <b>on-site management of waste shall be preferred, unless the activities would result in unacceptable harm through impacts on the environment, transport or on neighbouring uses, or it is demonstrated that management elsewhere would have wider sustainability benefits.</b></p> <p><b>Strategically important waste management sites within the Borough, where waste management activities will be supported in principle, are identified on the spatial strategy diagram.</b> These sites include the site of the former Arden Brickworks in Bickenhill, which contains the household waste recycling centre, and a range of other waste management operations, the materials recovery facility at Meriden Quarry, the composting facilities in Berkswell, and the Moat Lane and Chapelhouse Depot waste transfer stations in the Urban West and North Solihull Regeneration Zone.</p> <p>When investigating the suitability of sites for waste management operations in the Borough, <b>the potential for consolidating or expanding waste management facilities at the former Arden Brickworks site, for the co-location of complementary waste operations at Berkswell and Meriden quarries, and for locating waste management facilities on appropriate industrial sites within the Borough shall be considered.</b> Where it is not possible or appropriate for new operations to be developed on-site or in these locations, <b>developers shall consider the potential of sites within the Area of Search for waste management facilities identified on the spatial strategy diagram.</b></p> <p><b>The Council will have regard to the following criteria in considering the suitability of sites for waste management facilities:</b></p> <ul style="list-style-type: none"> <li>• The contribution towards national and local waste management strategies, objectives and targets, including the Solihull Municipal Waste Management strategy 2010-2020;</li> <li>• The contribution towards economic development and employment in the Borough, particularly in or accessible from the North Solihull Regeneration Zone;</li> <li>• The contribution to national and local targets to reduce greenhouse gas emissions, taking account of those resulting directly from the operations (Policy 9), and those from the transport of wastes from the source of arisings to the end management;</li> <li>• The potential for on-site management associated with development and other uses;</li> <li>• The potential for the development of shared facilities for more than one waste planning authority where these would accord with this policy;</li> <li>• The potential for the co-location of complementary activities where there are no adverse cumulative impacts;</li> <li>• The contribution towards the restoration of former mineral workings in the Borough;</li> </ul>

<sup>202</sup> Formerly Emerging Core Strategy Policy 16.

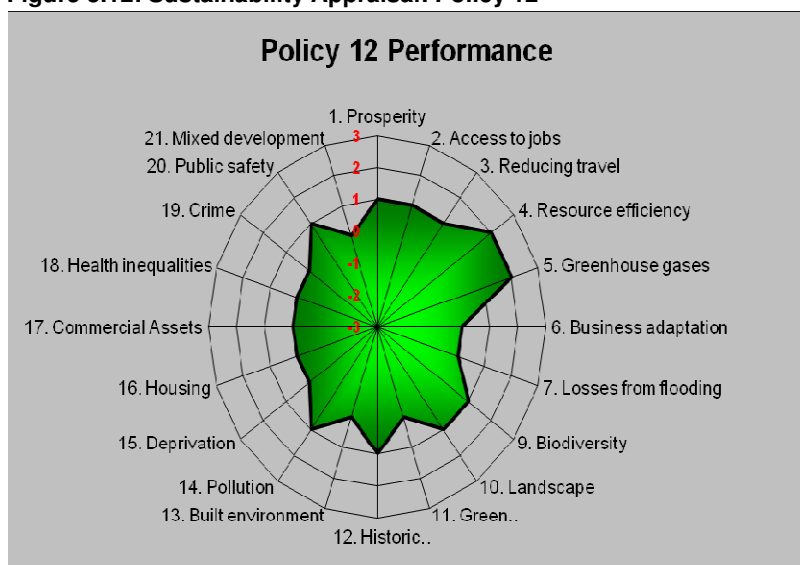
- The suitability of the site for the type of wastes and operations involved, including whether the activity can take place within a building or other enclosure;
- The impacts on transport infrastructure, including the potential for the use of alternative modes to road transport, and highway safety;
- The compatibility of waste management activities with neighbouring uses, including the nature of the wastes, operations, hours of working and any cumulative effects where waste management activities already exist;
- The availability of suitable previously developed land and/or redundant buildings;
- The impact on the Green Belt, taking account of policy in the NPPF and Policy 17 of this plan;
- The impact on the environment, including the protection of water resources and quality (Policy 11), conservation of biodiversity (Policy 10), the protection of the historic environment and built heritage (Policy 16), and on air quality from emissions and dust
- The impact on amenity and health, including visual intrusion, noise and vibration, litter, odour, vermin and bird attraction, including the impact on aerodrome safeguarding.

**In considering non-waste management development proposals, the Council will take into account any adverse impact on the strategically important waste management sites and the potential of the Area of Search for waste management facilities identified in this plan. Non-waste development will be required to accommodate facilities for the storage and sorting of waste arising from the development, and developers will be expected to demonstrate satisfactory provision for waste management through a Site Waste Management Plan or similar supporting evidence.**

### Forecast Effects

- 5.15.2 This policy is a considerable advance on the Emerging Core Strategy policy although it is judged to give rise to 2 moderate beneficial outcomes (resource efficiency and greenhouse gases) it now delivers 8 minor beneficial outcomes and no adverse effects (see Figure 5.16 and Appendix F). Principally by being explicit on the criteria for the location of waste management activities the potential for adverse effects has been managed. Indeed, the potential for moderate adverse effects upon historic features and the landscape been removed.
- 5.15.3 Within the sustainable consumption and production theme, the policy gives rise to positive outcomes across the four sustainability objectives. The prosperity and access to jobs outcomes are anticipated to be potential minor positive, while the outcomes upon reducing travel and resource efficiency are more certain generating a moderate beneficial outcome (resource efficiency) and a minor positive (reducing travel).

**Figure 5.12: Sustainability Appraisal: Policy 12**



SA Objective		Likely Significant Effects				Rationale			
4.Resource efficiency		Mod+ve				By encouraging the prevention of waste and then to enable the recovery of value high up the waste hierarchy this policy is likely to deliver improved resource efficiency. Non-waste development will also be required to provide facilities that deliver satisfactory provision for waste management.			
5.Greenhouse gases						Reducing the transport of waste as well as a requirement upon waste operators to demonstrate minimised greenhouse gas emissions from their operations is likely to lead to reduced emissions. Furthermore, minimising waste to landfill has the potential exists to reduce methane released from landfills.			
Local	8	Unlikely	0	Direct	10	Positive	10	Maj +ve	0
District	2	Potential	7	Indirect	0	Negative	0	Mod+ve	2
Regional	0	Likely	2	Cumul	0			Min+ve	8
National	0	Definite	1					Neutral	11
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

- 5.15.4 The policy has the potential to deliver a moderate beneficial outcome for the climate change and energy theme and the potential for three minor beneficial outcomes within the natural resource protection theme.
- 5.15.5 Enhancing public safety is the only outcome anticipated under the sustainable communities theme. Here the policy gives consideration of the health and safety issues of waste management activities including pollution, odour, vermin and bird attraction including the impact on aerodrome safeguarding.

**Managing Uncertainty**

- 5.15.6 Of the 10 beneficial outcomes against the sustainability objectives that this policy delivers, seven are considered to have the potential to occur with 3 being likely or a definite outcome (Reducing travel; Resource efficiency and Public safety). The potentially beneficial outcomes for greenhouse gases and natural resource protection are driven by a requirement for the Council to give consideration to the effects of waste management proposals upon these sustainability objectives. As such beneficial outcomes are more likely but are not certain being determined at a project level.

**Mitigation and Enhancement**

- 5.15.7 A series of mitigation and enhancement measures were identified across the four sustainability themes during the appraisal of the Emerging Core Strategy. The majority of these recommendations have been incorporated into the revised policy (see Tables 5.45 to 5.46).
- 5.15.8 Only one new measure for consideration arises following this current appraisal and that focuses upon a potential link between low carbon waste management technologies and the potential opportunities that might emerge through the Allowable Solutions mechanism.

**Table 5.45: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Explore the use of the public sector purchasing power to deliver reductions in the amount of material purchased that is then disposed of as waste.</li> </ul>	<ul style="list-style-type: none"> <li>Does not come within remit of local plan.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Present measures to drive strategy up the waste management hierarchy.</li> </ul>	<ul style="list-style-type: none"> <li>Revised policy seeks to drive the strategy up the waste management hierarchy.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>In determining locations for waste facilities consider the greenhouse gas emissions resulting from the movement of waste and recycled product as a factor.</li> </ul>	<ul style="list-style-type: none"> <li>Waste operators required to demonstrate that emissions from operations and associated transport of waste from source to processing have been minimised.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Provide support for new technologies to deliver sustainable waste management.</li> </ul>	<ul style="list-style-type: none"> <li>Policy provides flexibility to enable new technologies to contribute to resource management.</li> </ul>	<ul style="list-style-type: none"> <li>Explore opportunities to promote waste management technologies via Affordable Solutions.</li> </ul>

**Table 5.46: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Determine implications of alternative waste management strategies upon greenhouse gas emissions across the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>Developers are required to demonstrate minimisation of greenhouse gas emission from both the movement of waste and site operations.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.47: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Establish site selection criteria that address the potential for adverse effects upon visual amenity and historic landscape.</li> </ul>	<ul style="list-style-type: none"> <li>The revised policy addresses these aspects.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.48: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Ensure that all new developments make adequate provision for the segregation and storage of waste prior to collection.</li> </ul>	<ul style="list-style-type: none"> <li>The revised policy addresses these aspects.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

## Alternatives

- 5.15.9 Consideration was given by the Council to specifying industrial areas where waste management activities could be encouraged, but criteria based approach considered to offer greater flexibility to allow for technological developments.



## 5.16 Appraisal of Policy 13: Minerals<sup>203</sup>

### Introduction

- 5.16.1 The proposed policy on minerals is examined in this section against the sustainability objectives to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted in bold below. Justification for the policy is presented in the draft Local Plan. A statement on alternatives is presented at the end of this section.

Policy P13 Minerals
<p><u>Mineral Safeguarding Areas</u></p> <p><b>Mineral Safeguarding Areas</b> for important underground coal resources in the eastern part of the Borough, and for sand and gravel aggregate resources between Berkswell, Hampton and Meriden and east of the NEC and M42, including sites for important associated infrastructure and to meet potential needs <b>are defined on the spatial strategy diagram/proposals map.</b></p> <p><b>The Council will permit the search for new minerals, including coal bed methane resources, whether within or outside the Mineral Safeguarding Areas, providing that the criteria for minerals development proposals are met.</b> Permission for exploration will not necessarily imply that a subsequent consent for mineral extraction will be forthcoming.</p> <p><b>Within these MSAs, proposals for non-mineral development will only be permitted where it can be demonstrated that the development will not result in the sterilisation of mineral resources or the loss of important infrastructure or sites for potential infrastructure needs in the areas. Prior to development, developers will be expected to ensure that all safeguarded minerals that would be affected are extracted, unless it is demonstrated that the resources have no economic value, extraction is not feasible or would result in excessive costs or delays, or that there is an overriding need for the development that outweighs the need to safeguard the mineral resources.</b></p> <p><u>Alternative materials</u></p> <p><b>The Council will promote the use of alternative materials, such as secondary and recycled aggregates in all new development within the Borough.</b> Provision for alternative materials will be encouraged on sites for significant development within the Borough, where appropriate. <b>Permanent facilities will be encouraged within the area of search for appropriate waste management facilities defined on the spatial strategy diagram/proposals map.</b></p> <p><u>Provision for primary sand and gravel extraction</u></p> <p><b>Provision for primary sand and gravel resources will be made through a mixture of specific sites, preferred areas and/or areas of search to meet the identified requirement of 7.5 million tonnes over the plan period.</b> These will include sites already granted planning permission where not included in the current sub-regional landbank.</p> <p>Preferred areas for primary sand and gravel extraction are identified at Marsh House Farm, Hornbrook Farm and west of Berkswell Quarry, which will provide around 2.5 million tonnes and are defined on the spatial strategy diagram/proposals map.</p> <p>Areas of search for primary sand and gravel extraction are identified between Berkswell, Hampton and Meriden and east of the NEC and M42 to meet the shortfall in provision, and are defined on the spatial strategy diagram/proposals map. However, inclusion within an area of search does not imply that all of the mineral resources are viable or that extraction would be acceptable. <b>Sand and gravel extraction outside the areas of search may also be permitted, if there is evidence that insufficient mineral resources from the areas of search are likely come forward within the plan period, or that production targets will not be met.</b></p> <p><u>Mitigation, restoration, aftercare and after use</u></p> <p><b>Proposals for mineral working or related infrastructure will be assessed against the following criteria:</b></p>

<sup>203</sup> Formerly Emerging Core Strategy Policy 17.

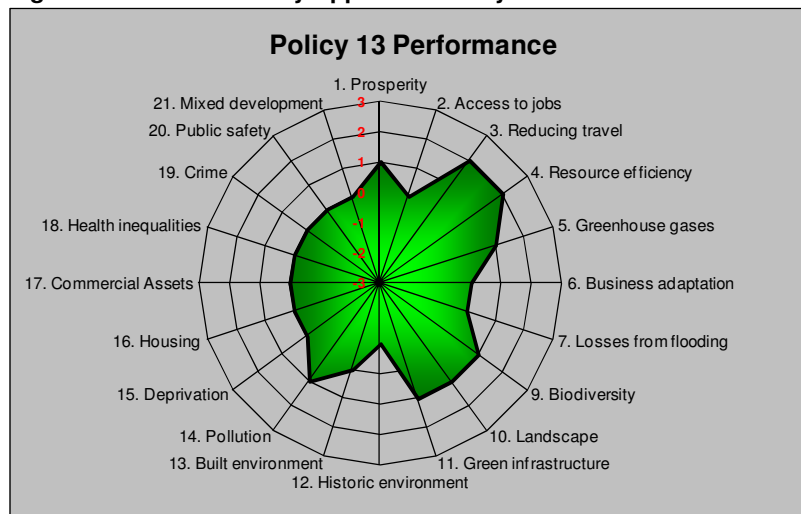
- Contribution towards national and local strategic objectives or wider needs including national and local targets for minimising carbon emissions and using alternative materials;
- Contribution towards the local and sub-regional economy and the regeneration of North Solihull;
- Opportunities for the co-location of related uses and wider benefits such as the production of secondary or recycled aggregates;
- Impact of the proposed activities, including any associated infrastructure, on surrounding land uses and amenity, taking account of the nature of the operations, duration, hours of operation, noise, dust vibration, air pollution, visual impacts and, in respect of underground extraction, the impact of subsidence;
- Impact on the local and sub-regional transport network, including the routing of lorries to and from the site and the potential for rail freight;
- Impact on the environment, landscape, built heritage and archaeology, nature conservation interests, ground and surface water quantity and quality, best and most versatile farmland, agricultural businesses and aerodrome safeguarding;
- Measures for mitigating any environmental, transport or other impacts or for compensation for loss or damage where appropriate, including the provision of appropriate buffers between extraction and environmental or other assets;
- The potential for subsidence, migration of gases and contamination of ground water associated with underground extraction;
- Restoration to a safe and high quality condition with appropriate aftercare in accordance with agreed restoration and aftercare schemes and within an agreed period following the cessation of extraction
- Reclamation to an agreed use, which should prioritise the contribution the site could make to green infrastructure, the conservation and enhancement of biodiversity, including Local Biodiversity Action Plans, the enhancement and restoration of the Arden landscape, flood risk management, appropriate recreation uses and agriculture, as well as the availability of suitable infill material if appropriate.

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

## Forecast Effects

- 5.16.2 This policy gives rise to 2 moderate positive outcomes (reducing transport and resource efficiency) along with 7 minor positive outcomes, with 1 minor negative outcome (see Figure 5.13 and Appendix F). The opportunity to convert the array of minor positive outcomes to moderate beneficial is constrained by the geographic scale of the effects being essentially local rather than across the Borough.

Figure 5.13: Sustainability Appraisal: Policy 13



SA Objective	Likely Significant Effects	Rationale
3.Reducing travel	<b>Mod+ve</b>	Local production minimises the importation of materials from elsewhere with consequential savings in transport that potentially benefit the entire Borough. The policy also encourages the co-location of recycling facilities and ancillary uses that may also contribute towards reducing travel.
4.Resource efficiency	<b>Mod+ve</b>	Protects mineral resource from sterilisation, promotes the use of secondary aggregates and recycling of resources with efficiencies to emerge from the co-location of operations.
Local	7 Unlikely 0	Direct 8 Positive 8 Maj +ve 0
District	2 Potential 6	Indirect 0 Negative 1 Mod+ve 2
Regional	0 Likely 0	Cumul 1 Min+ve 6
National	0 Definite 3	Neutral 12
		Min-ve 1
		Mod-ve 0
		Maj -ve 0

- 5.16.3 The policy has the potential to deliver positive outcomes across three of the four objectives under the sustainable consumption and production theme. While the moderate positive outcome on resource efficiency is considered to be a definite outcome, the minor positive outcome upon prosperity and the moderate beneficial outcome on reducing travel are both considered to be potential outcomes.
- 5.16.4 There is a possibility that the policy could give rise to a minor beneficial outcome for greenhouse gases under the climate change theme, whereas there are five minor beneficial and one minor adverse outcome for the historic environment under the natural resource protection theme. The negative outcome for the historic environment objective is as a result of the policy providing for the “assessment” of effects upon the historic environment rather than the delivery of a positive outcome.
- 5.16.5 No outcomes are anticipated against the sustainable communities theme.

### Managing Uncertainty

- 5.16.6 Of the 9 significant effects identified for the policy against the sustainability framework, there are definite beneficial outcomes (resource efficiency, consideration of landscape and the minimisation of pollution risks.) The remaining outcomes are all considered to give rise to potential direct effects.

## Mitigation and Enhancement

- 5.16.7 A series of mitigation and enhancement measures were identified under the sustainable consumption and production and natural resource protection themes during the appraisal of the Emerging Core Strategy. A large proportion of these measures have been incorporated into the revised policy as summarised in Tables 5.49 and 5.50.
- 5.16.8 Only two aspects for consideration emerge following a review of the current policy and both relate to setting out a vision of how mineral resource development ought to contribute to the longer term sustainability of the Borough. Hence the prospect of additional aggregate demand associated with High Speed 2 and the ancillary business development that could be associated with the proposed Interchange station may be capable of being provided for.
- 5.16.9 The other element for the longer term would be to set out a landscape scale strategy for the rural area that would provide a framework within which not only mineral operations could contribute but also provide one in which off-setting biodiversity measures could be delivered.

**Table 5.49: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider introducing a policy on the management of recycled and secondary aggregates as part of the halving waste to landfill initiative.</li> </ul>	<ul style="list-style-type: none"> <li>Policy provides for co-location of secondary or recycled aggregates with mineral sites and the location of permanent facilities within the Waste Management Facilities area of search. The contribution made by development to the use of alternative materials is also recognised.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider introducing a policy to promote the use of recycled and secondary aggregates in public building works.</li> </ul>	<ul style="list-style-type: none"> <li>The policy provides for the use of alternative materials, such as secondary and recycled aggregates in all new development within the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.50: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Establish landscape scale mitigation strategy for biodiversity in accordance with the Natural Environment White Paper.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 10 addresses landscape scale approach, which will be pursued outside the local plan process.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider developing a long term landscape strategy within which individual mineral extraction operations are to take into account in their working and restoration strategies.</li> </ul>	<ul style="list-style-type: none"> <li>This approach has been considered in the past but has not been pursued.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider making reference to the need to protect the historic environment of the area.</li> </ul>	<ul style="list-style-type: none"> <li>The policy addresses the need to assess proposals in terms of the impact on built heritage and archaeology.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Examine the formulation of a strategy to protect villages from the cumulative effects of mineral extraction.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on settlements included in criteria.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

<ul style="list-style-type: none"> <li>Consider the implications of High Speed 2 on mineral demand.</li> </ul>	<ul style="list-style-type: none"> <li>Presents difficulties due to the uncertainty over the project and the timescales involved. Proposals recognise that there may be need to extract sand and gravel earlier in the plan period to avoid possible sterilisation.</li> </ul>	<ul style="list-style-type: none"> <li><b>It is presumed that the 7.5 Mt excludes allowance for HS2 that is envisaged to impact at the end of the plan</b></li> </ul>
<ul style="list-style-type: none"> <li>Enhance the policy dealing with soils, restoration and after use to set out clear objectives as to the desired future state following mineral operations.</li> </ul>	<ul style="list-style-type: none"> <li>Contributions of a restored site to green infrastructure, biodiversity, the Arden landscape, flood risk management, recreational use and agriculture is recognised.</li> </ul>	<ul style="list-style-type: none"> <li><b>The policy covers all eventualities but perhaps could make reference to a landscape scale strategy for the rural area that sets the framework within which the objectives can be developed into measures.</b></li> </ul>

**Alternatives**

5.16.10 Options are limited by availability of viable resource and urban development, meaning reliance on areas of search.

## 5.17 Appraisal of Policy 14: Amenity Policy<sup>204</sup>

### Introduction

- 5.17.1 The proposed policy on amenity is examined in this section against the sustainability objectives to establish the policy’s sustainability performance and identify potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted in bold below. Justification for the policy is presented in the Draft Local Plan. Details of the alternatives considered are briefly reviewed at the end of this section.

Policy P14 Amenity
<p><b>The Council will seek to protect and enhance the amenity of existing and potential occupiers houses, businesses and other uses in considering proposals for new development, and will:</b></p> <ul style="list-style-type: none"> <li>• <b>Permit development only if it protects and enhances the amenity of existing and proposed occupiers and would be a good neighbour</b></li> <li>• <b>Consider the visual and other amenities of potential occupiers and users of new developments close to overhead power lines and substations. Developers will be expected to locate and design new developments so as to minimise the visual and other amenity impacts</b></li> <li>• <b>Support the development of electronic communications networks including telecommunications and high speed broadband.</b> The Council will have regard to the needs of telecommunications operators, any technical constraints on location of telecommunications apparatus, the potential for sharing sites, the impact of development on its surroundings, the sensitivity of the environment and the design and external appearance of telecommunications apparatus. <b>Development in or adjacent to sensitive locations will be permitted only if there is no other technically suitable location that both meets operational requirements and causes less environmental harm and any mast is at a distance of at least twice its height from the nearest residential properties</b></li> <li>• <b>Safeguard important trees, hedgerows and woodlands, encourage new and replacement tree and hedgerow planting</b> and identify areas that may be suitable for the creation of new woodlands. <b>Priority will be given to locations that enhance or restore the green infrastructure network and to the planting of species characteristic of the Arden Warwickshire landscape</b></li> <li>• <b>Encourage better air quality in and around the Borough through the adoption of low emission zone initiatives</b> such as those involving the use of electric vehicles for freight and public transport. <b>Development that would contribute to air pollution, either directly or indirectly will be permitted only if it would not hinder or significantly harm the achievement of air quality objectives or any relevant Air Quality Management Plan, and it incorporates appropriate attenuation, mitigation or compensatory measures</b></li> <li>• <b>Require proposals for development on land known or suspected to be contaminated to include appropriate information to enable the potential implications to be assessed and to incorporate any necessary remediation</b></li> <li>• <b>Seek to minimise the adverse impact of noise. Development likely to create significant noise will be permitted only if it is located away from noise sensitive uses or it incorporates measures to ensure adequate protection against noise. Noise sensitive development will be permitted only if it is located away from existing sources of significant noise, or if no suitable alternatives exist, the development incorporates measures to reduce noise intrusion to an acceptable level</b></li> <li>• <b>Protect the amenity of residential and shopping areas, community facilities and open space from bad neighbour uses.</b> Development that would be seriously harmful because of</li> </ul>

<sup>204</sup> Not previously within the Emerging Core Strategy Policies.

smell, noise or atmospheric pollution will not be permitted, whilst development that would be potentially harmful to such areas will be expected to incorporate appropriate attenuation, mitigation or compensatory measures. **In locations close to existing bad neighbour uses, the Council will not permit new residential or other sensitive development, unless the effects can be satisfactorily mitigated as part of the development**

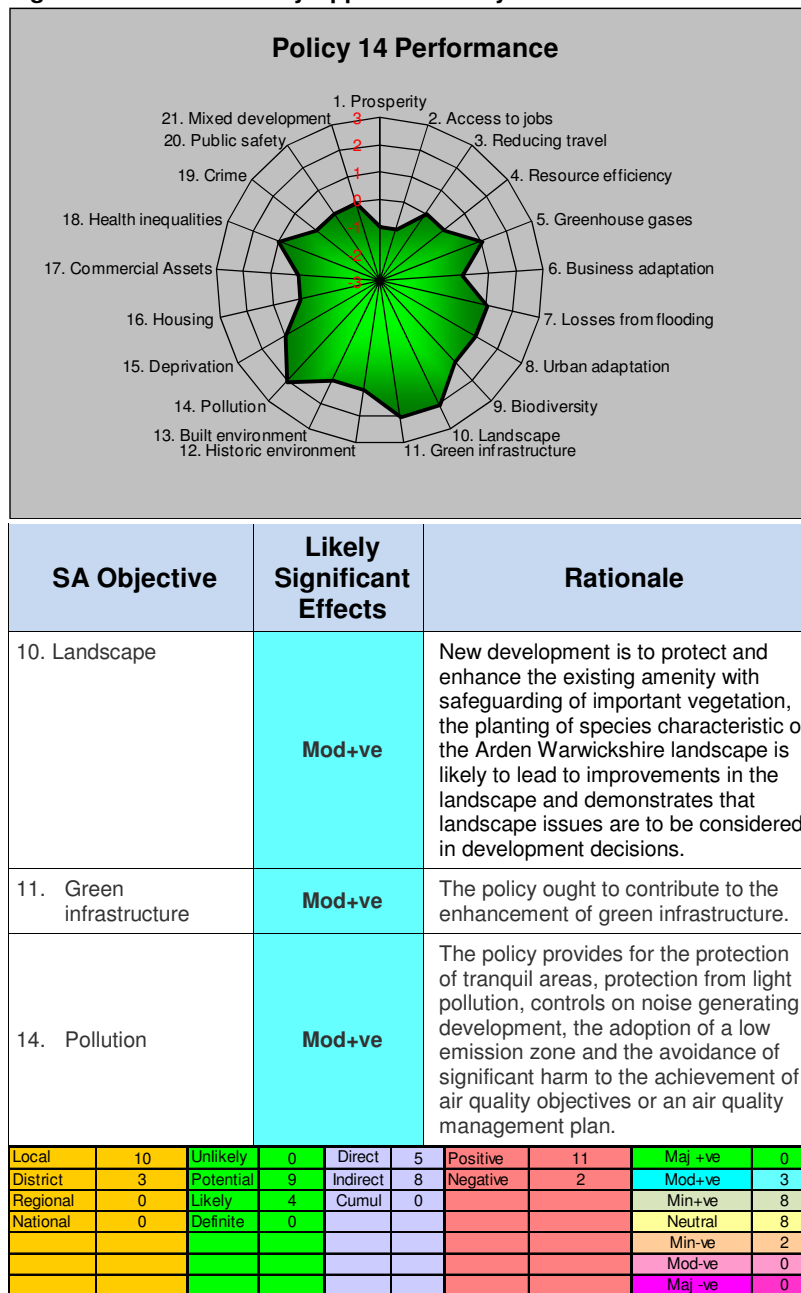
- **Protect those parts of the countryside in the Borough that retain a dark sky from the impacts of light pollution. Development involving external lighting outside established settlements will be permitted only where significant lighting already exists, or the benefits of the development clearly outweigh the impact of the lighting on the countryside. Any lighting scheme should be the minimum required for the purposes of the development and should avoid light spillage and harmful effects on biodiversity**
- **Protect the tranquil and locally distinctive areas in the Borough by guiding new development, particularly those that will create significant noise**, either directly or through associated transport, to locations that will avoid or minimise adverse impacts.

## Forecast Effects

- 5.17.2 This policy gives rise to 3 moderate positive outcomes (landscape, green infrastructure and pollution) along with 8 minor positive outcomes, and 2 minor negative outcomes (see Figure 5.14 and Appendix F). The opportunity to convert the array of minor positive outcomes to moderate beneficial is constrained by the geographic scale of the effects being essentially local rather than across the Borough. Only three effects are considered to be likely to be Borough-wide – those identified as being likely to give rise to a moderate beneficial outcome,
- 5.17.3 In the context of the sustainable consumption and production theme, the policy is considered to have the potential to constrain employment opportunities by permitting development only if it protects and enhances the amenity of existing and proposed occupiers. The policy does however provide support for high speed broadband may mitigate this effect.
- 5.17.4 Within the climate change and energy theme, the policy is anticipated to give rise to three potential minor beneficial outcomes on greenhouse gases, flooding and urban adaptation. The adoption of a low emission zone should also contribute towards reducing greenhouse gas emissions, while the provision of green infrastructure should assist with reducing losses for the flooding and urban adaptation objectives.
- 5.17.5 Across the six objectives within the natural resource protection & environment theme, the policy provides three likely moderate beneficial outcomes (landscape, green infrastructure and pollution. In addition there are three minor beneficial outcomes (biodiversity, historic environment and built environment).
- 5.17.6 Only two objectives within the sustainable communities theme deliver potential minor beneficial outcomes (deprivation and health inequalities). Support for broadband may assist in access improvements to employment, education and health services and potentially reduce imbalances across the Borough. Also, the potential low emission zone as well as improved broadband may contribute towards reducing health inequalities particularly for those living in high trafficked areas.
- 5.17.7 Most of the outcomes from the policy are judged to be indirect and local reflecting the policy itself typically in the short to medium term duration although those outcomes within the climate change and energy theme were considered to occur over the longer term (see Appendix F).



Figure 5.14: Sustainability Appraisal: Policy 14



### Managing Uncertainty

5.17.8 Of the 13 significant effects identified for the policy against the sustainability framework, only four generate likely outcomes (consideration of landscape, green infrastructure, built environment and the minimisation of pollution risks). The remaining outcomes are all considered to give rise to potential effects although the potential effects within the sustainable consumption and production as well as the climate change and energy themes are considered to be indirect effects.

### Mitigation and Enhancement

5.17.9 Although this is a new policy, several mitigation/enhancement proposals made during the appraisal of the Emerging Core Strategy have some relevance to this new policy and are presented in Tables 5.51 to 5.54.

5.17.10 The outcomes from the policy remain subject to considerable uncertainty being mainly dependent upon the actions of others for their delivery. Perhaps the main aspect where mitigation/enhancement could be

delivered would be in relation to the need for frequent reviews of open space requirements to ensure an up to date evidence base to inform the preparation of site development briefs.

**Table 5.51: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>In determining that existing public open space is surplus to requirements, the Council ought to take into account future rather than existing needs to reflect the changing nature of the local community and future development activity.</li> </ul>	<ul style="list-style-type: none"> <li>This topic is considered in policy 20 – open space.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.52: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Reference the need to protect and enhance open spaces within the most built up parts of the district to provide mitigation against the urban heat island effect.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 9 requires developers to ensure resilience to the impacts of a changing climate through a range of adoption measures including green infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.53: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>The protection and planting of street trees ought to be encouraged to enhance amenity and mitigate urban heating effects<sup>205</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>The policy provides for the protection of trees.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.54: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider the layout and the number of houses served by access roads for new housing areas so as to maximise the opportunity for safe play areas adjacent to housing for parental supervision<sup>206</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>To be addressed through development briefs for each site. Policy 5 addresses open space, sports and recreation. Also policy 15 provides for creation of attractive, safe streets and spaces.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Make reference to the particular issues surrounding open space provision (and possibly also access to the countryside) associated with the North Solihull Regeneration Area<sup>207</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Open space covered in Policy 20. Access to River Cole valley of greater benefit given severance from countryside by roads.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Promote the adoption of green gyms in communities experiencing high levels of health inequalities<sup>208</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Issue is reflected in Policy 18, although specific reference considered to be too detailed for local plan.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>The amenity value of watercourses, lakes and ponds are to be enhanced with the opening of culverts being encouraged where there is amenity benefit without adverse effects on water quality, drainage and public health<sup>209</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>The de-culverting of watercourses and contributing towards amenity, recreation, biodiversity and landscape is recognised in policy 11.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

<sup>205</sup> Mitigation/enhancement measure proposed for Emerging Core Strategy policy 4.

<sup>206</sup> Mitigation/enhancement measure proposed for Emerging Core Strategy policy 11.

<sup>207</sup> Mitigation/enhancement measure proposed for Emerging Core Strategy policy 11.

<sup>208</sup> Mitigation/enhancement measure proposed for Emerging Core Strategy policy 11.

<sup>209</sup> Mitigation/enhancement measure proposed for Emerging Core Strategy policy 12.

## Alternatives

- 5.17.11 This policy addresses a range of amenity and environmental concerns not previously included as they were considered too detailed for a Core Strategy. Matters could be covered in a separate document but a single document is considered to offer greater benefits.

## 5.18 Appraisal of Policy 15: Securing Design Quality<sup>210</sup>

### Introduction

5.18.1 The proposed policy on design quality is examined in this section against the sustainability objectives to establish the policy's sustainability performance and identify potential improvements to strengthen its sustainability credentials. The specific policy commitments are highlighted in bold below. Justification for the policy is presented in the Draft Local Plan.

Policy P15 – Securing Design Quality
<p><b>All development proposals will be expected to achieve high quality, inclusive and sustainable design</b>, which meets the following key principles:</p> <ul style="list-style-type: none"> <li>• <b>Conserves and enhances local character, distinctiveness and streetscape quality and ensures that the scale, massing, density, layout, materials and landscape of the development respect the surrounding natural, built and historic environment;</b></li> <li>• <b>Ensures that new development achieves the highest possible standard of environmental performance through sustainable design and construction and the location and layout of the development in accordance with the guidance provided in Policy 9 – Climate Change;</b></li> <li>• <b>Secures the sustainable long-term use of new development through flexible, robust and future-proofed design e.g. digital connectivity;</b></li> <li>• <b>Makes appropriate space for water within the development, using sustainable drainage (SuDS) principles, to minimise and adapt to the risk of flooding.</b> Further guidance is provided in Policy 11 – Water Management;</li> <li>• <b>Conserves and enhances biodiversity, landscape quality and considers the impact on and opportunities for green infrastructure at the earliest opportunity in the design process.</b> Further guidance is provided in Policy 10 – Natural Environment;</li> <li>• <b>Integrates the natural environment within the development through the provision of gardens, quality open space and/ or improved access to, enhancement or extension of the green infrastructure network</b> Further guidance is provided in Policy 20 – Open Space, Sport and Recreation.</li> <li>• <b>Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, easily maintained and encourage walking and cycling and reduce the fear of crime.</b></li> </ul> <p><b>Development proposals will also be expected to contribute to and where appropriate, create a sense of place.</b> Such measures may include; reflecting heritage assets and their setting in the design process, <b>integrating</b> landscape into the development, promoting diversity through a mix of uses within the site, or the installation of public art.</p> <p><b>All residential development proposals should be built to the Lifetime Homes standard and demonstrate at least the 'Good/Silver' Building for Life (BfL) design standard. All residential development will be expected to adhere to the guidance set out in the New Housing in Context SPG until this has been updated and the Council will prepare Supplementary Planning Documents to provide necessary additional guidance.</b></p> <p><b>Applicants should adhere to the urban design principles set out in established design guidance;</b> Urban Design Compendium 1 and 2 (2007), By Design (2000 and 2001), Manual for Streets 1 (2007) and 2 (2010), Car Parking: What Works Where (2006), Building for Life and Secured by Design principles.</p> <p><b>Development at key economic assets within the M42 Economic Gateway; the National Exhibition Centre, Birmingham Airport, Birmingham Business Park and Blythe Valley Park, will be expected to be of the highest quality to reflect their strategic importance.</b></p> <p>Applicants are encouraged to engage with Officers early in the design process through pre-application discussions and will be required to demonstrate that they have followed the robust <b>Assessment-Involvement-Evaluation-Design process outlined in the national guidance on Design and Access</b></p>

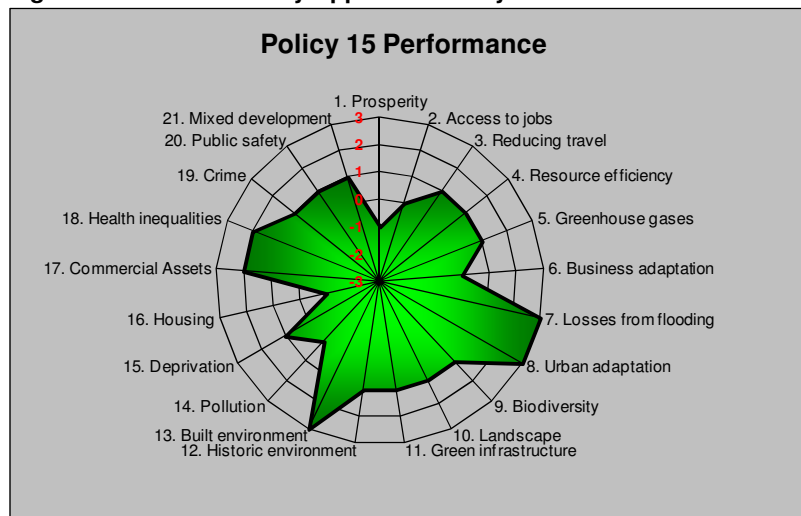
<sup>210</sup> Formerly Emerging Core Strategy Policy 3.

**Statements. Major development proposals are required to demonstrate how the local community has been consulted and engaged in the design process. Significant development proposals will also be encouraged to engage with the regional Design Review process (MADE).**

## Forecast Effects

- 5.18.2 The policy performs in a strongly positive manner across 16 of the 21 sustainability objectives and represents a major improvement upon the Emerging Core Strategy policy 3. As can be seen from Figure 5.15 there are 3 major beneficial outcomes, 2 moderate beneficial and 11 minor positive outcomes (see Figure 5.15).
- 5.18.3 The two minor adverse outcomes arise from a potential for high design standards to adversely affect the viability of some development projects such that there could be some negative effects upon prosperity and housing.
- 5.18.4 In terms of the outcomes against the four sustainable consumption and production theme, two minor positive outcomes are likely (reducing travel and resource efficiency), with one potential minor negative outcome (prosperity). This potential outcome on the viability of development, particularly in areas less able to sustain development costs, may increase rather than reduce the inequalities within the Borough. This would operate against sustainability objectives on deprivation. Nevertheless, overall the policy should support “community capital” and thus deliver the improved public realm, community facilities and access improvements that form part of the sustainability objective.
- 5.18.5 Two major positive outcomes are likely (losses from flooding and urban adaptation) within the climate change and energy theme. This is accompanied by a potential minor positive outcome for the greenhouse gas emissions.
- 5.18.6 Four of the six natural resource protection objectives record likely minor positive outcomes (biodiversity, landscape, green infrastructure and the historic environment). While the policy records a neutral outcome against the pollution objective, it also delivers a definite major positive outcome for the built environment. It is noted however, that the policy states that “development at key economic assets within the M42 Economic Gateway; the National Exhibition Centre, Birmingham Airport, Birmingham Business Park and Blythe Valley Park, will be expected to be of the highest quality to reflect their strategic importance”. Hence there is uncertainty how this policy works in relation to policy 1 which states that development in these areas is to “have regard to other relevant policies”.
- 5.18.7 For the sustainable communities’ objective, policy 3 from the Emerging Core Strategy placed a focus upon raising the quality of the built environment in the North Solihull Regeneration Area. This revised policy no longer provides a focus upon the regeneration zone, but it seeks to deliver quality design across the Borough. Together with the potential for adverse effects on investment, there is a potential for the policy to adversely affect the interest of the regeneration areas.
- 5.18.8 The issue of short term needs and longer term aspirations for sustainable well-designed developments is also a consideration in balancing the potential implications of the policy upon the prosperity, deprivation and housing sustainability objectives.
- 5.18.9 The outcomes from this policy are envisaged to last for over 10 years and extend over the major duration of the Core Strategy and beyond. Some of the outcomes are more likely to occur over the short to medium term (3-10 years) basically being affected by the uncertainties associated with how the sustainable communities’ objectives may perform as a result of wider economic trends.
- 5.18.10 As noted above, while 8 of the outcomes are considered to be a direct consequence of the policy, an equal number is considered to be either cumulative or indirect in nature. The cumulative effects arise for the resource efficiency, greenhouse gases, losses from flooding, built environment and health inequalities objectives (see Appendix F).

Figure 5.15: Sustainability Appraisal: Policy 15



SA Objective	Likely Significant Effects	Rationale			
7. Losses from flooding	<b>Maj+ve</b>	Promotion of SuDS, adherence to urban design principles and guidance as well as green infrastructure should contribute towards reducing losses from flooding.			
8. Urban adaptation	<b>Maj+ve</b>	Highest possible standards of environmental performance including design, construction, location and layout and links with policy 9 on climate change.			
13. Built environment	<b>Maj+ve</b>	This policy seeks to maximise delivery of a quality built environment across the Borough.			
17. Commercial assets	<b>Mod+ve</b>	The design standards ought to assist in enhancing the status of the regional assets.			
18. Health inequalities	<b>Mod+ve</b>	With measures across the Borough, enhanced design and the creation of accessible public spaces with reduced crime, each cumulatively is likely to contribute towards helping to meet the needs of the elderly population and promote healthy lifestyles.			
Local	13	Unlikely 0	Direct 8	Positive 16	Maj +ve 3
District	5	Potential 5	Indirect 5	Negative 2	Mod+ve 2
Regional	0	Likely 12	Cumul 5		Min+ve 11
National	0	Definite 1			Neutral 3
					Min-ve 2
					Mod-ve 0
					Maj -ve 0

### Managing Uncertainty

5.18.11 Of the 18 outcomes, 13 are considered to be likely or definite outcomes. There are 3 minor positive and 2 minor negative outcomes for which uncertainty exists. Not surprisingly these also match up with the indirect effects identified above (see Appendix F). The Supplementary Planning Documents could increase the certainty that beneficial outcomes can result from the policy.

## Mitigation and Enhancement

- 5.18.12 This policy was originally presented as Policy 3 in the Emerging Core Strategy and the tables below summarise the mitigation/enhancement measures proposed in the earlier appraisal report.
- 5.18.13 It is noted that the policy is mainly focussed on the design of the external environment, with reference to the internal environment being limited to the Building for Life and Lifetime Homes standards. The policy does not explicitly consider design for the elderly or those with mobility impairments. Hence it is suggested that an additional element could be incorporated into the seventh bullet point within the policy (see Table 5.58).
- 5.18.14 The main aspect where mitigation is considered necessary is in relation to the potential for local adverse effects to occur in deprived areas where the policy may adversely impact on the delivery of regeneration projects. An element of flexibility in the application of the policy may be desirable when considering short term needs against longer term aspirations.
- 5.18.15 Tables 5.55 to 5.58 summarise the recommendations provided in the appraisal of the Emerging Core Strategy, the responses of the Council along with additional proposals that emerge from the revised policy.

**Table 5.55: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Urban design policy could address issues such as use of recycled materials.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the requirement in Policy 15 for sustainable design and construction is sufficient to encourage use of recycled materials. Policy 15 also refers to Policy 9, which provides further detail</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider a SPD or Developer Briefs to provide for design for the segregated storage of waste.</b></li> </ul>
<ul style="list-style-type: none"> <li>Urban design policy could explicitly address promotion of mixed use of space through good design.</li> </ul>	<ul style="list-style-type: none"> <li>Reference to the urban design principles set out in established guidance delivers this measure.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Require non-commercial development to demonstrate which BREEAM standard would be achieved.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 requires all development to achieve the highest possible standard of environmental performance. The policy justification clarifies that this should be evidenced by an appropriate national standard such as BREEAM.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

**Table 5.56: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Does the protection of mature residential suburbs compromise the delivery of decentralised/ community heating systems.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 requires all development Borough wide to conserve and enhance local character and distinctiveness as well encouraging the highest possible environmental standards.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Design of the public realm ought to not just address public art but also provide for adaptation to climate change and provide features that assist in proving cooling areas particularly for the elderly as well as designing for more stormy winds conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 requires development to be future proofed which includes considering adapting to the future effects of climate change. Bullet point 7 of the policy highlights the Council's requirements for well designed public realm.</li> </ul>	<ul style="list-style-type: none"> <li><b>Consider a SPD to designing for extreme weather events.</b></li> </ul>



**Table 5.57: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Urban design policy should address issues such as provision of green or brown roofs and rainwater harvesting.</li> </ul>	<ul style="list-style-type: none"> <li>To be addressed within the Sustainable Design and Construction SPD.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>The protection and planting of street trees ought to be encouraged to enhance amenity and mitigate urban heating effects.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 14 provides for the protection of trees.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the reference to conservation and enhancement of landscape quality in Policy 15 will give sufficient protection. The policy could also give a cross reference to Policy 14.</li> </ul>

**Table 5.58: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Would the design principles address the integration of sustainability objectives?</li> </ul>	<ul style="list-style-type: none"> <li>Policy 15 strives to raise the standard of design across the Borough. This will also help to improve the quality of the environment in the North Solihull Regeneration Area</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Design principles should encompass designing out crime and enhancing public safety.</li> </ul>	<ul style="list-style-type: none"> <li>The policy addresses the designing out of crime and enhancing public safety.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

## Alternatives

- 5.18.16 Design requirements could have been included in other policies such as Policy 1 – Support Economic Success or Policy 4 – Meeting Housing Needs. However, an overarching policy was considered to be more appropriate as the design of development is cross cutting and relates to several topic areas e.g. climate change and sustainability, historic and natural environment, water and public realm. An overarching design policy with references to other policies for further guidance was considered to be more user friendly for applicants when submitting planning applications.

## 5.19 Appraisal of Policy 16: Conservation of Heritage Assets and Local Distinctiveness<sup>211</sup>

### Introduction

5.19.1 The proposed policy on heritage assets and local distinctiveness is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. The justification for the policy is provided in the Draft Local Plan. Specific policy commitments are highlighted below. A review of the alternatives to the policy is presented at the end of this section.

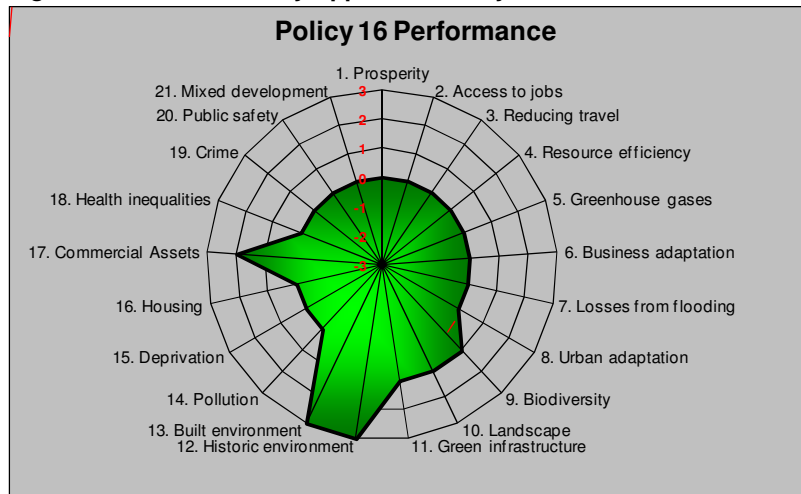
<b>Policy P16 – Conservation of Heritage Assets and Local Distinctiveness</b>
<p>The Council recognises the importance of the historic environment to the Borough’s local character and distinctiveness and its cultural, social, environmental and economic benefits.</p> <p>The Council considers the following characteristics make a significant contribution to the local character and distinctiveness of the Borough and <b>where applicable, development proposals will be expected to demonstrate how these characteristics have been conserved:</b></p> <ul style="list-style-type: none"> <li>• The historic core of Solihull Town Centre and its adjacent parks.</li> <li>• The historical development and variety of architectural styles within the Mature Suburbs and the larger established rural settlements of Meriden, Hampton-in-Arden, Balsall Common, Knowle, Dorridge, Bentley Heath, Hockley Heath, Cheswick Green and Tidbury Green.</li> <li>• The Arden landscape, historic villages, hamlets, farmsteads, country and lesser houses and the distinct medieval core of historic rural settlements including Berkswell, Barston, Temple Balsall, Meriden Hill, Walsal End, Hampton-in-Arden, Bickenhill and Knowle.</li> <li>• Parks, gardens and landscape including common, woodland, heathland and distinctive fieldscapes as defined in the Warwickshire Historic Landscape Characterisation.</li> <li>• The canal and railway network, including disused railway lines and the working stations at Solihull, Olton, Dorridge and Shirley, together with associated structures.</li> </ul> <p><b>Development will be expected to conserve all heritage assets as appropriate to their significance, preserve or enhance local character and distinctiveness and create or sustain a sense of place.</b> In Solihull, heritage assets include; Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens, Conservation Areas and also non-designated assets; buildings, monuments, archaeological sites, places, areas or landscapes positively identified in Solihull’s Historic Environment Record as having a degree of significance meriting consideration in planning decisions, such as those identified on the Local List.</p> <p><b>All applications and consents that affect the historic environment will be expected to have considered and used the evidence in the Solihull Historic Environment Record to inform the design of the proposal. This should be explained in the accompanying Design and Access Statement or, for significant proposals, in a Heritage Statement.</b></p> <p><b>Proposals seeking to modify heritage assets for the mitigation of and adaptation to the effects of climate change will be expected to be sympathetic and conserve the special interest and significance of the heritage asset and its setting.</b></p>

<sup>211</sup> Formerly Emerging Core Strategy Policy 15.

### Forecast Effects

- 5.19.2 This policy largely results in neutral effects upon the sustainability framework (15 neutral objectives), however it does give rise to two major beneficial (historic environment and built environment), one moderate beneficial impact and three minor beneficial outcomes with no adverse effects.
- 5.19.3 Not surprisingly the impacts of the policy occur within the natural resource protection and environmental enhancement theme although there is a potential moderate beneficial effect upon commercial assets (see Figure 5.16).

Figure 5.16: Sustainability Appraisal: Policy 16



SA Objective	Likely Significant Effects	Rationale			
12.Historic environment	<b>Maj+ve</b>	Recognises different historic environment resources and their role in delivery of local distinctiveness.			
13.Built environment	<b>Maj+ve</b>	Likely to enhance local distinctiveness and identity.			
17.Commercial assets	<b>Mod+ve</b>	Through enhancing local distinctiveness the policy has potential to support attractiveness of RIS.			
Local	3	Unlikely 0	Direct 2	Positive 6	Maj +ve 2
District	3	Potential 3	Indirect 0	Negative 0	Mod+ve 1
Regional	0	Likely 0	Cumul 4		Min+ve 3
National	0	Definite 3			Neutral 15
					Min-ve 0
					Mod-ve 0
					Maj -ve 0

- 5.19.4 The policy delivers positive outcomes across the natural resource protection and sustainable communities themes with only neutral outcomes anticipated for the sustainable consumption and climate change themes.
- 5.19.5 Five of the six sustainability objectives under the natural resource protection theme give rise to two definite major positive outcomes with three minor positive outcomes two of which have the potential cumulative outcomes.
- 5.19.6 The effects of the policy are mainly anticipated to occur over the longer term and a generally a result of the cumulative effects of individual change resulting from the policy.

### Managing Uncertainty

- 5.19.7 Three of the forecast effects are considered to have the potential to arise with the beneficial effects upon biodiversity and the commercial assets objectives being viewed to be potentially beneficial outcomes.

## **Mitigation and Enhancement**

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

## **Alternatives**

- 5.19.9 The list of characteristics identified as making a significant contribution to the local character and distinctiveness of the Borough could have been moved from Policy 16 to the Spatial Portrait of the Plan. However, given that sustaining the attractiveness of the Borough is a key challenge for the Plan, it was considered important to retain the list in the policy to ensure that future development conserves the identified special characteristics and appropriate weight is given to this through the Development Management process.

## 5.20 Appraisal of Policy 17: Countryside/ Green Belt<sup>212</sup>

### Introduction

- 5.20.1 Countryside and greenbelt issues are examined in this section against the sustainability objectives to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the Draft Local Plan, while below the specific policy commitments are highlighted in bold. At the end of this section, a brief review of the consideration given to alternatives is provided.

Policy P17 – Countryside / Green Belt
<p>The Council will safeguard the “best and most versatile” agricultural land in the Borough and encourage the use of the remaining land for farming. <b>Development affecting the “best and most versatile” land will be permitted only if there is an overriding need for the development or new use, and there is insufficient lower grade land available, or available lower grade land has an environmental significance that outweighs the agricultural considerations, or the use of lower grade land would be inconsistent with other sustainability considerations.</b></p> <p><b>Development involving farm-based diversification will normally be permitted, providing it is in an appropriate location, of a scale appropriate to its location, and does not harm the Green Belt, conservation or enhancement policies.</b></p> <p><b>The Council will not permit inappropriate development in the Green Belt, except in very special circumstances.</b> In addition to the national policy, the following provisions shall apply to development in the Borough’s Green Belt:</p> <p>Development involving the replacement, extension or alteration of buildings in the Green Belt will not be permitted unless it is demonstrated that it will not harm the need to retain smaller more affordable housing or the character and quality of the Green Belt.</p> <p>Limited infilling will not be considered to be inappropriate development within the Green Belt settlements, providing this would not have an adverse effect on the character of the settlements. Limited infilling shall be interpreted as the filling of a small gap within an otherwise built-up frontage with not more than two dwellings</p> <p>The reasonable expansion of established businesses in the Green Belt, will be allowed where the proposal would make a significant contribution to the local economy or employment</p> <p>Where the re-use of buildings is proposed, the new use, and any associated use of land surrounding the building, should not conflict with, nor have a materially greater impact on, the openness of the Green Belt and the purposes of including land in it, and the form, bulk and general design of the buildings shall be in keeping with their surroundings.</p> <p>Where waste management operations involving inappropriate development are proposed in the Green Belt, the contribution of new capacity towards the treatment gap identified in the Borough may amount to very special circumstances, providing the development accords with the waste management policy of this plan.</p> <p>The small settlements of Hampton-in-Arden, Hockley Heath, Meriden and Catherine de Barnes are inset in the Green Belt and are not therefore subject to Green Belt policy. Nevertheless, the Council, <b>in considering applications for development in these settlements, will take into account the importance of their rural setting and of their attributes, such as historic buildings, open space, density of development, landscape and townscape that contribute towards their special character.</b> Immediately beyond the inset boundary, strict Green Belt policies will apply.</p>

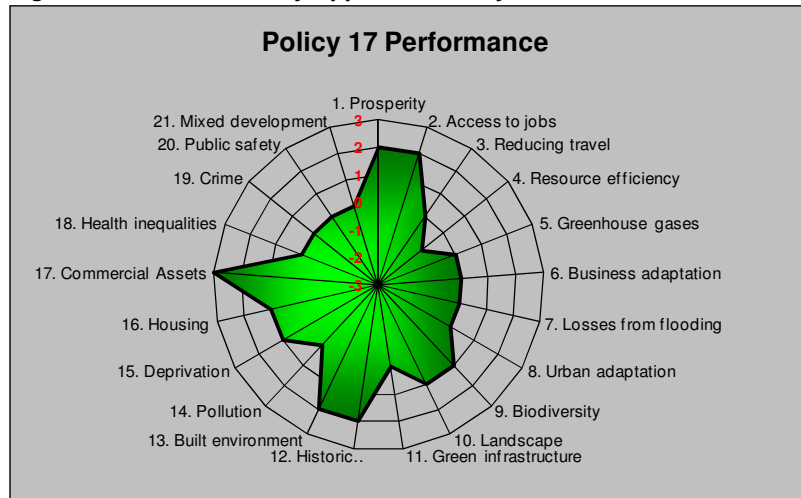
### Forecast Effects

- 5.20.2 The policy is forecast to result in 9 positive outcomes with one minor adverse effect. Key amongst the positive outcomes is the potential that through enhancing local distinctiveness and the rural identity that the regional investment assets retain and enhance their status. Furthermore, the policy does not compromise

<sup>212</sup> Not previously within the Emerging Core Strategy Policies.

the expansion of these assets. Along with this major beneficial outcome, four moderate beneficial and four minor beneficial outcomes are anticipated (see Figure 5.17).

Figure 5.17: Sustainability Appraisal: Policy 17



SA Objective	Likely Significant Effects	Rationale
17. Commercial Assets	<b>Maj+ve</b>	Through enhancing local distinctiveness the policy has potential to support attractiveness of RIS.
1. Prosperity	<b>Mod+ve</b>	Provides exemption to the Green Belt policy for the expansion of large businesses where there is a contribution to the local economy or employment especially when accessible from North Solihull.
2. Access to Jobs	<b>Mod+ve</b>	Provides an exemption to Green Belt policy for major expansion offering employment accessible from North Solihull.
12.Historic environment	<b>Mod+ve</b>	Provides for the consideration of the effects of development on the special character of rural settlements that ought to lead to protection and conservation of historic assets.
13.Built environment	<b>Mod+ve</b>	Provides for limited infill and requires that development in the small settlements consider their special characteristics.
Local	4 Unlikely 0 Direct 8	Positive 9 Maj +ve 1
District	4 Potential 7 Indirect 1	Negative 0 Mod+ve 4
Regional	1 Likely 0 Cumul 0	Min+ve 4
National	0 Definite 2	Neutral 11
		Min-ve 1
		Mod-ve 0
		Maj -ve 0

- 5.20.3 Of the nine outcomes only one is indirect (deprivation) caused by the potential for employment accessible from North Solihull to contribute to reducing deprivation in the regeneration area. The other outcomes are all direct with 5 having the potential to be of district or regional scale.
- 5.20.4 The policy has the potential to deliver two moderate beneficial outcomes (prosperity and access to jobs) and one minor beneficial outcome (resource efficiency) result.
- 5.20.5 While neutral outcomes are forecast for the climate change and energy theme, three potential outcomes (one minor positive outcome (landscape) and two moderate outcomes (historic environment and built environment)).

- 5.20.6 In terms of the sustainable communities theme, two minor positive (deprivation and housing) and one major beneficial outcome (commercial assets) are anticipated. The effects upon deprivation are considered to be a potential beneficial outcome as green belt release for existing businesses applies across the Borough rather than focused releases in support of sites readily accessible from North Solihull.

### **Managing Uncertainty**

- 5.20.7 Only one outcome from the policy is considered to be definite to occur, the remaining eight all have a potential to occur primarily been dependent upon the manner in which individual development proposals in the Countryside/ Green Belt respond to the policy.
- 5.20.8 A key factor causing uncertainty in the anticipated outcomes is the extent to which “reasonable” expansion of existing businesses in the Green Belt would be permitted. The uncertainty focuses upon the phrase “reasonable expansion” since this implies that the business must currently be located into the Green Belt. While the policy would preclude large scale inward investment that would be new to the area unless within the remit of policy 1, the policy could be interpreted as allowing existing businesses located anywhere within the Borough to expand by new premises within the Green Belt.

### **Mitigation and Enhancement**

- 5.20.9 As this is a new policy not previously presented in the Emerging Core Strategy, no mitigation and enhancement measures were previously identified. The only mitigation measure considered necessary at this stage is to clarify the situation concerning the “expansion of large businesses that would contribute to the local economy or employment.
- 5.20.10 It is suggested that the following terms be clarified:
- “reasonable expansion of established businesses into the Green Belt”;
  - “a significant contribution to the local economy or employment”.

### **Alternatives**

- 5.20.11 Policy addresses concerns about the lack of policy guidance for the countryside and the impact of changes in national policy for green belts. A range of options for the expansion of established businesses were considered and the policy allows greater flexibility for expansion of businesses.



## 5.21 Appraisal of Policy 18: Health and Well-Being<sup>213</sup>

### Introduction

5.21.1 This section presents a review of the appraisal of the Draft Local Plan policy on support health and well-being against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the Draft Local Plan. The policy commitments are highlighted below. Details of the alternative approaches that were considered are presented at the end of this section.

Policy P18 – Health and Well Being
<p><b>The potential for achieving positive health outcomes will be taken into account when considering all development proposals. Where any adverse health impacts are identified, the development will be expected to demonstrate how these will be addressed or mitigated.</b></p> <p>The Council will expect new development proposals to promote, support and enhance physical and mental health and well being. Support will be given to proposals which:</p> <ul style="list-style-type: none"> <li>• Provide opportunities for formal and informal physical activity, exercise opportunities, recreation and play;</li> <li>• Contribute to a high quality, attractive and safe public realm in accordance with Policy P15 on Design, to encourage social interaction and facilitate movement on foot and by cycle;</li> <li>• Contribute to the development of a high quality, safe and convenient walking and cycling network;</li> <li>• Improve the quality and quantity of the green infrastructure network in the Borough, particularly in the North Solihull Regeneration Zone and in areas where green infrastructure is identified as lacking. The protection and enhancement of physical access, including public rights of way to open space and green infrastructure will also be supported;</li> <li>• Deliver new and improved health services and facilities in areas where they can be accessed by sustainable transport modes. Facilities for primary medical care should be identified and planned for.</li> <li>• Increase access to healthy food by sustainable transport modes and provide opportunities for growing local produce. The Council will resist the loss of areas which currently enable local produce to be grown.</li> <li>• Provide additional homes which are designed to meet the needs of older people and those with disabilities, and housing which enables older people to downsize from larger homes.</li> <li>• Improve the energy efficiency of housing.</li> </ul> <p>New residential development will be expected to be built to the Lifetime Homes standard in accordance with Policy P15 Design, to ensure that homes are adaptable and enable people to live independently for longer. Such developments should maximise internal insulation and opportunities for solar gain and wherever possible, developments should also seek to incorporate private amenity space.</p> <p>Development proposals should incorporate planting, trees, open spaces and soft surfaces wherever possible in order to secure a variety of spaces for residents, visitors or employees to use and observe.</p> <p>The loss of community and social infrastructure will be resisted unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>• It can no longer continue for commercial or operational reasons;</li> <li>• There are identified benefits of the use being discontinued;</li> <li>• Adequate alternative provision can be made in a manner which meets the needs of the community affected.</li> </ul>

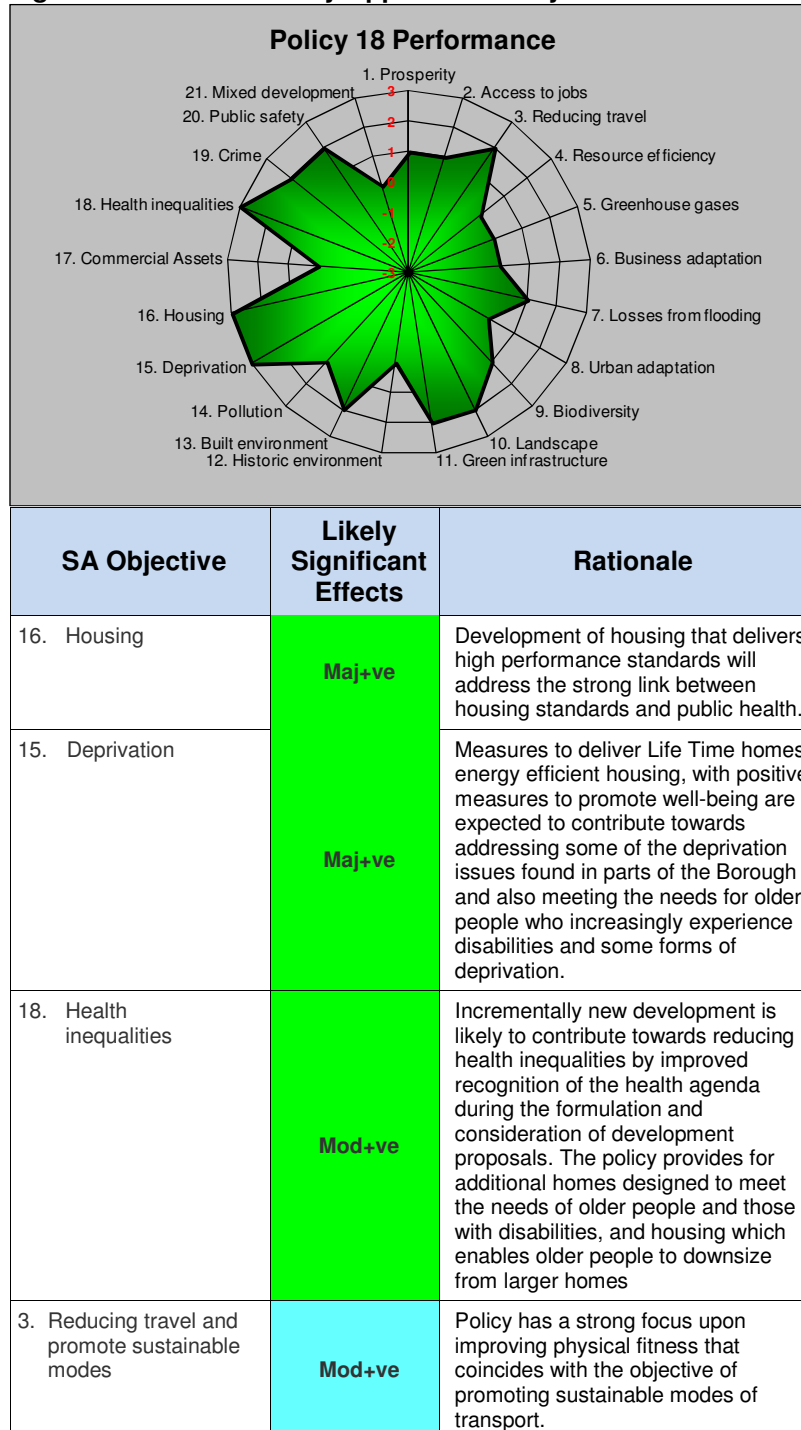
<sup>213</sup> New policy not previously within the Emerging Core Strategy.

**The Council will resist development proposals for hot food takeaways in areas where there is already a high concentration of such uses.**

### Forecast Effects

5.21.2 This policy emerged from observations on the Emerging Core Strategy policies and also recognition of the public health agenda in the draft National Planning Policy Framework. Unsurprisingly, the policy generates a highly positive outcome upon the sustainability framework delivering 1 major beneficial, 8 moderate beneficial impacts and 5 minor beneficial outcomes with no adverse effects. A further seven sustainability objectives were scored as neutral, although opportunities exist to convert a further 2 to beneficial effects.

**Figure 5.18: Sustainability Appraisal: Policy 18**



SA Objective	Likely Significant Effects	Rationale
10. Landscape	<b>Mod+ve</b>	Landscape improvements are likely to be associated with improvements to the green infrastructure and the creation of an attractive public realm.
11. Green infrastructure	<b>Mod+ve</b>	Direct improvements to green infrastructure are anticipated across the Borough.
13. Built environment	<b>Mod+ve</b>	The built environment is likely to be enhanced as a result of measures associated with delivering a high quality, attractive and safe public realm, as well as from resisting domination of hot food takeaways.
19. Crime	<b>Mod+ve</b>	The policy is likely to help to reduce crime and the stress caused through improved consideration and delivery of design solutions.
20. Public safety	<b>Mod+ve</b>	The policy is likely to help to reduce public safety and the stress caused through improved consideration and delivery of design solutions.

Local	5	Unlikely	0	Direct	10	Positive	14	Maj +ve	3
District	9	Potential	4	Indirect	4	Negative	0	Mod+ve	6
Regional	0	Likely	5	Cumul	0			Min+ve	5
National	0	Definite	5					Neutral	7
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

- 5.21.3 Of the fourteen positive effects nine are considered to be of a district wide scale, the other five being local. A total of 10 of the effects were considered to be direct consequences of the policy with four being indirect (all minor positive effects). Further details can be found in Appendix F.
- 5.21.4 In terms of the sustainable consumption and production theme, the policy is envisaged to deliver a moderate beneficial outcome and two potential indirect benefits particularly for those living in regeneration areas in terms of prosperity and access to employment.
- 5.21.5 The policy also has a potential link to by contributing towards reducing some local risks associated with flooding through the promotion of green infrastructure.
- 5.21.6 Across the six natural resource protection objectives, there are three likely or definite moderate beneficial outcomes at a district scale (landscape, green infrastructure and the built environment). Two minor beneficial local outcomes are also likely or possible for biodiversity and pollution.
- 5.21.7 Not surprisingly it is under the theme of sustainable communities that the three major beneficial outcomes result. These are supported by two moderate positive outcomes for crime and public safety.

**Managing Uncertainty**

- 5.21.8 As can be seen from the table above, ten of the fourteen positive scores were considered to be likely or definite outcomes. Those where the effects were viewed as being a potential outcome were in relation to their effects upon prosperity, access to jobs and abating the losses from flooding and pollution all of which affect the determinants of health.

**Mitigation and Enhancement**

- 5.21.9 As this is a new policy not previously presented within the Emerging Core Strategy, no mitigation and enhancement measures were previously identified. Several mitigation and enhancement measures have been identified for two of the four sustainability themes.

## **Climate Change and Energy**

- 5.21.10 As there is a strong link between climate change and public health, the Council could seek to draw together these themes with measures promoting the provision of shade and cooling areas within the scheme designs.

## **Natural Resources Protection and Environmental Enhancement**

- 5.21.11 While the justification for the policy recognises the links between pollution and community engagement/ social isolation, the policy as proposed relies upon those proposing development to demonstrate that adverse effects would be addressed or mitigated.
- 5.21.12 It is suggested that preamble to the policy would benefit from making it clear to developers may need to address links between high noise levels and stress as well as the effects of odour and air quality upon public health.
- 5.21.13 As a wider observation, the Council may wish to consider whether the application of the policy should be restricted to major development proposals rather than all development proposals.
- 5.21.14 Links with the requirement for Sustainability Reporting could be considered with a requirement for the scope of such reports to be agreed with the Council in discussion with the Director of Public Health and the Health and Well-Being Board when the scale of the proposal merits such discussions.

## **Alternatives**

- 5.21.15 Consideration was given by the Council to including health and well being as a cross- cutting issue to be addressed within each relevant policy area of the Local Plan. However, as many specific health and well being issues are multi-faceted and can be tackled by a range of policy areas, it was considered that the inclusion of health and well being in each policy area would be somewhat repetitive and result in policy overlaps.
- 5.21.16 In order to ensure that the important links between spatial planning and health were not lost within other policy areas, it was decided that health and well being should be included as a specific policy area of the Local Plan.

## 5.22 Appraisal of Policy 19: Range and Quality of Local Services<sup>214</sup>

### Introduction

- 5.22.1 The proposed policy on local services is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. Justification for the policy is presented in the draft Local Plan. The specific policy commitments are highlighted below.

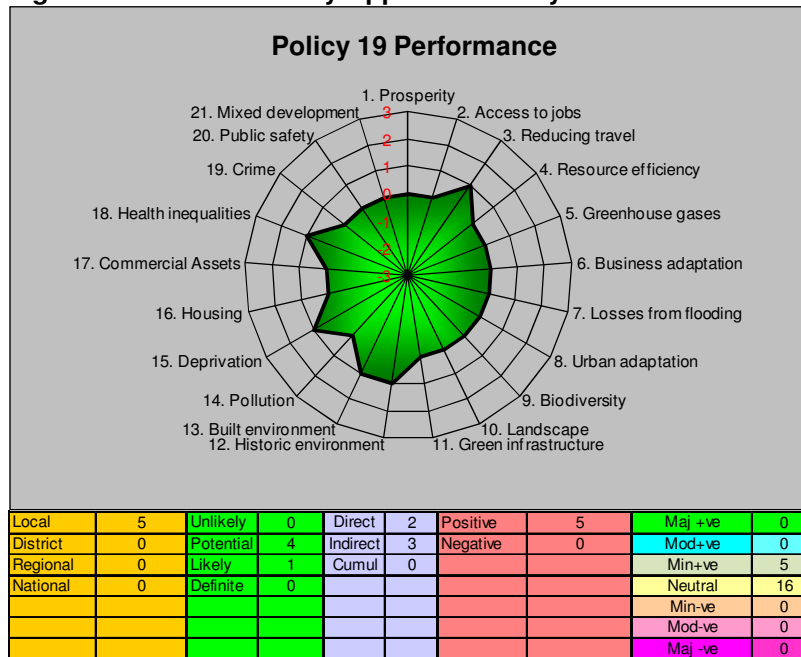
Policy P19 – Range and Quality of Local Services
<p><u>Local Centres, including:</u> Knowle, Dorridge, Castle Bromwich, Marston Green, Balsall Common</p> <p>Hobs Moat, Kingshurst, Aran Way, Craig Croft, Dickens Heath, Hatchford brook, Shelly Farm, Meriden, Olton.</p> <p><u>Parades and Local Shops</u></p> <p><u>Local centres</u> 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.</p> <p>The scale and nature of <b>new development should reflect the centre’s role and function in serving local needs, the opportunity to reduce the need to travel or the need to sustain the economic viability and vitality of the centre.</b></p> <p>Appropriate development could include retail, leisure, community and other facilities.</p> <p><b>All new development will need to be sensitive to local character and enhance the public realm.</b></p> <p><u>Parades and local shops</u> Local retail parades and local shops providing for day to day needs, including those serving villages, will be sustained. Proposals for change of use or new development will be granted planning permission where this role would not be prejudiced.</p> <p><b>All new development will need to be sensitive to local character and enhance the public realm.</b></p>

### Forecast Effects

- 5.22.2 This policy has a limited impact upon the sustainability objectives with 5 minor positive effects. The remainder of the outcomes are considered to be neutral (see Figure 5.19).
- 5.22.3 Not surprisingly the policy has a distinct local focus to its minor beneficial outcomes. The policy has the potential to contribute towards reducing the need to travel through the retention of local shops and services, although it has no implications for climate change and energy.
- 5.22.4 In terms of the natural resource protection theme the policy is likely to have a direct minor positive effect upon the built environment given the requirement for development to be sensitive to local character and enhance the public realm. However the outcome for the historic environment is envisaged to deliver a potentially minor beneficial outcome as development is to be sensitive to local character.
- 5.22.5 Only two objectives within the sustainable communities theme deliver indirect minor beneficial outcomes for deprivation and health inequalities, both a function of the policy’s intention to sustain local shops and services which potentially provide health benefits to the elderly and those with disabilities.

<sup>214</sup> Formerly Emerging Core Strategy Policy 10.

Figure 5.19: Sustainability Appraisal: Policy 19



### Managing Uncertainty

5.22.6 Of the 5 effects upon the sustainability framework from this policy only one is likely to result in a positive effect, while four have the potential to deliver a minor beneficial outcome.

### Mitigation and Enhancement

5.22.7 The appraisal of the Emerging Core Strategy identified mitigation and enhancement measures under the sustainable communities theme. These are presented below in Table 5.59 along with the response to the proposal from the Borough Council.

Table 5.59: Sustainable Communities

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consideration could be given to identifying locations where community severance (transverse, longitudinal and temporal) occurs to develop solutions to enhance accessibility to local services for all members of community regardless of the time of day or season.</li> </ul>	<ul style="list-style-type: none"> <li>No longer relevant to this policy as revised.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Consider restrictions on the provision of fast food takeaways to provide public health benefits.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 18 provides for restrictions on hot food outlets.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Promote local and independent retailing by the provision of a range of smaller units and by new development needing to provide for a range of unit sizes.</li> </ul>	<ul style="list-style-type: none"> <li>No longer relevant to this revised policy.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

## Alternatives

- 5.22.8 The Council considered whether Knowle should be included in the Local Plan as a district centre because of the broad range of services that it provides. Whilst it is an important centre for the rural part of Solihull, it was considered that its function was more focussed towards day to day needs. Furthermore, the evidence base to the Local Plan does not suggest that the centre has capacity for significant retail or employment development. Much of the centre is in a conservation area and there are some important listed buildings. The character of the centre is therefore quite sensitive. For these reasons it was considered that it should be included as a local centre where development will be expected to reflect local role and function and significant new retail development is not anticipated.
- 5.22.9 The Council considered whether a more restrictive policy could be used to resist loss of shops and services in local centres, particularly in rural areas. It was considered that this would be difficult to enforce in practice because the issue is often lack of commercial viability. Also, the use classes order enables considerable freedoms to change between one type of shop and another. The suggested policy aims to sustain valued services and facilities through granting consent to suitable alternatives and encourages modernisation in a sustainable way rather than by blunt resistance to change that will probably not succeed.



## 5.23 Appraisal of Policy 20: Provision of Open Space, Children’s Play, Sport, Recreation and Leisure<sup>215</sup>

### Introduction

5.23.1 The proposed policy on open space and recreation is examined in this section against the sustainability objectives. The aim of the appraisal is to establish the policy’s sustainability performance and identify any potential improvements to strengthen its sustainability credentials. At the end of this section, a brief summary of the alternatives considered for this policy is presented.

#### **Policy P20 – Provision for Open Space, Children’s play, Sport, Recreation and Leisure**

##### Existing public open space, sports and recreational facilities

The Council recognises the importance and multi-functional benefits of public open space, sports and recreational facilities within the Borough and will **support the enhancement of existing facilities and open space. Loss of existing facilities through development will not be permitted where they are of value by to the local community for recreation, visual amenity, nature conservation or make an important contribution to the quality of the environment or network of green infrastructure, unless:**

- **it can be demonstrated that the open space or buildings are clearly surplus to requirements, or**
- **the need or benefits of the development clearly outweigh the loss.**

**In such circumstances, the Council will require appropriate compensatory measures for the loss.**

The Council supports the principle of designating land as Local Green Space. Where designation would be appropriate, necessary and where the open space meets the criteria outlined in national guidance, the Council will support designation of Local Green Spaces in neighbourhood plans.

##### Provision of new public open space, sports and recreational facilities

**The Council will require provision for and maintenance of appropriate open space, sports and recreational facilities as an integral part of new development. This should address identified shortfalls in local provision, outlined in adopted Council strategies and provide for the resultant increase in population from the development.** Provision should accord with the local standards and priorities for action outlined in the adopted Green Spaces Strategy (2006) and future revisions, the forthcoming Indoor Sports Facilities Strategy and Green Infrastructure Strategy. **Where the minimum standard for children’s play and youth facilities is already met, developments will be expected to give more generous provision.**

**To ensure a high quality living environment for the occupiers of all new residential development, including supported housing schemes for the elderly and those with disabilities, provision should be made for informal amenity space, in accordance with Policy 15 - Design. Proposals for family housing will be expected to provide opportunities for safe children’s play in accordance with the Design for Play and the Free Play Network’s 10 Design Principles.**

**To promote healthy lifestyles in the workplace, major commercial development proposals, (over 1ha or 1,000 sq.m) will also be required to provide new open space and/or contribute to enhancement of the green infrastructure network, in accordance with Policy 15 – Design and Policy 10 – Natural Environment.**

##### Provision of new indoor sports and leisure facilities

The Council will support proposals for new or improved sports and leisure facilities providing that the development:

- **Addresses any shortfall in provision outlined in the forthcoming Indoor Sports and Recreation Facilities Strategy or the adopted Green Spaces Strategy (2006).**
- **Reflects the ‘town centre first’ principle outlined in national guidance and is of a scale and size appropriate to the hierarchy of Town Centres as defined in Policies 2 - Town Centre, 1 - Economic Success and 19 - Local Services.**

<sup>215</sup> Formerly Emerging Core Strategy Policy 11.

- **Is situated within an accessible location as defined in Policy 7 – Accessibility, where the development is easily accessible to the local community and is well served, or is capable of being well served, by public transport, walking and cycling.**
- **Accords with other Green Belt and Amenity policies in the Plan.**

Subject the above the criteria, the Council will **support proposals for shared sports facilities at educational centres, where the facility also serves the local area.**

Waterways

**The Council will support proposals that encourage greater recreational use and enhancement of the river and canal network providing that the development safeguards the historic and natural environment and purpose of the Green Belt, in accordance with Policies 10 – Natural Environment, 16 – Heritage Assets and Local Distinctiveness and 17 – Countryside and Green Belt.**

**Forecast Effects**

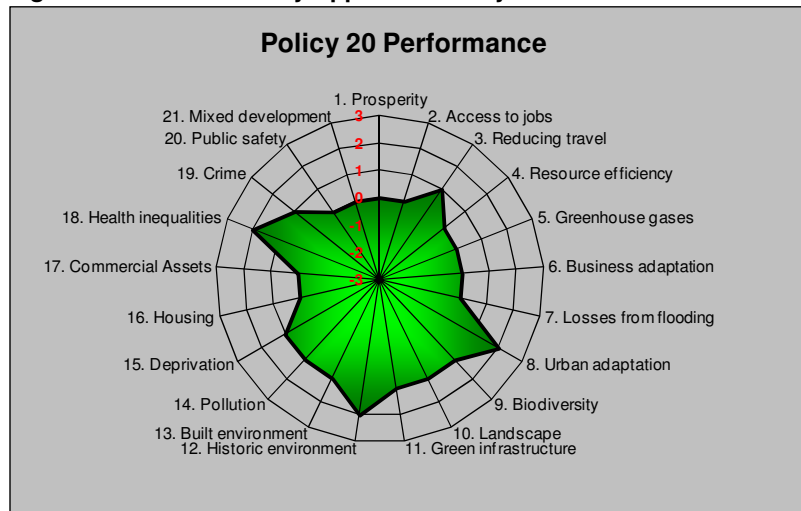
5.23.2 This policy is based upon policy 11 from the Emerging Core Strategy and performs in a similar positive manner giving rise to 2 moderate beneficial effects with a further 8 minor beneficial effects. A total of 10 outcomes against the sustainability framework are neutral.

5.23.3 The 9 of the 11 effects are considered to be of a local scale with 6 being an indirect consequence of the policy.

**Managing Uncertainty**

5.23.4 Of the 11 recorded beneficial effects all 5 were regarded as having the potential to occur with six being likely to occur or definite outcomes. This represents an improved level of certainty over the earlier draft of the policy.

**Figure 5.20: Sustainability Appraisal: Policy 20**



SA Objective	Likely Significant Effects	Rationale
6. Urban adaptation	<b>Mod+ve</b>	Protection and enhancement of open space has a role in mitigating the urban heat island effect.
12. Historic environment	<b>Mod+ve</b>	Seeks to 'encourage greater recreational use of and enhancement of the canal network, whilst safeguarding its heritage'

Local	9	Unlikely	0	Direct	4	Positive	11	Maj +ve	0
District	2	Potential	5	Indirect	6	Negative	0	Mod+ve	2
Regional	0	Likely	5	Cumul	1			Min+ve	9
National	0	Definite	1					Neutral	10
								Min-ve	0
								Mod-ve	0
								Maj -ve	0

## Mitigation and Enhancement

5.23.5 Mitigation and enhancement measures were identified under all four sustainability themes in the appraisal of the Emerging Core Strategy. These are presented below together with the response from the Council. There are no additional measures proposed for the mitigation or enhancement of this policy.

**Table 5.60: Sustainable Consumption and Production**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>The provision of adequate private garden land for family housing could be at the expense of community allotments or public open space or additional affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>The policy no longer refers to private gardens but requires all residential development to include informal amenity space and, in particular, family housing to provide opportunities for safe children’s play, which gives flexibility in the type of amenity space provided. Provision of new open space should accord with the priorities for action outlined in the Green Spaces Strategy.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>In determining that existing public open space is surplus to requirements, the Council ought to take into account future rather than existing needs to reflect the changing nature of the local community and future development activity.</li> </ul>	<ul style="list-style-type: none"> <li>Any loss must be clearly surplus to requirements.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

**Table 5.61: Climate Change and Energy**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider high energy conservation and renewable energy standards for indoor recreational facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Proposals for indoor sports facilities would need to accord with Policies 9 – Climate Change and 15 – Design which require development to have the highest possible environmental performance.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>
<ul style="list-style-type: none"> <li>Reference the need to protect and enhance open spaces within the most built up parts of the Borough to provide mitigation against the urban heat island effect.<sup>11</sup></li> </ul>	<ul style="list-style-type: none"> <li>Policy provides protection where the site makes an important contribution to the quality of the environment or network of green infrastructure. Heat island effects can be considered as part of the contribution to the quality of the environment.</li> </ul>	<ul style="list-style-type: none"> <li><b>None.</b></li> </ul>

**Table 5.62: Natural Resource Protection and Environmental Enhancement**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider the consequences of increased recreational activity and local biodiversity interests through the provision of appropriate design and planting strategies.</li> </ul>	<ul style="list-style-type: none"> <li>To be addressed at the project proposal scale.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>The policy could reference the role of open space in framing and defining local character and distinctiveness.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 16 – Heritage Assets identifies key characteristics of the natural environment which make a significant contribution to local character and distinctiveness.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

**Table 5.63: Sustainable Communities**

Mitigation/Enhancement Proposal	Response	Additional Proposals
<ul style="list-style-type: none"> <li>Consider the layout and the number of houses served by access roads for new housing areas so as to maximise the opportunity for safe play areas adjacent to housing for parental supervision.</li> </ul>	<ul style="list-style-type: none"> <li>Site layout is a matter for individual planning consents, however safe play provision is included in the policy.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Make reference to the particular issues surrounding open space provision (and possibly also access to the countryside) associated with the North Solihull Regeneration Area.</li> </ul>	<ul style="list-style-type: none"> <li>See Monitoring Framework. Policy 20 will continue to monitor the change in value of open space in North Solihull Regeneration Area to ensure the programme remains on track to deliver an improvement.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>
<ul style="list-style-type: none"> <li>Promote the adoption of green gyms in communities experiencing high levels of health inequalities.</li> </ul>	<ul style="list-style-type: none"> <li>Policy 20 supports the general enhancement of existing open space, which could include the use of green gyms.</li> </ul>	<ul style="list-style-type: none"> <li>None.</li> </ul>

## Alternatives

- 5.23.6 Policy 20 – Open Space could have been combined with Policy 10 – Natural Environment, however, it was considered that as the policies have different and sometimes competing objectives, it was better to keep the policies separate. There was also concern that the policy could have become too long and unwieldy.
- 5.23.7 Consideration was given to whether the plan should include a separate policy on Green Infrastructure, however, given the strategic nature of Green Infrastructure, it was considered to be more appropriate in the Spatial Strategy of the Plan.

## 5.24 Policy Performance

### Introduction

5.24.1 This section considers how the various policies interact across the entire range of sustainability objectives. Appendix G provides copies of the appraisal tables generated for each of the draft policies.

### Sustainability Objectives v Draft Local Plan Policies

5.24.2 In considering how the emerging policies perform across the sustainability objectives (see Table 5.64) it is evident that there is a strong beneficial performance against the following sustainability objectives (in order of performance):

- **Deprivation:** The strong performance against the deprivation objective is interesting as given that it is supported by 14 policies, only 6 are considered to be likely or definite in the delivery of the outcome forecast. Across a total of policies the delivery of a beneficial outcome was considered a potential outcome.
- **Built environment:** This objective is supported by 14 policies with 10 considered to be likely or definite in the delivery of the forecast outcome. Of the remaining four, one was considered unlikely to be achieved and three were recognised as have the potential to be delivered.
- **Prosperity:** A total of 13 policies provided support to this objective with nine having the potential to deliver the forecast outcome and four being likely to achieve the outcome.
- **Commercial assets:** Seven policies provided contributions towards this sustainability objective. Two were considered to be likely to achieve the forecast outcome with five having the potential to deliver the outcome.
- **Health inequalities:** While this objective is supported by 12 policies, there is only one that is envisaged to definitely provide the forecast outcome. In eight cases, a potential to deliver the outcome was identified leaving three where the beneficial outcome was considered to be likely.
- **Reducing the need to travel:** Thirteen policies provided support to this objective with nine having the potential to deliver the forecast outcome and four being likely to deliver the forecast outcome.
- **Resource efficiency:** For this objective a total of 12 policies provided some level of support. One policy was considered to give rise to a definite outcome, while four were likely to deliver the forecast outcome. A further 6 had the potential to deliver against the objective with one being considered to be unlikely to deliver.

5.24.3 In contrast the policies perform least well against the following sustainability objectives in reverse order of performance (i.e. business adaptation performs the least well):

- **Business adaptation to climate change:** There was only one policy that was considered to interact with this objective and there it was considered that the forecast outcome was unlikely.
- **Crime:** Nine policies provided some support to this objective however three were considered likely to deliver the anticipated outcome, three had the potential to do so and a further three were unlikely to deliver the outcome.
- **Mixed development:** Five policies provided an interaction with this objective, one of which was considered to definitely deliver and one likely to deliver against the objective. The remaining three were considered to have the potential to deliver the objective.
- **Greenhouse gases:** A total of 12 policies provided support to the greenhouse gases objective with two definitely delivering the forecast outcome and one being likely to deliver against the objective. Of the remaining nine interactions, two policies were considered unlikely to deliver against the objective leaving 7 where there is the potential to deliver against the objective.
- **Public safety:** Of the 11 policies that provide an interaction with public safety, three are unlikely to deliver and three policies have the potential to deliver against the objective. A further four were likely to deliver the anticipated outcome and one where a definite contribution was expected.

- **Biodiversity:** For this objective a total of 14 policies are considered to provide a level of interaction with the majority (10) having the potential to deliver and the remaining four being likely to achieve the forecast outcome.
- **Housing:** Of the 11 policies that provide support to the housing objective, four are considered to provide a definite outcome with a further two being likely to deliver the outcome. Of the remaining, one is unlikely to deliver and four have the potential to deliver against the objective.

5.24.4 In terms of the sustainability themes, policy interactions with the sustainability objectives are the greatest for the natural resource (73) and sustainable communities themes (69). In contrast there are 32 interactions for the climate change and energy theme and for sustainable production.

5.24.5 In considering the possibility of the delivery of likely or definite outcomes, the climate change and energy theme performs least well with 8 interactions, whereas there are 34 for natural resources and 27 for sustainable communities. Furthermore, there are 11 of the 27 unlikely interactions where the policies are considered to be unlikely to support the climate change and energy sustainability theme.

5.24.6 In part this is an academic review since what is important is that each policy is effective in the delivery of the plan objectives and seeks to perform well against the sustainability objectives. Nevertheless, from the appraisal it is clear that opportunities exist to enhance the performance of the policies across most sustainability objectives.

## Draft Local Plan Policies v Sustainability Objectives

5.24.7 In taking an overview of how the policies perform across the array of the sustainability objectives, it is evidence that the following provide good coverage of the sustainability themes:

- **Policy 18 – Health and well being:** This policy provides strong support across a wide range of sustainability objectives reflecting the many ways in which the influence of the plan upon employment, housing and the environment influences public health. This policy delivers moderate beneficial outcomes with no adverse effects with 10 of the 14 interactions being considered likely or definite to deliver the forecast outcome.
- **Policy 15 – Securing design quality:** The delivery of design quality is assessed as providing beneficial outcomes across 16 of the 21 sustainability objectives with two minor negative outcomes for prosperity and housing reflecting a tension between design standards and viability performance for the development. The policy is also strong in that 12 of the 18 interactions are considered to be likely with one being definite and the remaining five having the potential to deliver the forecast outcome.
- **Policy 9 – Climate change:** As expected this policy performs well on those issues directly related to climate change, but adversely where potential effects on the viability of housing projects arise. Also given its focus there are 10 of the 21 sustainability objectives where the policy has no interaction. Although there are three major beneficial outcomes that are anticipated, most of the others are minor beneficial. This lessened performance is reflected in the uncertainty of outcomes that are forecast. Only five of the 12 interactions are either likely or definite to occur, leaving six where the potential outcome is anticipated and one where the outcome was considered unlikely.

5.24.8 The following policies are judged to deliver the lowest performance across the sustainability objectives:

- **Policy 1 – Support economic success:** This policy delivers three major beneficial outcomes but also gives rise to a range of adverse outcomes primarily associated with travel, greenhouse gases, and the sustainability objectives within the natural resource protection and environment theme. In considering the performance of the policy in terms of the possibility of the outcomes being delivered, six outcomes were considered to be unlikely, seven were potential and six were either likely or definite outcomes.
- **Policy 5 – Provision of land for housing:** While one major beneficial outcome is anticipated, this policy delivers across nine sustainability objectives with most of the other outcomes being either minor positive (5) or minor negative (2). Only three of the 17 links with the sustainability objectives are likely to deliver the anticipated outcome with a further six having the potential to deliver the outcome with the remaining eight being unlikely to achieve the anticipated outcome. Consequently the policy performs weakly in terms of its sustainability performance.

- **Policy 10 – Natural environment:** This policy provides five minor beneficial outcomes within the natural resource protection theme without any additional benefits for the other sustainability themes. A review of the probability of the outcomes being delivered revealed that one of the five was likely to be achieved with the other four having the potential to be achieved.
- **Policy 19 – Ensure a range of quality local services:** Five possible interactions with the sustainability objectives result from this policy all being minor positive although all except one has a potential to be delivered with one outcome being likely to arise.

## Inter-relationships (Cumulative & Synergistic Impacts)

- 5.24.9 This above approach to the appraisal of the policies examines each policy individually to explore their strengths, weaknesses as well as their potential to deliver the against the sustainability objectives. In reality planning policies are frequently applied together acting upon the development proposal as necessary.
- 5.24.10 An enhanced test of the sustainability of the Draft Local Plan requires an overview of the possible collective performance of the policies. This collective performance can partly be judged by the overall likelihood of the policies delivering against the sustainability objectives.
- 5.24.11 An examination of the likelihood of delivering against the sustainability objectives reveals that approximately 9% of the interactions between the sustainability objectives and draft policies were anticipated to be certain in the delivery of the objective. A further 29% were likely to deliver with 51% having potential to deliver the forecast outcomes. Consequently 11% of the interactions were viewed as being unlikely to contribute to the sustainability objectives.
- 5.24.12 Much of the uncertainty is a reflection of the flexibility afforded in the policies during the process of considering development proposals. On one hand, such flexibility can be seen to create uncertainty for developers, while on the other it enables the policies to be applied in a pragmatic manner to suit local circumstances. Nevertheless, as less than 40% of the policy interactions with the sustainability objectives are likely or are certain to deliver the forecast outcomes, the policy framework appears to be less robust than might otherwise be the case.
- 5.24.13 The following topics emerge from the analysis:
- M42 economic gateway sites;
  - Supporting Employment Opportunities for North Solihull;
  - Greenbelt;
  - Housing provision;
  - Transport and accessibility;
  - Climate change;
  - Health and well-being;
  - Local distinctiveness;
  - Public safety and crime;
  - Natural environment.

### M42 Economic Gateway Sites

- 5.24.14 Planning decisions affecting the regional employment sites in the M42 Economic Gateway are guided by Policy 1 - Support economic success. There is however a need to “have regard to” the other Draft Local Plan policies. This weakens case for the application of other policies in these development decisions.
- 5.24.15 As a result of policy 1, development proposals by major businesses in such prominent and sought after locations are not being asked to deliver exemplar of sustainable development. It could be expected that such development delivered high standards of sustainable construction; a high quality public realm enhancing local distinctiveness while also contributing towards the Local Plan objective of reducing inequalities through their procurement, employment and training programmes that could be targeted at assisting in the regeneration of North Solihull.



## Supporting Employment Opportunities for North Solihull

- 5.24.16 Development within the M42 economic gateway is envisaged to generate funds for the Borough Council which could be used in a progressive manner to encourage business activities, training, education, transport, housing and other public health measures to enhance the abilities of communities in the regeneration areas to access employment opportunities. Unfortunately the Draft Local Plan does not set out a clear vision on how inequalities are to be addressed beyond encouraging the retention of small and medium sized enterprises across the Borough. Indeed, it might be argued that development in the M42 economic gateway would attract the businesses offering employment opportunities that the regeneration community may not be best equipped to exploit.

### Green Belt

- 5.24.17 The policies enable the release of Green Belt land where significant employment opportunities are being created. For example, policy 1 states that “The reasonable expansion of the site into the Green Belt will be given positive consideration where economic need can be demonstrated and appropriate mitigation can be secured”. While Policy 17 states that “The reasonable expansion of established businesses in the Green Belt, will be allowed where the proposal would make a significant contribution to the local economy or employment.”
- 5.24.18 Policy 17 would appear to permit expansion (it is not clear what reasonable expansion means or how it is defined) by any business into the Green Belt regardless of where they are currently located. While the test of making a “significant contribution to the local economy or employment” would benefit from some further definition.
- 5.24.19 It is not clear how the loss of Green Belt can be mitigated or that the returns for the residents of the Borough especially those experiencing inequalities are clearly evident. Given the high levels of accessibility afforded by the motorway and rail network, many of the benefits could accrue to non-Solihull residents.
- 5.24.20 Housing allocations are also permitted to take land from the Green Belt in accordance with policy 4. In this case, such proposals are first to have been considered through a Parish or Neighbourhood Plan and there is to be evidence that people with a local connection have a housing need. Also, this need must not be able to be met through affordable housing provision on an allocated housing site. Finally, the proposed development is to be supported by the Parish Council or Neighbourhood Group.

### Housing Provision

- 5.24.21 The provision of affordable housing is a key issue as there are some 11,745 people on the housing waiting list as of April 2010<sup>216</sup>. Also, forecasts suggest that between the years 2008 to 2033 some 2,000 households between the ages 65-74 and 5,000 aged above 85+ will create new needs for adapted housing<sup>217</sup>.
- 5.24.22 Should the delivery of affordable housing not be met then this could well have adverse consequences upon labour mobility as well as contributing toward health inequalities as people remain in unsuitable housing conditions.
- 5.24.23 In terms of meeting the housing needs of the elderly, a failure to deliver the requisite number and designs could result in elderly people remaining within unsuitable housing increasing the risk of accidents. Further, it may lead to constraints on housing availability for younger members of the community.
- 5.24.24 Failure to deliver the specialist housing for the older age groups could lead not only to use of unsuitable properties but also to the use of expensive hospital beds where respite care and hospice care is not available.
- 5.24.25 While provision of new housing may create capacity to enable refurbishment/demolition of Radburn housing areas, this is not evident from the policy. Nor is it evident that new housing is to be designed to improve public safety via the development briefs, but this is not evident from the policy.

<sup>216</sup> Communities and Local Government, 2011: Live Tables – Table 600 Rents, lettings and tenancies  
<http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/locallevelstatistics/livetables/>

<sup>217</sup> Communities and Local Government, 2011: Live Tables – Table 414 Household Projections by Age and District.  
<http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/locallevelstatistics/227222/>

- 5.24.26 While there remains a focus on allocating housing within urban areas that potentially reduces the need to travel, the third phase places an emphasis upon rural provision and is likely to increase travel needs. This suggests that rural areas are likely to experience change with 1,235 dwellings being allocated.
- 5.24.27 With a quarter of the new housing being in the rural areas, there is a potential that both biodiversity and landscape objectives would be adversely affected. No provision is made in the policy to contribute towards green infrastructure or to consider the historic environment although these objectives may be delivered via the site development briefs.
- 5.24.28 The policy states that new housing is to contribute towards maintaining local character and distinctiveness, whereas housing on unidentified sites is to contribute towards "*enhancing local character and distinctiveness*".

### **Transport and Accessibility**

- 5.24.29 While there are two policies focusing upon transport, Policy 2 provides for the provision of additional public parking where there is insufficient public parking already available.
- 5.24.30 Policy 8 requires that all development proposals should have "*regard to*" transport efficiency and improved highway safety for all users. However this sets up a potential conflict with the requirement upon all developments to promote and encourage sustainable transport modes. With a predict and provide approach to car parking provision and the requirement to have "*regard to*" transport efficiency and highway safety, there is a chance that increased traffic flows could be experienced in the town centres. As a consequence the policy may increase the concerns of pedestrians and cyclists and cause delays to public transport users thereby impeding the second part of the policy.

### **Climate Change**

- 5.24.31 While Policy 9 is devoted to addressing climate change, the development activity generated as a result of Policy 1 is only to "*have regard*" to the climate change requirements. A further difficulty arises in relation to housing and the need to deliver affordable housing since reducing greenhouse gas emissions and enhancing resilience to climate change may well come at a higher cost to the developer if not the local community.
- 5.24.32 There is a delicate balance needed between addressing the immediate affordable housing needs and that of addressing climate change. However with an increasing number of people experiencing fuel poverty (a state that is unlikely to decline), enhanced energy efficiency will deliver benefits by helping to reduce health inequalities particularly for an increasingly elderly population.
- 5.24.33 The policy framework weakly considers adaptation to climate change dealing with flood risk and sustainable urban drainage. There are no measures that help to promote business adaptation thereby helping to deliver sustainable economic development. Enhancing the public realm in terms of adaptation to high winds and temperatures and provision of green infrastructure provide opportunities for improvement. With an increasingly elderly population, their needs for urban adaptation can be delivered by cooling vegetation and the provision of rest areas.
- 5.24.34 The climate change policy promotes the development and provision for heat and energy networks. It also makes provision for development to pay for a wide variety of other measures to reduce emissions or address the impacts of climate change across the Borough (these are termed Allowable Solutions). With this provision coming into force by 2016, a strategy defining the possible measures will be needed soon if the implications on project viability are not to constrain development processes.
- 5.24.35 Much of the extent to which this policy is effective is dependent upon keeping the proposed Sustainable Design and Construction Supplementary Planning Guidance up to date reflecting the rapidly changing technologies in this area. Effectiveness is also dependent upon the manner in which site development briefs embrace the concept of designing in energy efficiency, reduced emissions and adaptation measures.

### **Health and Well-being**

- 5.24.36 A specific policy has been introduced to promote health and well-being that gives important recognition to the manner in which housing makes a contribution towards public health.

- 5.24.37 The policy also addresses part of the link between food and health in those areas with a high concentration of hot food take-ways to be resisted. However, the policy does not go further and limit such uses in close proximity to schools and public parks.
- 5.24.38 While the policy recognises links between pollution and community engagement/social isolation, the policy as proposed relies upon those proposing development to demonstrate that adverse effects would be addressed or mitigated.
- 5.24.39 The main approach to improving health and well-being is through the provision of employment opportunities for the communities experiencing health inequalities. Hence this suggests a targeted approach that strongly links with the wider regeneration agenda, although this is not evident from the Draft Local Plan.
- 5.24.40 The next most important approach is that of ensuring good quality housing appropriate to the life-stages and needs of the individuals and in this regard the housing policy together with the health policy should deliver benefits.
- 5.24.41 Addressing the risks associated with road accidents, crime and safety can be seen as the next theme to address health inequalities and here, the policies on transport provide mixed outcomes for the health agenda.
- 5.24.42 Altering the behavioural aspects is another aspect where spatial planning can enhance health outcomes and the policy partly addresses this by a capacity approach to the number of fast food outlets. In contrast, other authorities have taken an approach of precluding the location of new fast food outlets in close proximity to schools.
- 5.24.43 A final health opportunity relates to the design of the public realm to cater for an increasingly elderly population and the effects of climate change.

#### **Local Distinctiveness**

- 5.24.44 The Draft Local Plan provides several policies where the objective is to protect and enhance local character and distinctiveness (policies 5, 10, 15, 16 and 20). This should help promote a local sense of identity. Indeed, policy 16 emphasises the importance of creating a sense of place. This opportunity could have links to public health and the needs of the elderly where increasing dementia sufferers might be aided by the creation of distinct identities that assist with their orientation.

#### **Public Safety and Crime**

- 5.24.45 There are a total of 9 and 11 policies that provide some links with crime and safety respectively although in three policies these are unlikely to deliver outcomes. While policies 7, 8, 15 and 18 (accessibility, travel, design quality and health) provide opportunities to address public safety and crime, policies 2, 3 and 4 that deal with development proposals miss the opportunity to promote measures although the site development briefs is a means by which this could be addressed.

#### **Natural Environment**

- 5.24.46 The policies provide some protection to natural resource and environment sustainability theme with well over half of the 20 policies having some links with the sustainability objectives. However most of the links result in minor beneficial outcomes. Opportunities to provide a strategic landscape scale approach to biodiversity mitigation, allowable solutions, green infrastructure and public health could be explored, potentially via a supplementary planning document.

**Table 5.64: Sustainability Objectives v Draft Local Plan Policies**

	Policy 1	Policy 2	Policy 3	Policy 4	Policy 5	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 14	Policy 15	Policy 16	Policy 17	Policy 18	Policy 19	Policy 20
1. Prosperity	Major Beneficial																			
2. Access to jobs	Major Beneficial																			
3. Reducing travel	Major Beneficial																			
4. Resource efficiency	Major Beneficial																			
5. Greenhouse gases	Major Beneficial																			
6. Business adaptation	Major Beneficial																			
7. Losses from flooding	Major Beneficial																			
8. Urban adaptation	Major Beneficial																			
9. Biodiversity	Major Beneficial																			
10. Landscape	Major Beneficial																			
11. Green infrastructure	Major Beneficial																			
12. Historic environment	Major Beneficial																			
13. Built environment	Major Beneficial																			
14. Pollution	Major Beneficial																			
15. Deprivation	Major Beneficial																			
16. Housing	Major Beneficial																			
17. Commercial Assets	Major Beneficial																			
18. Health inequalities	Major Beneficial																			
19. Crime	Major Beneficial																			
20. Public safety	Major Beneficial																			
21. Mixed development	Major Beneficial																			

Moderate Adverse

Minor Adverse

Neutral

Minor Beneficial

Moderate Beneficial

Major Beneficial

## 6. APPRAISAL OF SPATIAL STRATEGY

### 6.1 Introduction

6.1.1 The objective of this part of the appraisal is to consider whether the strategy of allocating development in the manner proposed in the Draft Local Plan represents the most sustainable manner in which development could be distributed.

### 6.2 B2: Alternatives

6.2.1 Here the consideration of alternatives is not based upon alternatives sites, but upon alternatives to the broad spatial approach proposed in the Emerging Core Strategy (which has resulted in the site allocations) and carry forward into the Draft Local Plan.

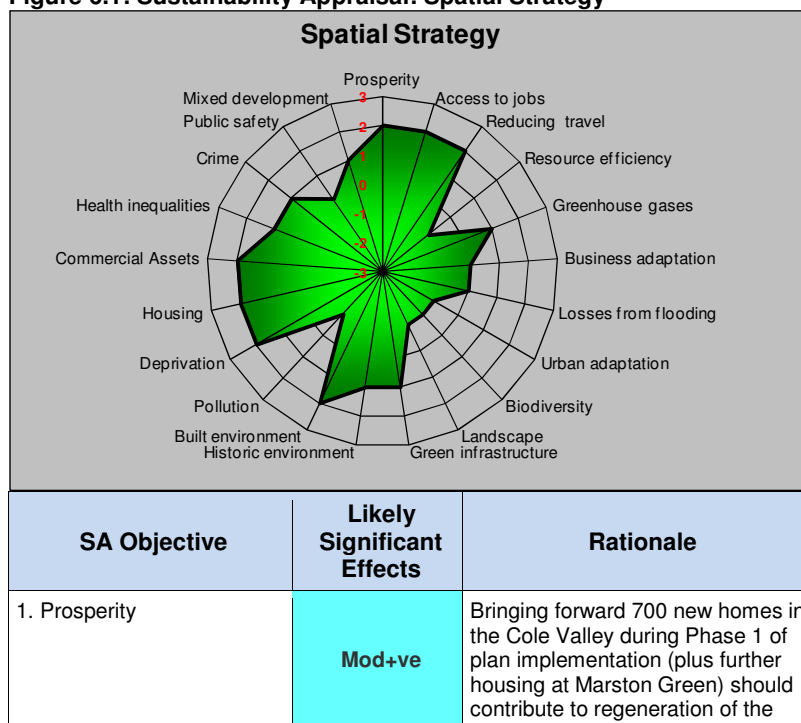
### 6.3 B3/B4: Forecast Effects

6.3.1 From Figure 6.1, it can be seen that the spatial approach to growth has been scored as positive for the majority of sustainability objectives (13 out of 21). Seven are recorded as moderate positive, whilst 6 are recorded as minor positive. Minor negative effects are recorded in terms of 5 sustainability objectives. Neutral effects are recorded for 3 sustainability objectives.

6.3.2 It is not evident that the spatial strategy, as expressed through the sites proposed, contributes as effectively as might be possible to the Draft Local Plan objectives. It is uncertainty whether the spatial strategy contributes towards:

- Closing the inequalities gap;
- Maximising provision of affordable housing;
- Reducing the Borough’s greenhouse gas emissions and promote decentralised energy and heating systems;
- Providing a suitable housing mix;
- Maximising opportunities for walking, cycling and public transport.

**Figure 6.1: Sustainability Appraisal: Spatial Strategy**



SA Objective	Likely Significant Effects	Rationale
		<p>wider area, although there is a degree of uncertainty regarding the precise effect upon the network of local centres.</p> <p>Perhaps more significantly, growth targeted to the NEC/Birmingham Business Park employment cluster should have a dual effect of supporting prosperity at the Borough scale as well as supporting regeneration in North Solihull.</p> <p>Elsewhere in the Borough, growth is targeted to those areas where the effect will be to capitalise on existing strengths. In particular, the approach to increasing the vitality and competitiveness of Solihull and Shirley Town Centres should be beneficial.</p>
2. Access to jobs	<b>Mod+ve</b>	<p>Jobs growth targeted to the vicinity of the NEC / Birmingham Business Park could create opportunities for residents of the North Solihull Regeneration Zone. However, it is important to consider that the nature of employment activities may not be well matched to local aspirations, given levels of skills and educational attainment. It could be that jobs tend to be taken by inward commuters, or those who might choose to move into the area, rather than those currently resident in the Regeneration Zone.</p> <p>Employment growth elsewhere in the Borough should create employment opportunities that are accessible to local people.</p>
3. Reducing travel	<b>Mod+ve</b>	<p>Housing and employment growth is, in general, targeted to areas close to high frequency public transport corridors.</p> <p>Major mixed use development in and around Solihull Town Centre will be supportive of reducing the need to travel, as will support for town / village centre 'vitality' elsewhere.</p> <p>However, it is also noted that employment growth at the NEC/Birmingham Business Park cluster, as well as employment growth to the south of Shirley / Solihull Town Centre, will have excellent access to the motorway network, and so, will facilitate commuting by car.</p>
13. Built environment	<b>Mod+ve</b>	<p>In the Cole Valley, development should lead to improvements to the built environment. Similarly, development should improve the quality of the built environment in Solihull Town Centre (directly) and</p>

SA Objective	Likely Significant Effects	Rationale							
		Shirley and Chelmsley Wood Town Centres (indirectly, through encouraging investment / supporting greater vitality).							
15. Deprivation	<b>Mod+ve</b>	The focus of housing and employment growth (during Phase 1 of plan implementation) in the north of the Borough has the potential to reduce the current north/south imbalance in terms of deprivation. However, housing and employment opportunities may be taken-up by more affluent individuals who choose to move into the area. Consequently, the benefits (in terms of reducing local deprivation) could be reduced. Employment growth in the southern half of the Borough is unlikely to contribute towards regeneration in the north.							
16. Housing		Housing growth allocated to the North Solihull Regeneration Zone, Urban West and the Rural Area should all help to address identified housing needs. It is noted that housing growth in the rural area will be delayed until Phase 3 of plan implementation. The effect of this may be that identified housing needs in the rural area are not addressed in the short term.							
17. Commercial Assets		Housing and employment growth in the vicinity of the NEC / Birmingham Business Park business cluster should help to ensure the continued success of this regionally important economic asset. It is also noted that the spatial strategy seeks to strengthen the image of the Borough through a focus on Solihull Town Centre, as well as an approach that preserves the character of the rural area.							
Local	11	Unlikely	1	Direct	14	Positive	14	Maj +ve	0
District	7	Potential	11	Indirect	5	Negative	5	Mod+ve	7
Regional	1	Likely	6	Cumul	0			Min+ve	6
National	0	Definite	1					Neutral	3
								Min-ve	5
								Mod-ve	0
								Maj -ve	0

6.3.3 The spatial strategy can be seen to help deliver the following emerging Draft Local Plan objectives:

- Reduce the housing waiting list;
- Support the regional economic assets;
- Contribute towards sub-regional sand and gravel supply.



## **6.4 B5: Mitigating and Enhancing Effects**

6.4.1 The proposed mitigation and enhancement measures are as follows:

- Policies could ensure that employment growth at the NEC/Birmingham Business Park cluster leads to increased employment opportunities for existing residents of the North Solihull Regeneration Zone.
- There may be a need to include greater focus within policy on supporting business start-ups within the Regeneration Zone itself.
- As employment sites in the south of the Borough may well create opportunities for non-residents of the Borough and promote commuting by car, a strategy to maximise local benefit should be explored.
- The mix of housing types and tenures brought forward within the regeneration zone should be explored to ensure that local needs are addressed in the short-term.
- Loss of greenspace ought to be compensated for by the provision of high quality green infrastructure, and perhaps also a focus on green roofs.

## 7. APPRAISAL OF SITE ALLOCATIONS

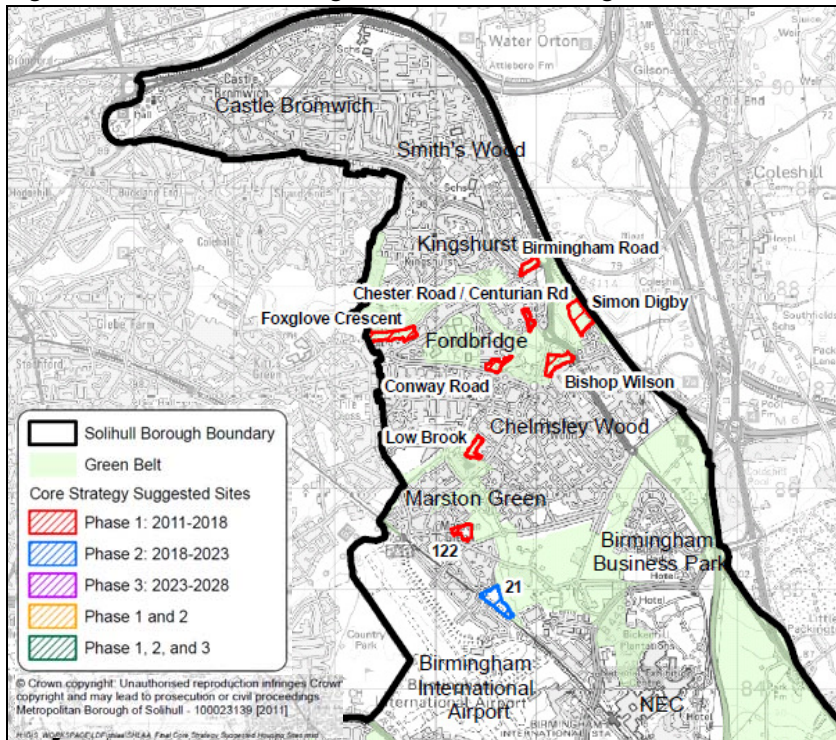
### 7.1 Introduction

- 7.1.1 This section considers the sustainability performance of the site allocations for housing/mixed-use and employment/commercial development. The appraisal commences with the potential housing/mixed use sites before then going on to consider the employment/commercial sites.
- 7.1.2 The candidate sites for housing/mixed-use development have been grouped as follows for the purposes of the appraisal:
- **North Solihull Regeneration Area:** Nine sites in the Cole Valley and in Marston Green (Foxclove Crescent providing about 190 dwellings has been added since the Emerging Core Strategy). There are amended boundaries for a further 6 sites, which were included in the Emerging Core Strategy:
    - Bishop Wilson/Pike Drive, Cole Valley, North Solihull extended to west (part Site 2);  
Conway Road, Cole Valley, North Solihull small extension (part Site 2);
    - Lowbrook, Winchester Drive Chelmsley Wood (Site 1);
    - Birmingham Road, Cole Valley, North Solihull extended to west (part Site 2);
    - Chester Road, Cole Valley, North Solihull extended to north (part Site 2);
    - Chelmsley Lane/Coleshill Road, Marston Green reduced in area (Site 5).
  - **Solihull Town Centre** (one site);
  - **Shirley:** The 'Powergen' site and the 'Solihull Lodge' site; and
  - **South West Rural Housing:** Comprising three sites at:
    - Blythe Valley Park, Monkspath – 500 dwellings;
    - Dickens Heath: Cleobury Lane (185 dwellings) has been added to the two Emerging Core Strategy sites;
    - Cheswick Green Mount Dairy Farm (200 dwellings).
  - **Eastern Rural Housing:** In addition to the Emerging Core Strategy site at Balsall Common, a 45 dwelling site has been added at Kenilworth Road/Windmill Lane and 110 dwelling site on Kenilworth Road. A new site (Meriden Road) has been added at Hampton in Arden offering 110 dwellings). Three sites remain at Dorridge/Knowle.
- 7.1.3 The appraisal examines the sustainability performance of these groups of sites since they have broadly similar characteristics at this level of detail.
- 7.1.4 The 10 potential employment/commercial sites are grouped as follows for the appraisal:
- **NEC/Birmingham Business Park** (four sites, including the proposed Birmingham Airport runway extension);
  - **Shirley** (three sites);
  - **Kenilworth Road** (three minerals sites).
- 7.1.5 In order to present a coherent appraisal each group of sites is dealt with in turn, with overall conclusions on the site allocations then drawn together towards the end of the chapter.

## 7.2 North Solihull Regeneration Area Housing Sites

7.2.1 Nine sites are proposed for the Cole Valley and Marston Green areas as represented on Figure 7.1, below<sup>218</sup>.

**Figure 7.1: North Solihull Regeneration Area Housing Sites**



### Area Profile

7.2.2 There are marked differences between the North Solihull Regeneration Area and the rest of the Borough, in terms of access to employment, income, health, educational attainment, housing tenure/stock and quality of life and access to local facilities. There are also higher levels of crime and consequent fear of crime. The three wards of Chelmsley Wood, Kingshurst and Fordbridge, and Smiths Wood are amongst the most deprived nationally and are subject to a major regeneration initiative. The North Solihull Regeneration Area has high levels of social housing, low average household incomes, low levels of educational attainment and skills and persistently high levels of worklessness/unemployment exacerbated by barriers to employment.

7.2.3 The built environment is of poor quality, characterised by 1960s housing with significant high rise development. Shopping centres are also dated, including the main retail centre, which is being renovated. There is a relatively high quality landscape setting and strong biodiversity along the River Cole and in woodlands, but the area has some poor quality open spaces.

### B2: Alternatives

7.2.4 Here, consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>219</sup> and the Employment Land Assessment<sup>220</sup>. Over 200 sites have been surveyed and appraised and the most suitable and sustainable sites to meet the draft Local Plan strategy are

<sup>218</sup> Note – Marston Green, including sites 21 and 122 are not within the regeneration area

<sup>219</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>220</sup> Solihull MBC (2011). A Local Assessment for Solihull [online] available

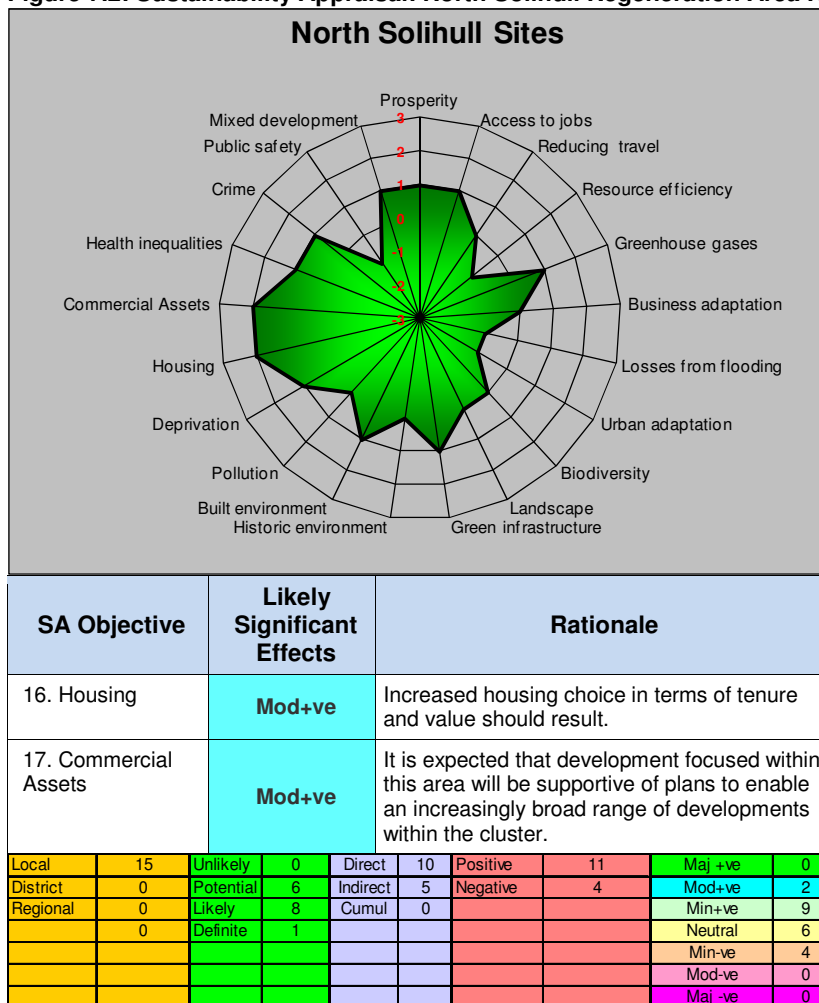
proposed for allocation. Further options for the North Solihull Regeneration Area are severely constrained by the lack of land outside the Green Belt and the River Cole flood plain. An alternative site at Clopton Crescent has been considered unsuitable for housing. There are no alternative options for Marston Green that are outside the Green Belt, or perform better from sustainability considerations.

**B3/B4: Forecast Effects**

7.2.5 Within this area, 955 homes are proposed to be brought forward during Phase 1 (520 within the Cole Valley, 200 at Foxglove Crescent, 75 at Lowbrook Phase II, and 160 in Marston Green).

7.2.6 This element of the strategy for delivering housing performs in a broadly positive manner with 9 of the 21 sustainability objectives reporting a minor positive significance and 2 reporting moderate positive significance. Six objectives report a neutral significance, whilst 4 report a minor negative significance. The minor negative for public safety is due to the proximity of sites to distributor roads. No objectives report a moderate negative significance as illustrated in Figure 7.2.

**Figure 7.2: Sustainability Appraisal: North Solihull Regeneration Area Housing Sites**



7.2.7 The effects arising from the proposed approach are anticipated to be long term (greater than 10 years), and will be felt primarily at a local scale. It is noted that effects will be focused upon the population of the North Solihull Regeneration Area. It is anticipated that effects will be felt by all social groups within this area.

7.2.8 The majority of effects are predicted to be 'direct' and 'likely' (i.e. they are predicted with a good degree of confidence). For example, it is expected that the additional housing may lead to increased use of the green infrastructure resource. Other effects are only 'potential' at this stage. For example, the appraisal

highlights that there is the potential for housing to indirectly benefit the health of the local population (see Appendix H for details).

**B5: Mitigating and Enhancing Effects**

7.2.9 The proposed mitigation and enhancement measures are as follows:

- Ensure that new development in the North Solihull Regeneration Area contribute to improving accessibility to key local services, facilities and employment opportunities in accordance with the North Solihull Strategic Framework Supplementary Planning Guidance (SPG) and the North Solihull Regeneration Area Strategic Transport Framework.
- Ensure that, despite the loss of open space, development does not impede the ability of residents to access to public transport.
- There may be a need to clarify whether housing development at these locations will support achievement of a more coherent network of community hubs.
- Give early consideration to the integration of sustainable drainage systems to ensure that that development does not lead to increased surface water runoff and hence flood risk.

**B6: Monitoring Proposals**

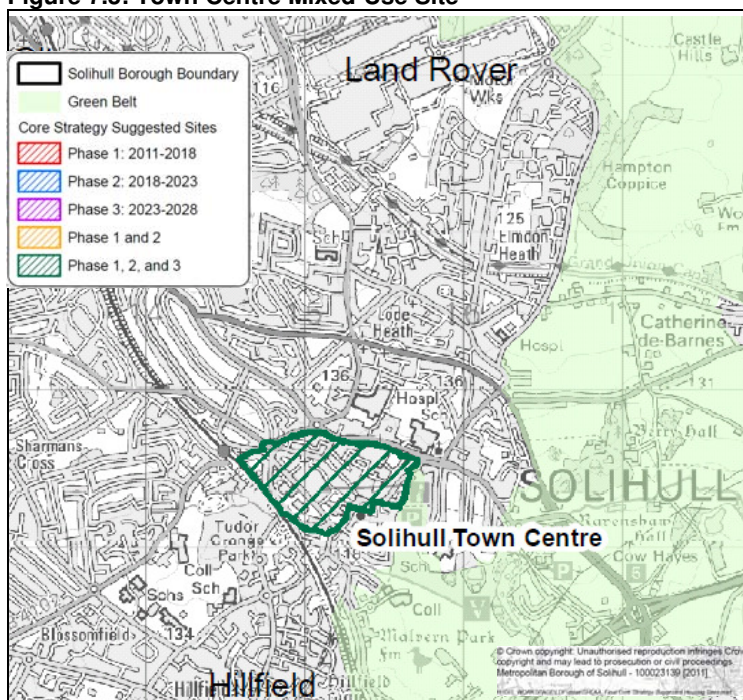
7.2.10 Recommendations for monitoring are considered within Section 7.11.

**7.3 Solihull Town Centre Mixed-Use Site**

**Area Profile**

7.3.1 The Solihull Town Centre site is presented in Figure 7.3 below and is associated with a generally high quality environment (evident in heritage, mature suburbs, parks and open spaces and a diversity of architectural styles), strong economy, relatively low unemployment, good health, good schools and a thriving, regionally important town centre. However, there are some pockets of deprivation (including poor health) in parts of Elmdon and Olton wards.

**Figure 7.3: Town Centre Mixed-Use Site**





7.3.2 The area is associated with an ageing population, surpassing the national average, which has implications for service delivery. Severe affordable housing problems are experienced locally, with many households with a local connection (e.g. family or work) struggling to afford suitable housing, particularly first time buyers. A number of important regional economic assets (Birmingham International Airport, National Exhibition Centre, Birmingham Business Park and Land Rover) are located a short distance to the north-east.

**B2: Alternatives**

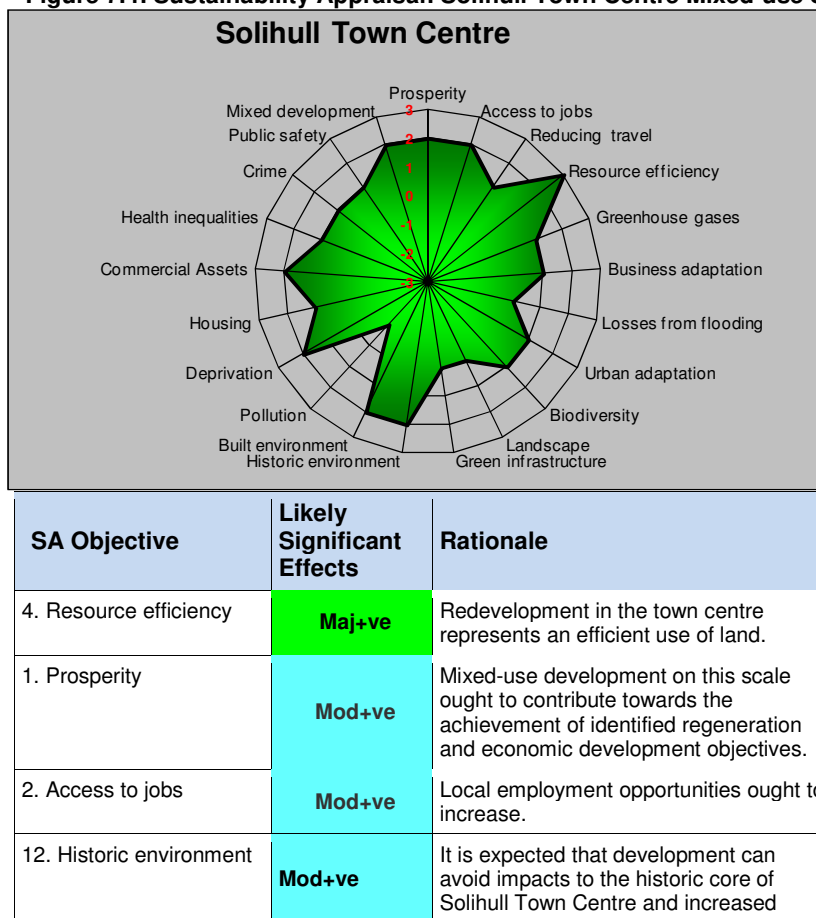
7.3.3 For this location, consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>221</sup> and the Employment Land Assessment<sup>222</sup>. There are no alternative locations that provide similar sustainability benefits, but specifying a broad location will enable flexibility in providing housing within mixed use schemes.

**B3/B4: Forecast Effects**

7.3.4 Within Solihull Town Centre, 950 homes are due to be brought forward over Phases 1 - 3.

7.3.5 The proposal for mixed use development at this location performs in a very positive manner, with 9 of the 21 sustainability objectives reporting a minor positive significance, 7 reporting moderate positive significance and 1 reporting major positive significance. Three objectives report a neutral significance, whilst only 1 reports a minor negative significance. No objectives report a moderate negative significance (see Figure 7.4).

**Figure 7.4: Sustainability Appraisal: Solihull Town Centre Mixed-use Site**



<sup>221</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>222</sup> Solihull MBC (2011). A Local Assessment for Solihull

SA Objective	Likely Significant Effects	Rationale
		'vitality' will lead to greater appreciation of existing assets.
13. Built environment	<b>Mod+ve</b>	It is assumed that unattractive earlier development would be revamped leading to enhanced built environment.
15. Deprivation	<b>Mod+ve</b>	A vital town centre could be supportive of efforts to reduce deprivation.
17. Commercial Assets	<b>Mod+ve</b>	Enhanced Town Centre vitality may enhance the image of Solihull and so be supportive of efforts to attract investment and skilled workers to the major employment locations.
21. Mixed development	<b>Mod+ve</b>	A coordinated approach to development within the Town Centre should ensure an appropriate mix of uses.

Local	9	Unlikely	0	Direct	12	Positive	17	Maj +ve	1
District	9	Potential	10	Indirect	6	Negative	1	Mod+ve	7
Regional	0	Likely	5	Cumul	0			Min+ve	9
	0	Definite	3					Neutral	3
								Min-ve	1
								Mod-ve	0
								Maj -ve	0

- 7.3.6 Some of the effects arising from the proposed approach will be felt over the long term (greater than 10 years), whilst others will be felt in the shorter term (3 - 10 years) - mainly those effects associated with sustainable communities). The majority of effects will be significant at the Borough scale, whilst some will only be of significance more locally. Effects will be borne primarily by residents of the urban area and across all social groups.
- 7.3.7 There is a degree of uncertainty regarding the majority of effects. For example, although there is the potential for redevelopment of the Town Centre to support growth of the Borough's regional economic assets, this effect is associated with considerable uncertainty at this stage. The uncertainty is distributed across all sustainability themes but particularly occurs in the climate change and sustainable communities theme (see Appendix H for details).

## B5: Mitigating and Enhancing Effects

- 7.3.8 The proposed mitigation and enhancement measures to be considered within the Town Centre Plan as follows:
- Give early consideration to a role for green infrastructure enhancements and the potential for green roofs.
  - Transport modelling may be required at an early stage to ensure that air quality impacts would not be significant.

## B6: Monitoring Proposals

- 7.3.9 Recommendations for monitoring are considered within Section 7.11.

## 7.4 Shirley Housing and Mixed Use Sites

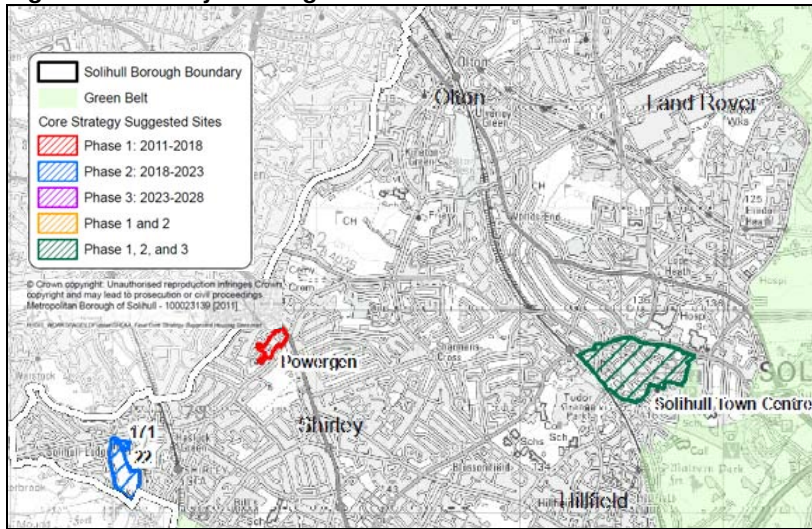
### Area Profile

- 7.4.1 This part of the Borough's Urban West area shares many characteristics with that part of the Urban West associated with Solihull Town Centre. The area is generally affluent, although there are pockets of deprivation (including poor health). Shirley Town Centre itself is less prosperous than Solihull Town Centre, suffering from traffic congestion, traffic conflict and competition from out of centre retail



destinations, which together act to threaten its attractiveness to shoppers. The Blythe Valley Business Park is located to the south of this part of the urban area.

**Figure 7.5: Shirley Housing & Mixed Use Sites**



7.4.2 At the Powergen Site, 100 homes are due to be brought forward as part of a mixed use development during Phase 1 Core Strategy implementation (2011 - 2018), whilst at Solihull Lodge 300 homes are due to be brought forward as part of Phase 2 (2018 - 2023).

**B2: Alternatives**

7.4.3 Here consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>223</sup> and the Employment Land Assessment.<sup>224</sup> Alternative options within the major urban area are severely restricted. All alternatives surveyed, assessed and considered are included in the SHLAA Site Appraisals document.

**B3/B4: Forecast Effects**

7.4.4 This element of the strategy performs in a positive manner with 13 of the 21 sustainability objectives reporting a minor positive significance and 1 reporting a moderate positive significance. Six objectives report a neutral significance, whilst only 1 reports a minor negative significance. No objectives report a moderate negative significance (see Figure 7.6).

7.4.5 Most effects arising from the proposed approach will be felt over the long term (greater than 10 years), whilst others (business adaptation, deprivation, health), will be felt predominantly in the shorter term (3 - 10 years). The majority of effects will be significant at the local scale only, although the housing effect is judged to be of Borough-wide significance. Effects will be borne predominantly by residents of the urban area and across all social groups.

7.4.6 It is expected that the majority of effects will be 'direct'. For example, it is expected that a direct effect of redevelopment will be to enhance the quality of the built environment. It is also expected that a direct effect of mixed use development at the Powergen Site will be to reduce the need to travel. The indirect effects are associated with the prosperity, business adaptation, health inequalities and crime.

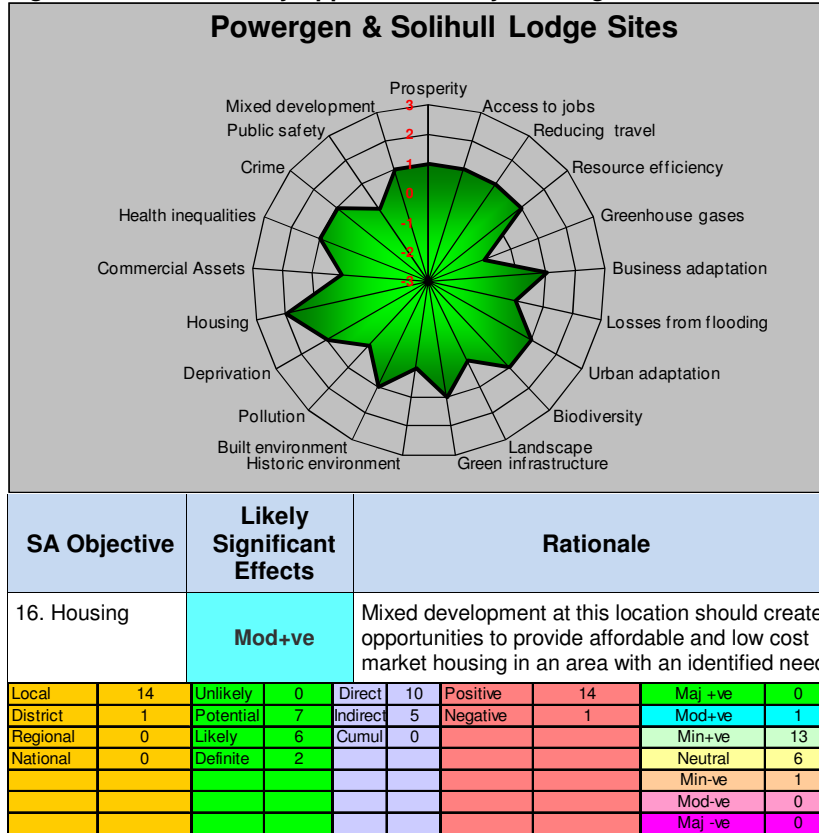
7.4.7 In terms of the likelihood of the forecast effects occurring, roughly half of the effects are 'likely' whilst half are classified as 'potential' at this stage. For example, the appraisal suggests that it is 'likely' that

<sup>223</sup> Solihull MBC (2010): Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>224</sup> Solihull MBC (2011): A Local Assessment for Solihull

development at these locations will support enhancements to Solihull Town Centre and has the 'potential' to support reduced deprivation and inequality within the Borough.

**Figure 7.6: Sustainability Appraisal: Shirley Housing and Mixed Use Sites**



**B5: Mitigating and Enhancing Effects**

7.4.8 It is suggested that early consideration be given to the integration of sustainable drainage systems to ensure that development does not lead to increased surface water runoff and hence flood risk.

**B6: Monitoring Proposals**

7.4.9 Recommendations for monitoring are considered within Section 7.11.

**7.5 South West Rural Housing**

**Area Profile**

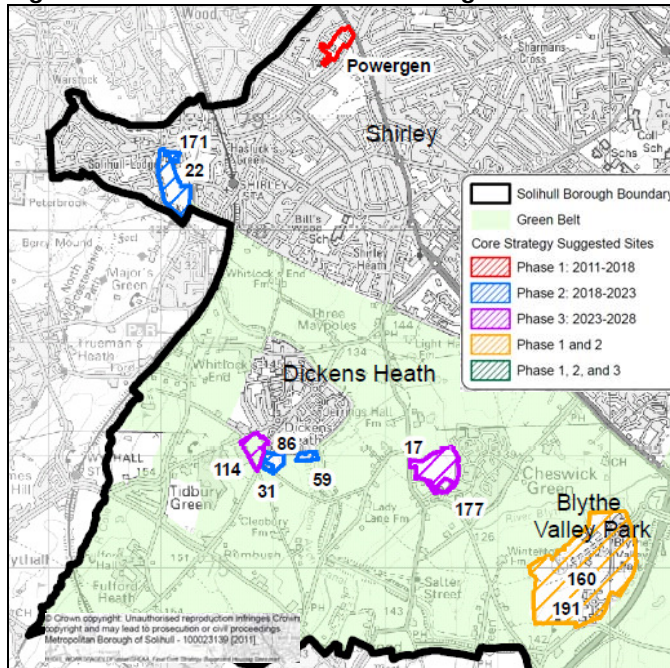
7.5.1 For the purposes of this appraisal, the South West Rural area has been defined as the area to the south of the main urban area, in the south west corner of the district, containing Dickens Heath, Cheswick Green and Blythe Valley Park (see Figure 7.7).

7.5.2 In common with the rest of the District's rural area, this area falls within the Green Belt that separates Birmingham from Coventry. The area is associated with an 'Arden Pasture' landscape, which is described as being 'a small scale, enclosed landscape, often pervaded by suburban influences...'

7.5.3 Generally communities are affluent, but there is some rural deprivation, particularly related to difficulties accessing housing and services. There is a severe shortage of affordable housing and an increasingly ageing population, above the national average, which could create service delivery difficulties. There are also existing issues around the need to maintain local services and facilities. The Index of Multiple

Deprivation (2010) ‘Barriers to housing and services’ domain shows that this area performs noticeably worse than the Borough’s urban area, although the Eastern Rural area performs noticeably worse still.

**Figure 7.7: South Western Rural Housing Sites**



- 7.5.4 Villages show diversity of character and generally act as commuter settlements with higher than average car ownership. In terms of accessibility,
- 7.5.5 In terms of accessibility to health, secondary education and fresh food, the Solihull Strategic Accessibility Study (2010) identifies that there is good levels of accessibility for residents of Dicken’s Heath and Cheswick Green. In terms of access to employment, the Study identifies that residents of Cheswick Green have greater access to jobs by public transport than is the case for Dicken’s Heath.
- 7.5.6 Within the South West Rural area, sites are proposed at:
  - Blythe Valley Park (500 homes Phases 1 &2);
  - Braggs Farm/Brickiln Farm, Dickens Heath (105 homes, after April 2018);
  - Griffin Lane, Dickens Heath (50 homes, Phase 2 after April 2018);
  - Land at Cleobury Lane, Dickens Heath (185 homes, Phase 3 after April 2018);
  - Land at Moat Dairy Farm, Cheswick Green (200 homes, Phase 3 after April 2023).

**B2: Alternatives**

- 7.5.7 Here consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>225</sup> and the Employment Land Assessment.<sup>226</sup> Providing extensions to existing settlements in the area represents the most sustainable way of accommodating housing to meet Borough needs. Alternatives at Tidbury Green are considered to be less accessible to local facilities. Alternative options to Blythe Valley would not deliver the benefits in terms of enabling further employment related development at the Business Park. All alternatives surveyed, assessed and considered are included in the SHLAA Site Appraisals document.

<sup>225</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>226</sup> Solihull MBC (2011). A Local Assessment for Solihull



## B5: Mitigating and Enhancing Effects

- 7.5.11 The proposed mitigation and enhancement measures are as follows:
- As development of these sites will place a reliance on car-based travel, the service offer of village centres ought to be maintained and enhanced if possible so that residents are able to meet at least some of their needs locally.
  - The boundary treatment and design of development at these sites ought to avoid damage to the character of the Arden landscape.
  - Opportunities for local people to influence the design of development and the level of community infrastructure that is brought forward alongside housing could be explored.
  - In order to minimise growth of traffic in sensitive village centres, safe pedestrian and cycle routes and traffic management could be provided.
  - Given the scale of proposals for housing at Blythe Valley Park, opportunities should be explored for requiring developers to fund housing that meets high sustainable design and construction standards that is commensurate with the Business Park standards.

## B6: Monitoring Proposals

- 7.5.12 Recommendations for monitoring are considered within Section 7.11.

## 7.6 Eastern Rural Housing

### Area Profile

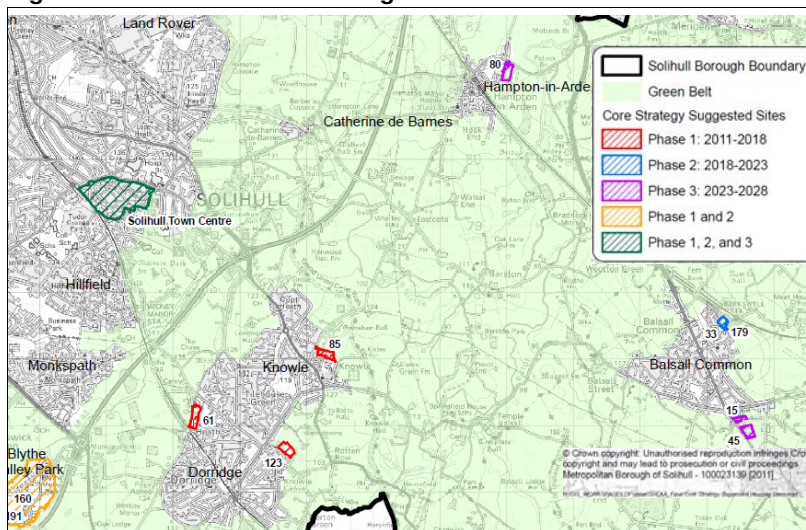
- 7.6.1 For the purposes of this appraisal, the Eastern Rural area has been defined as the area to the east of the main urban area, containing the settlements of Dorridge/Knowle, Balsall Common and Hampton in Arden.
- 7.6.2 In common with the rest of the Borough's rural area, this area falls within the Green Belt that separates Birmingham from Coventry. In terms of landscape character types, it is understood that:
- The area around Dorridge/Knowle is associated with the same 'Arden Pasture' landscape character type that typifies the South West Rural Area;
  - The area around Hampton in Arden is associated with the 'Arden Parklands' landscape character type (an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees); and
  - The area around Balsall Common is associated with an 'Ancient Arden' type (a small scale farmed landscape with a varied undulating topography characterised by an irregular pattern of fields and narrow winding lanes), as well as the two landscape character types described above.
- 7.6.3 In common with the South West Rural area, communities are generally affluent, but there is some rural deprivation, particularly related to difficulties accessing housing and services. There is a severe shortage of affordable housing and an increasingly ageing population, above the national average, which could create service delivery difficulties. There are also existing issues around the need to maintain local services and facilities.
- 7.6.4 The Index of Multiple Deprivation (2010) 'Barriers to housing and services' domain shows clearly the rural area surrounding Balsall Common and Hampton in Arden to perform noticeably worse than the rural area surrounding Dorridge/Knowle and the South West Rural Area. It is also noticeable that, in terms of the 'employment'<sup>227</sup> domain of the index, Dorridge/Knowle performs worse than other parts of the rural area.
- 7.6.5 The villages show diversity of character and generally act as commuter settlements with higher than average car ownership with poor public transport infrastructure and accessibility. Balsall Common is an example of a village that has expanded significantly in recent times reflected in modern styles of housing, whilst Hampton in Arden is an example of a village that has evolved much more slowly.

<sup>227</sup> This domain captures involuntary exclusion of the working age population from work, including elements of the 'hidden unemployed' such as those out of work due to illness and disability



- 7.6.6 In terms of accessibility to health, secondary education and fresh food, the Solihull Strategic Accessibility Study (2010) identifies that Hampton in Arden currently performs a lesser function than Dorridge/Knowle or Balsall Common. In terms of access to employment, the Study identifies that Balsall Common and Hampton in Arden are well linked to Birmingham by rail, whilst Dorridge/Knowle is well linked to Solihull and Birmingham by rail and bus.
- 7.6.7 Within the Eastern Rural area (see Figure 7.9), sites are proposed at:
- Four Ashes Road, Bentley Heath (150 homes Phase 1);
  - Hampton Road, Knowle (100 homes Phase 1);
  - Middlefield, Knowle (115 homes Phase 1);
  - Riddings Hill Balsall Common (65 homes, Phase 2 after April 2018);
  - Land fronting Kenilworth Road (110 homes, Phase 3 after April 2023);
  - Land between Kenilworth Road/Windmill Road (45 homes, Phase 3 after April 2023);
  - Land off Meriden Road, Hampton in Arden (110 homes, Phase 3 after April 2023).

**Figure 7.9: Eastern Rural Housing Sites**



**B2: Alternatives**

- 7.6.8 Here consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>228</sup> and the Employment Land Assessment.<sup>229</sup> Providing extensions to existing settlements in the area represents the most sustainable way of accommodating housing to meet Borough needs. Alternatives at smaller settlements are considered to be less accessible to local facilities. Alternative options to Meriden Road, Hampton- in-Arden would not deliver the benefits in terms of resolving the former ammunition depot site.

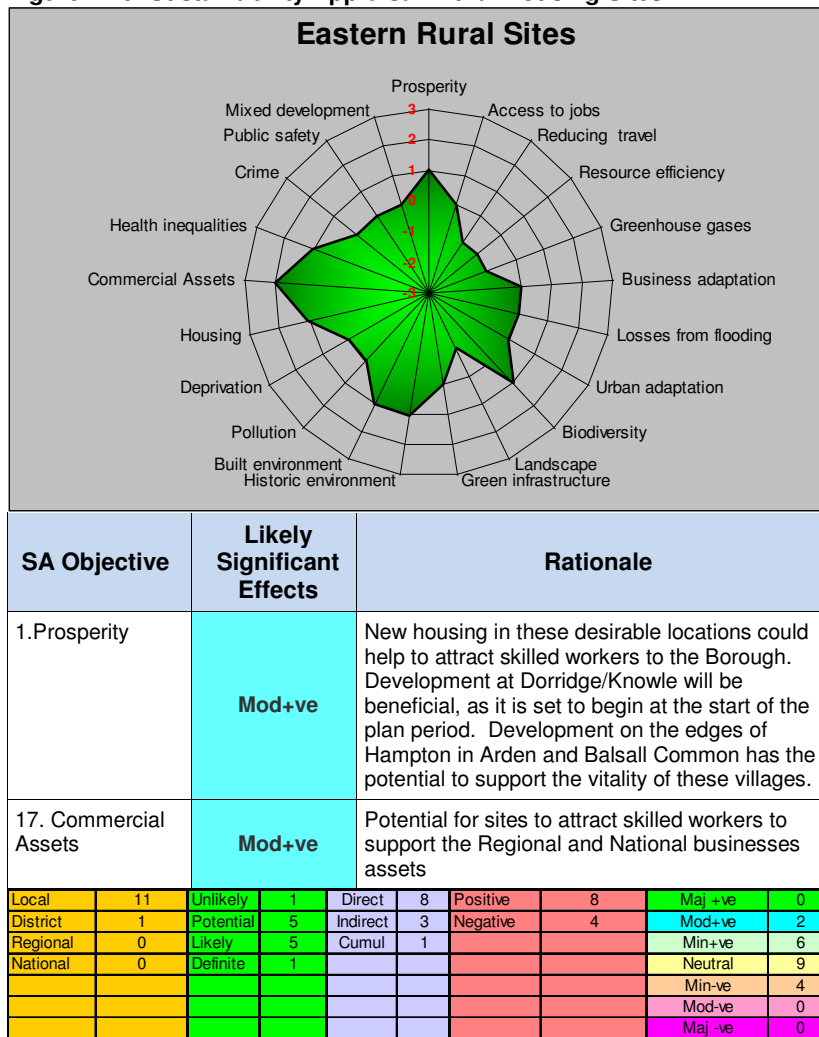
**B3/B4: Forecast Effects**

- 7.6.9 This element of the strategy for delivering housing performs in a broadly neutral manner with 9 of the 21 sustainability objectives reporting a neutral significance. Six objectives report a minor positive significance and two report a moderate positive significance (prosperity and commercial assets). Four objectives report a minor negative significance. No objectives report a moderate negative significance see (Figure 7.10).

<sup>228</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>229</sup> Solihull MBC (2011). A Local Assessment for Solihull

Figure 7.10: Sustainability Appraisal: Rural Housing Sites



7.6.10 Effects arising from the proposed approach will be either ‘long term’ (experience over a period of time greater than 10 years) or (in the case of landscape and land use effects) will be permanent. Effects will be of predominantly local significance, although the effect on the ‘Commercial assets’ objective is predicted to be of Borough-wide significance. Effects will be concentrated amongst residents of the Borough’s rural area. It is anticipated that effects will be felt by all social groups.

7.6.11 The majority of effects are expected to be ‘direct’. For example, it is expected that a direct benefit of development will be to support the vitality of village centres and hence local ‘prosperity’; whilst it is expected that a direct negative impact will be to encourage car dependency. Both of these effects are also predicted with a good degree of confidence (i.e. it is a ‘likely’ effect). Benefits to the local historic environment and the quality of the built environment are also expected to be direct, but it is suggested at this stage that the effects are ‘potential’, rather than ‘likely’.

### B5: Mitigating and Enhancing Effects

7.6.12 The proposed mitigation and enhancement measures are as follows:

- As development of these sites will place a reliance on car-based travel, the service offer of village centres ought to be maintained and enhanced if possible so that residents are able to meet at least some of their needs locally.
- The boundary treatment and design of development at these sites ought to avoid damage to the character of the Arden landscape.



- Opportunities for local people to influence the design of development and the level of community infrastructure that is brought forward alongside housing could be explored.
- Given that sites most housing at Balsall Common and Hampton-in-Arden will not be developed until Phase 3 of plan implementation (2023 - 2028), there may be a need to explore ways of alleviating existing issues of housing need in the short-term.
- In order to minimise growth of traffic in sensitive village centres, safe pedestrian and cycle routes could be provided.

## B6: Monitoring Proposals

7.6.13 Recommendations for monitoring are considered within Section 7.11.

## 7.7 NEC/Birmingham Business Park Employment Sites

### Area Profile

7.7.1 Considered within this section are the sustainability implications of allocating the following employment sites:

- Land at Bickenhill Lane, Bickenhill, adjacent NEC (4ha, B1/B2/B8);
- Land at south west corner of Birmingham Business Park – buffer strip between Coleshill Heath Road and Business Park to be retained;
- Land north of Clock Interchange A45 Coventry Road, Bickenhill (1.8 B1).

7.7.2 Consideration is also given to the proposed extension to the runway at Birmingham International Airport.

7.7.3 These sites are all located in and around the Borough's main employment cluster. Indeed, this is an employment cluster of regional importance located between the Borough's 'Urban West' and the North Solihull Regeneration Area. The cluster is linked to both parts of the Borough by high frequency bus routes and is served by a station at the NEC on the Coventry to Birmingham train-line. The M42 motorway runs to the east of the cluster and the A45 trunk road runs east/west along the southern edge.

7.7.4 A relatively narrow band of greenfield land currently separates the cluster from Chelmsley Wood, part of the North Solihull Regeneration Area to the north. A 'tongue' of greenfield land also stretches into the cluster, from the north, separating the Business Park/NEC from the airport. To the south and east of the cluster is the Borough's rural area.

### B2: Alternatives

7.7.5 Here consideration of alternative housing sites has been submitted in consultations through the Strategic Housing Land Availability Assessment (SHLAA)<sup>230</sup> and the Employment Land Assessment<sup>231</sup>. The alternative sites are to be considered in an update of the SHLAA.

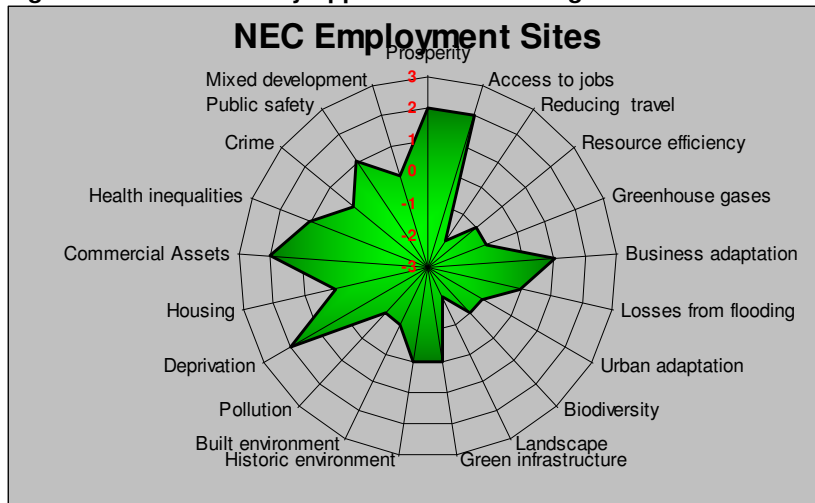
### B3/B4: Forecast Effects

7.7.6 This approach to the delivery of employment sites is predicted to have mixed effects. Positive impacts are predicted for 7 sustainability objectives (4 'moderate' and 3 'minimum') whilst negative impacts are predicted in terms of 8 sustainability objectives (2 'moderate' and 6 'minimum'). Neutral effects are recorded for 6 sustainability objectives (see Figure 7.11).

<sup>230</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>231</sup> Solihull MBC (2011). A Local Assessment for Solihull

Figure 7.11: Sustainability Appraisal: NEC/Birmingham Business Park Employment Sites



SA Objective	Likely Significant Effects	Rationale							
1. Prosperity	Mod+ve	Has potential to provide jobs accessible from adjacent regeneration area depending upon the premises provided and businesses attracted. A moderate score is given on the assumption that the development brief will promote employment types suitable for North Solihull residents.							
2. Access to jobs	Mod+ve	Has potential to provide jobs accessible from adjacent regeneration area and over a regional area.							
3. Reducing travel	Mod-ve	The Business Park is in close proximity to the North Solihull Regeneration Area, and linked by public transport, however the excellent motorway connections suggest increased car based commuting.							
10. Landscape	Mod-ve	Loss of landscape at two greenfield locations. The Business Park extension is next to a major road junction while the airport runway extension intrudes into Arden landscape policy area which may stimulate future development and additional landscape change into the Meriden Gap.							
15. Deprivation	Mod+ve	Employment opportunities being accessible to North Solihull Regeneration Area ought to help address deprivation within the Borough in a cumulative manner due to the enhanced business opportunities associated with increased airport capacity.							
17. Commercial assets	Mod+ve	Expansion should support the ability of the regional assets to attract investment.							
Local	10	Unlikely	0	Direct	10	Positive	7	Maj +ve	0
District	4	Potential	5	Indirect	3	Negative	8	Mod+ve	4
Regional	1	Likely	6	Cumul	2			Min+ve	3
National	0	Definite	4					Neutral	6
								Min-ve	6
								Mod-ve	2
								Maj -ve	0

7.7.7 The effects arising from the proposed approach are anticipated to be long term (greater than 10 years). Some effects are expected to be significant locally (for example, impacts to biodiversity), whilst other will be of Borough-wide significance (for example, negative landscape impacts and the negative effect associated with increased car travel).

- 7.7.8 Whilst some effects will be experienced primarily by the population of the North Solihull Regeneration Area, given the location of the business cluster at a geographical 'intersection', there is also the potential for impacts to the wider urban area and also the Borough's rural area. It is anticipated that all social groups will be affected.
- 7.7.9 Some effects are 'likely', where as others are considered at this stage to be 'potential'. It is suggested that a potential negative effect may be associated with increased traffic leading to reduced air quality.

## **B5: Mitigating and Enhancing Effects**

- 7.7.10 The proposed mitigation and enhancement measures are as follows:
- The likelihood of new jobs being taken-up by residents of the North Solihull Regeneration Area may be enhanced by ensuring that public transport connections (as well as walking / cycling routes) of the highest quality are put in place. This may also help to mitigate the likely increase in commuting by car that is expected to occur as a result of employment growth in these locations.
  - The potential for an increased urban heat island effect (as a result of loss of greenfield land) could be mitigated through a requirement for 'green roofs'.
  - Early consideration should be given to mitigating the landscape and biodiversity impacts resulting from loss of greenfield land for the runway extension.
  - Transport modelling may be required to confirm that no air quality impacts occur.

## **B6: Monitoring Proposals**

- 7.7.11 Recommendations for monitoring are considered within Section 7.11.

# **7.8 Shirley Employment Sites**

## **Area Profile**

- 7.8.1 The following employment sites are considered within this section:
- TRW Stratford Road, Shirley (18.5ha, B1);
  - Solihull Business Park, Highlands Road, Shirley (7ha, B1/B2/B8);
  - Fore Business Site A34, Stratford Road, Monkspath (2ha, B1).
- 7.8.2 These sites are all located on the southern edge of the Borough's 'Urban West' area. Shirley Town Centre is located to the north-west, whilst Solihull Town Centre is located slightly further away to the north-east. To the south of the sites is the Borough's rural area, which is punctuated by the village of Dickens Heath and also the Blythe Valley Business Park. The sites are all in close proximity to the A34 trunk road and the junction with the M42. A station at the western extent of Shirley (not easily accessed) provides access to Birmingham and Stratford upon Avon. There is also a high frequency bus route linking the sites to both Shirley and Solihull Town Centres.

## **B2: Alternatives**

- 7.8.3 Here consideration of alternative housing sites has been delivered through the Strategic Housing Land Availability Assessment<sup>232</sup> and the Employment Land Assessment<sup>233</sup>.

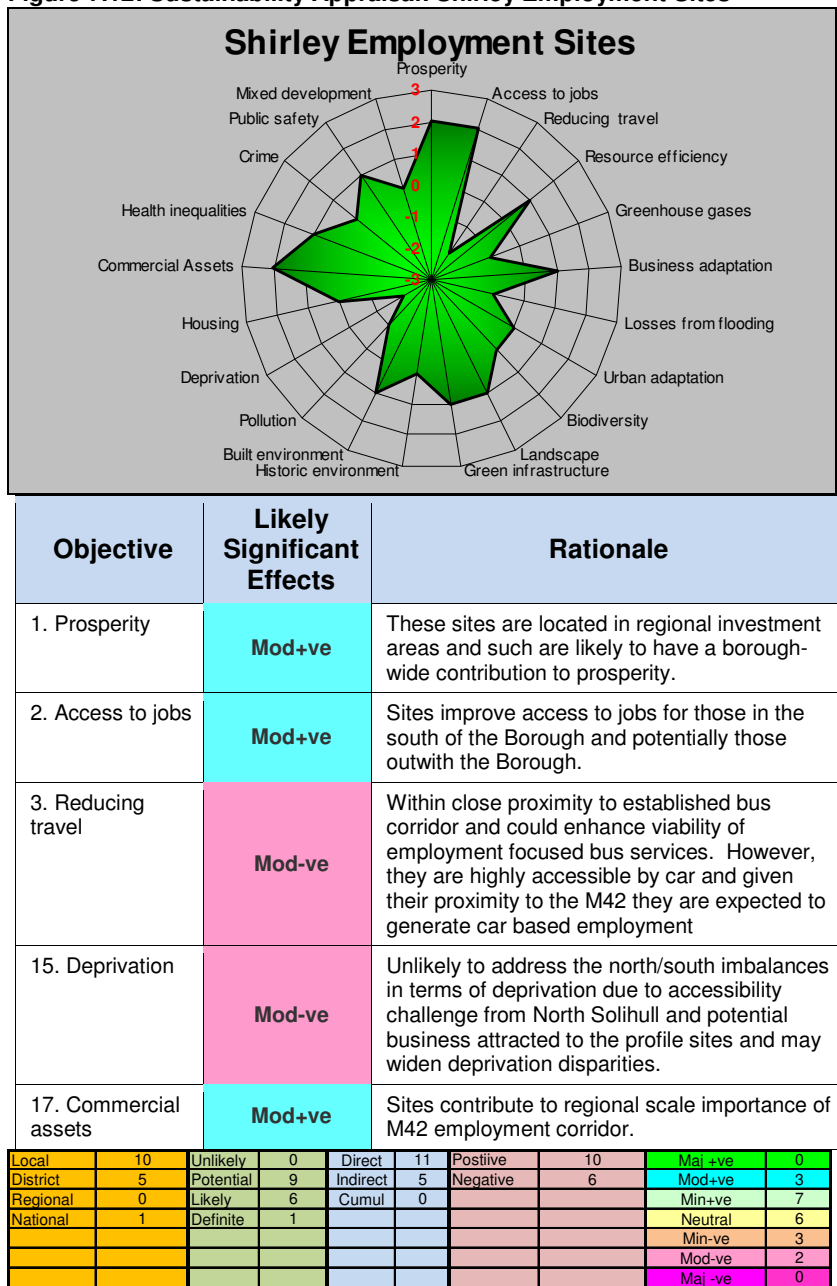
<sup>232</sup> Solihull MBC (2010). Solihull Strategic Housing Land Availability Assessment (SHLAA) Interim Report [online] available @ <http://www.solihull.gov.uk/Attachments/InterimReport.pdf> (accessed 07/11)

<sup>233</sup> Solihull MBC (2011). A Local Assessment for Solihull

**B3/B4: Forecast Effects**

- 7.8.4 This policy performs in a broadly positive manner with 10 of the 21 sustainability objectives reporting a positive significance (3 'moderate' and 7 'minor'). Five sustainability objectives record a negative score (3 'minor' and 2 'moderate'). Six sustainability objectives record a neutral score (See Figure 7.12).
- 7.8.5 The effects arising from the allocations are anticipated to be long term (greater than 10 years), although the negative effects on the 'reducing travel' objective could be felt in the short term (3 - 10 years). The majority of impacts will be felt at the local scale, but those in relation to prosperity, access to jobs, reducing travel and deprivation will be experience at the Borough scale. Impacts will tend to be felt predominantly by the population of the urban area and across all social groups.

**Figure 7.12: Sustainability Appraisal: Shirley Employment Sites**



- 7.8.6 There are nine 'potential' effects such as a potential negative effect may be associated with increased traffic leading to worsened air quality. The majority of effects are anticipated to be direct. Indirect adverse effects on 'deprivation' are considered likely as the proposals are unlikely to address the north/south

imbalances. The majority of effects are expected to be reversible, although it is noted that there may be limited potential to reverse negative impacts associated with car dependency.

**B5: Mitigating and Enhancing Effects**

7.8.7 The proposed mitigation and enhancement measures are as follows:

- As the sites are likely to be accessible by public transport, measures to encourage local recruitment and production of a travel plan could be explored.
- Transport modelling may be required to confirm that no air quality impacts occur.

**B6: Monitoring Proposals**

7.8.8 Recommendations for monitoring are considered within Section 7.11.

**7.9 Kenilworth Road (Minerals Sites)**

**Area Profile**

7.9.1 This is a proposed minerals excavation site located within the Borough’s rural area, to the south-west of Hampton-in-Arden. The site is adjacent to a main A-road, which runs north/south, passing through the village of Balsall Common to the south.

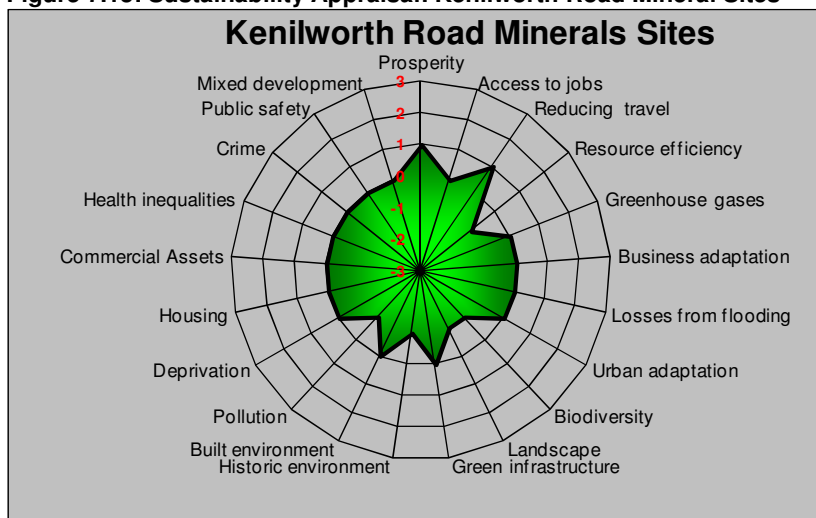
**B2: Alternatives**

7.9.2 The Strategic Housing Land Availability Assessment of non-housing sites includes potential mineral sites, although no alternatives to the three sites proposed have been submitted. Sites are dependent on the existence of viable mineral resources. An alternative site within the Area of Search to the north of the A45 Coventry Road was considered, but has come forward already through the development management process.

**B3/B4: Forecast Effects**

7.9.3 This policy performs in a broadly neutral manner with 14 of the 21 sustainability objectives reporting a neutral significance, 5 minor negative, and 2 minor positive (see Figure 7.13).

**Figure 7.13: Sustainability Appraisal: Kenilworth Road Mineral Sites**



Local	7	Unlikely	0	Direct	5	Positive	2	Maj +ve	0
District	0	Potential	4	Indirect	2	Negative	5	Mod+ve	0
Regional	0	Likely	2	Cumul	0			Min+ve	2
National	0	Definite	1					Neutral	14
								Min-ve	5
								Mod-ve	0
								Maj -ve	0

7.9.4 The effects arising from the policy are generally anticipated to be experienced over the next 3 - 10 years, with all effects felt at the local scale and borne predominantly by the Borough's rural population. The majority of effects will be direct (for example, impacts to landscape and biodiversity).

## B5: Mitigating and Enhancing Effects

7.9.5 The proposed mitigation and enhancement measures are as follows:

- The only mitigation/enhancement measure identified at this current stage is that of developing a biodiversity and landscape strategy that seeks to minimise negative impacts and capitalise on the positive effects that can result from minerals extraction.

## B6: Monitoring Proposals

7.9.6 Recommendations for monitoring are considered within Section 7.11.

## 7.10 Summary of Performance

### Introduction

7.9.7 For both housing/mixed-use sites and employment sites, this section summarises the relative performance of the allocations and also considers how the allocations may impact cumulatively on the sustainability objectives. Appendix H provides a summary of the appraisal tables for the site allocations.

### Housing and Mixed Use Sites

7.10.1 Table 7.1 suggests that the Solihull Town Centre mixed use allocation performs well against sustainability objectives. The Powergen/Solihull Lodge allocations and North Solihull allocations also perform well, whilst the rural allocations do not perform so well.

7.10.2 In terms of how the allocations might impact cumulatively on sustainability objectives, it is evidence that there is a strong beneficial performance against the following objectives:

- Prosperity;
- Commercial assets;
- Housing;
- Access to jobs;
- Built environment;
- Health inequalities;
- Mixed development.

7.10.3 In contrast the allocations for housing and mixed use sites perform least well against the following sustainability objectives:

- Landscape;
- Losses from flooding;
- Pollution;
- Reducing travel;
- Greenhouse gases;

- Public safety;
- Urban adaptation;
- Resource efficiency.

7.10.4 It is worth noting that in terms of the uncertainty of the outcomes, the outcomes forecast for sustainable consumption were considered rated as being likely to occur, while those associated with the other themes were generally viewed to have the potential to occur. For example, the biodiversity and health inequalities benefits were viewed to be a potential outcome across each of the housing sites.

7.10.5 This suggests that the sites when taken alone across all but the sustainable consumption theme there is a need to rely upon the policies examined in chapter 5 to deliver greater certainty in the outcomes being achieved. Consequently, changes to the policies could also have a marked change in the sustainability performance of the proposed housing sites.

7.10.6 It is evident that the Solihull Town Centre site scores particularly well given its mixed use and town centre location in contrast to the rural sites which record a neutral effect across 9 of the 21 objectives.

**Table 7.1: Summary Performance of Housing and Mixed Use Sites**

	North Solihull	Powergen	South Western Rural sites	Eastern Rural Sites	Solihull TC	
Prosperity	1	1	2	2	2	8
Access to jobs	1	1	1	1	2	6
Reducing travel	0	1	-1	-1	1	0
Resource efficiency	-1	1	-1	-1	3	1
Greenhouse gases	1	-1	-1	-1	1	-1
Business adaptation	0	1	0	0	1	2
Losses from flooding	-1	0	0	0	0	-1
Urban adaptation	-1	1	0	0	1	1
Biodiversity	0	1	1	1	1	4
Landscape	0	0	-1	-1	0	-2
Green infrastructure	1	1	0	0	0	2
Historic environment	0	0	1	1	2	4
Built environment	1	1	0	1	2	5
Pollution	0	0	0	0	-1	-1
Deprivation	1	1	0	0	2	4
Housing	2	2	1	1	1	7
Commercial Assets	2	0	2	2	2	8
Health inequalities	1	1	1	1	1	5
Crime	1	1	0	0	1	3
Public safety	-1	0	0	0	1	0
Mixed development	1	1	1	0	2	5
	9	14	6	6	25	

## Employment Sites

7.10.7 Table 7.2 suggests that the Shirley employment allocations perform well against sustainability objectives, whilst the Kenilworth Road minerals allocations do not perform well. The performance of the NEC/Birmingham Business Park allocation is somewhere in the middle.



**Table 7.2: Summary Performance of Employment Sites**

	NEC Sites	Shirley	Kenilworth Sites	
Prosperity	2	2	1	5
Access to jobs	2	2	0	4
Reducing travel	-2	-2	1	-3
Resource efficiency	-1	1	-1	-1
Greenhouse gases	-1	-1	0	-2
Business adaptation	1	1	0	2
Losses from flooding	0	-1	0	-1
Urban adaptation	-1	0	0	-1
Biodiversity	-1	0	-1	-2
Landscape	-2	1	-1	-2
Green infrastructure	0	1	0	1
Historic environment	0	0	-1	-1
Built environment	-1	1	0	0
Pollution	-1	-1	-1	-3
Deprivation	2	-2	0	0
Housing	0	0	0	0
Commercial Assets	2	2	0	4
Health inequalities	1	1	0	2
Crime	0	0	0	0
Public safety	1	1	0	2
Mixed development	0	0	0	0
	1	6	-3	

7.10.8 In terms of how the allocations might impact cumulatively on sustainability objectives, it is evidence that there is a strong beneficial performance against the following objectives:

- Prosperity;
- Access to jobs;
- Business adaptation;
- Commercial assets;
- Health inequalities;
- Public safety.

7.10.9 In contrast, the allocations for housing and mixed use sites perform least well against the following sustainability objectives:

- Reducing travel;
- Resource efficiency;
- Greenhouse gasses;
- Losses from flooding;
- Biodiversity;
- Landscape;
- Historic environment;
- Pollution;
- Urban adaptation;
- Landscape;
- Pollution.

- 7.10.10 The 'access to jobs' benefit highlights that the location of employment development does have the potential to provide access to employment for those parts of the Borough where there are currently barriers to employment. However, there is some uncertainty as employment sites will be accessible to those commuting into the Borough.
- 7.10.11 The potential for negative effects to resource efficiency, biodiversity, landscape and urban adaptation reflects the greenfield location of some sites. However it is not clear how sensitive these sites are and the extent of potential mitigation. Furthermore, several of the sites are previously developed sites.

## 7.11 Summary Mitigation Measures

### Introduction

- 7.11.1 Having considered the summary performance of each of the allocations, and the way in which the allocations may impact cumulatively on sustainability objectives, this section summarises (for both housing/mixed use and employment allocations) key mitigation and enhancement measures.

### Housing and Mixed Use Sites

- 7.11.2 The following mitigation/enhancement proposals result from the appraisal:
- Encourage new development in the North Solihull Regeneration Area to contribute towards improving accessibility to key local services, facilities and employment opportunities in accordance with the North Solihull Strategic Framework Supplementary Planning Guidance (SPG) and the North Solihull Regeneration Area Strategic Transport Framework.
  - Increase accessibility by walking and public transport. Consider safe pedestrian and cycle routes between housing and village centres to minimise traffic growth and enhance safety.
  - Use housing to help develop a coherent network of community hubs.
  - Incorporate sustainable drainage systems to reduce surface water runoff and hence flood risk.
  - Consider the role for green infrastructure enhancements and the potential for green roofs.
  - Confirm that no significant air quality impacts would result.
  - Consider the consequences of car-based travel, upon the services offered in village centres so that residents are able to meet at least some of their needs locally.
  - Require boundary treatment and the design of rural development to avoid damage to the Arden landscape.
  - Consider opportunities for residents to influence the design of development and community infrastructure brought forward alongside housing.
  - Given the considerable scale of proposals for housing at Blythe Valley Park, opportunities should be explored for requiring developers to fund housing that meets high sustainable design and construction standards.
  - Given that sites most housing at Balsall Common and Hampton-in-Arden will not be developed until Phase 3 of plan implementation (2023 - 2028), there may be a need to explore ways of alleviating existing issues of housing need in the short-term.

### Employment sites

- 7.11.3 The following mitigation/enhancement proposals have been identified:
- Measures to encourage new job take up by North Solihull Regeneration Area residents could be explored such as by ensuring that public transport connections (as well as walking / cycling routes) are in place. Local recruitment and local supply chains could also be promoted.
  - Measures to mitigate an increase in commuting by car ought to be explored, such as travel plans.
  - A requirement for 'green roofs' could be explored.

- Development of a landscape scale ecological strategy to respond to the loss of green field land could be developed building upon the Natural Environment White Paper.
- Explore a site layout and design for Birmingham Business Park that mitigates loss of green space.
- Confirm that no significant air quality impacts would result.

## **7.12 Monitoring**

7.12.1 The following are measures that might be taken to monitor the significant effects that have been highlighted through this appraisal. This list of monitoring recommendations is pragmatic. Recommendations are not made to monitor all potential sustainability effects in-light of the fact that time and resources available for monitoring are limited.

7.12.2 The suggested monitoring measures are as follows:

- Housing waiting lists for residents of North Solihull;
- The characteristics of employment generated within the Birmingham Business Park cluster;
- Retail and employment mix within Solihull Town Centre;
- Traffic congestion in Solihull Town Centre;
- Proportion of residents at Blythe Valley Park working in the Business Park;
- Use of planning brief/conditions and planning obligations to ensure Blythe Valley is a flagship development;
- Use of public transport from rural settlements;
- Proportion of jobs within the NEC / Birmingham Business Park that are taken by residents of the North Solihull Regeneration Area;
- Proportion of jobs within the Shirley Employment Sites that are taken by residents of the North Solihull Regeneration Area;
- Transport choices taken by employees at the NEC / Birmingham Business Park and Shirley Employment Sites.

## 8. MITIGATION & MONITORING

### 8.1 Introduction

8.1.1 This chapter draws together the various mitigation and enhancement measures as well as the indicators that have been identified for the four sustainability themes:

- Sustainable consumption and production;
- Climate change and energy;
- Natural resource protection and environmental enhancement;
- Sustainable communities.

8.1.2 The section on mitigation and enhancement draws together broad principles based upon the earlier chapters rather than reproducing the measures again. The final section deals with the initial views on potential indicators to be deployed to monitor the sustainability performance of the draft Local Plan as part of the Authority Monitoring Reporting.

### 8.2 Mitigation and Enhancement Measures

8.2.1 This section considers the opportunities to mitigate and enhance Draft Local Plan. It first focuses upon the emerging policies before considering the spatial strategy and then the site allocations, although there is inevitably overlap between all three.

#### Draft Policies

8.2.2 In response to uncertainties and the forecast effects, recommendations for mitigation and enhancement have been put forward in Chapter 5. A series of proposals have been put forward for most policies with the intention of enhancing the sustainability performance of the plan and subsequent planning documents and processes that direct the sustainability performance of development proposals.

8.2.3 It is noted that the following policy domains have now been addressed in the draft Local Plan policy framework after being omitted from the Emerging Core Strategy:

- Improving the public health through spatial planning interventions;
- Meeting the needs of an increasingly elderly population;
- Requiring preparation of a sustainability appraisal report for some major development projects;
- Requiring early discussions on local water supply or waste water treatment issues affecting the timing of development proposals.

8.2.4 The overall message associated with the Draft Local Plan policies is that they provide a reasonably effective approach to addressing the sustainability objectives that have been identified. However, there are opportunities where enhancement could be explored.

8.2.5 Principally, the major enhancement would be to ensure that the policies and supporting text recognised the inter-connections across the sustainability agenda.

8.2.6 As noted in section 5.24, there are opportunities to address the following sustainability objectives which are not as fully addressed as they could be:

- Business adaptation to climate change;
- Crime;
- Mixed development;
- Greenhouse gases;
- Public safety;
- Biodiversity;

- Housing.
- 8.2.7 It is also noted that the following policies were identified as delivering the lowest performance across the sustainability objectives:
- Policy 1: Supporting economic success;
  - Policy 5: Provision of land for housing;
  - Policy 10: Natural environment;
  - Policy 19: Local services.
- 8.2.8 Enhancement measures that could be considered under the sustainable consumption and production theme include:
- Require the preparation of travel plans for each business park dealing with all movement patterns;
  - Consider transport implications of additional rural housing;
  - Examine the relationship between Policy 1 and Policy 9;
  - Review the role of Sustainable Design and Construction Supplementary Planning Document for all major development and clarify the intended scope/contents;
  - Consider opportunities to promote waste management technologies via Affordable Solutions.
- 8.2.9 Strengthening business adaptation to climate change represents a key aspect that also accords with the Government's renewable energy strategy and the transition to a green economy strategy. Hence the following suggestions are highlighted from chapter 5:
- Consider means to avoid potential sterilisation of sites within the M42 economic corridor with a role in distributed heat and energy networks;
  - Develop strategy for Allowable Solutions in time for its 2016 introduction to reduce uncertainty for developers;
  - Consider requiring major development proposals to demonstrate how they have provided for adaptation to climate change;
  - Consider use of development briefs to provide for urban cooling measures;
  - Consider requiring major development proposals with large parking capacity to set aside dedicated car pool and electric vehicle charging points;
  - Consider requiring developers providing on-site car parking to demonstrate why installation of renewable energy generation on the site would not be viable;
  - Include green/brown roofs and SUDs within the Sustainable Construction and Design Supplementary Planning Document.
- 8.2.10 In considering potential enhancements under the natural resources and environmental enhancement theme, the following emerge for consideration:
- Whether green infrastructure ought to be accommodated alongside promotion of high quality public space within the policies.
  - Whether the sustainability of each housing phase could be enhanced by specific further guidance;
  - Site development proposals for North Solihull Regeneration Area could be required to demonstrate net improvement in the quality of open space;
  - Consider requiring car parking provision to be designed to minimise surface water runoff as well as the promotion of beneficial use of runoff as helps to reduce carbon emissions;
  - Consider the preparation of a landscape scale plan for the natural environment to define and reduce the impacts of climate change;
  - Consider requiring all major development proposals to have a positive net impact on biodiversity.
- 8.2.11 Across the sustainable communities theme there were several opportunities where enhancements to the draft Local Plan could be considered. These include:

- Linking the benefits of development particularly in the M42 economic gateway with measures to reduce inequalities, such as promoting links between successful business communities and regeneration initiatives;
  - Require development proposals to deliver designs for key social groups and deliver retail areas attractive for an elderly population;
  - Encourage development that enhances the local balance between jobs, housing, services and accessibility;
  - Make consideration of the effects of development proposals upon the viability of all public transport services;
  - Expand consideration of resilience to climate change to include community resilience as well as issues such as flood risks.
- 8.2.12 It is noted that while some policy and sustainability areas have not emerged to need enhancement, there is a strong underlining need to ensure that the policies associated with economic development deliver benefits and opportunities to those in need.
- 8.2.13 Efforts to address some of these suggestions for enhancement might also help deliver improved certainty to developers in applying the Local Plan.

## Spatial Strategy

- 8.2.14 While the spatial strategy delivers several beneficial outcomes, it potentially underperforms in relation to subjects such as resource efficiency, greenhouse gases, climate change urban adaptation and several environmental aspects. However the area of greatest opportunity lies in addressing some of the uncertainties associated with:
- Increasing efforts to close the inequalities gap;
  - Maximising provision of affordable housing and a suitable housing mix;
  - Reducing greenhouse gas emission and promoting local energy/ heating systems;
  - Maximising opportunities for sustainable transport.
- 8.2.15 There is a challenge regarding the M42 corridor development pressures with the attraction of inward car based commuters conflicting with the objectives of reducing greenhouse gas emissions and reducing inequalities. In part, there is not just a spatial and transport issue to be addressed, but also how the benefits from the spatial strategy are captured so that communities not able to take advantage are in some manner helped to become better equipped to exploit employment opportunities over time. Essentially, a strategy of delivering the trickle-down benefits from the regional assets to its residents could be explored.
- 8.2.16 Finally, the housing strategy and the relationship with green infrastructure and community facilities could feature further.

## Site Allocations

- 8.2.17 The housing site allocations are assessed as providing a strong overall beneficial performance across the following objectives:
- Prosperity;
  - Commercial assets;
  - Housing;
  - Access to jobs;
  - Built environment;
  - Health inequalities;
  - Mixed development.

- 8.2.18 In contrast the allocations for housing and mixed use sites perform least well against the following sustainability objectives:
- Landscape;
  - Losses from flooding;
  - Pollution;
  - Reducing travel;
  - Greenhouse gases;
  - Public safety;
  - Urban adaptation;
  - Resource efficiency.
- 8.2.19 As with the Draft Local Plan policies there was frequent uncertainty in most of the appraisals on the delivery of sustainability outcomes. Hence consideration could be given to develop a policy framework through development briefs and Supplementary Planning Documents that would enhance the prospect of positive contributions being made towards the sustainability objectives.
- 8.2.20 In terms of the employment sites, the M42 economic corridor sites were considered to cause a series of negative outcomes: reducing the need to travel, landscape, resource efficiency, greenhouse gas emissions etc. This suggests that the efforts ought to be directed towards not only delivering sustainable design solutions for the sites, but also to reducing the extent of car based commuting. There is also an apparent need to link the opportunities potentially afforded by the proposed employment sites with the needs and capabilities of the deprived communities elsewhere in the Borough. It is not clear that the support of business parks along the M42 corridor does more to support inward commuters with little benefit in the way of reducing inequalities. A key issue to consider is the decoupling of development in the M42 corridor through Policy 1 from the other 19 policies

## 8.3 Monitoring Indicators

- 8.3.1 Up until March 2011 when the withdrawal of Government guidance on LDF monitoring occurred, Government advice was that *“monitoring is essential to establish what is happening now, what may happen in the future and then compare these trends against existing policies and targets to determine what needs to be done”*<sup>234</sup>. For this reason any monitoring strategy should be flexible, with sufficient responsiveness to allow adjustment where policies are not being implemented successfully. This flexibility is important where targets are set many years in advance and indicators may not be sensitive enough to highlight potential problems before they occur.
- 8.3.2 A flexible approach to monitoring is appropriate in that it *“provides information on the performance of policy and its surrounding environment, taking a future orientated approach by identifying the key challenges and opportunities and enabling adjustments and revisions to be made if necessary”*<sup>1</sup>. Furthermore, Planning Policy Statement 3 (PPS3) on Housing indicates that LDFs should reflect the principles of *“plan, monitor, manage”*<sup>235</sup>. The principles outlined in PPS3 with regard to implementation strategy are equally relevant to many other aspects of monitoring the significant effects identified by the sustainability appraisal.
- 8.3.3 The Authority Monitoring Report (AMR) forms part of the LDF and provides the means to assess, the implementation of the Local Development Scheme (LDS) and the extent to which LDD policies are successfully implemented. The AMR is therefore a mechanism through which adjustments to policies in the Local Plan can be made, based on monitoring results.
- 8.3.4 While the sustainability performance of the Local Plan has evolved from that of the Emerging Core Strategy, for the remaining significant effects monitoring can be undertaken through a flexible manner. It

<sup>234</sup> ODPM (2005a) *Local Development Framework Monitoring – A Good Practice Guide*. Available online at [last <http://www.communities.gov.uk/archived/publications/planningandbuilding/localdevelopmentframework>, accessed May 2011]

<sup>235</sup> DCLG (2010) Planning Policy Statement 3 (PPS3): *Housing*. HMSO, Norwich



is worth noting that monitoring in the context of the SEA Directive does not necessitate the assembly of a time series of data observations

- 8.3.5 The SEA Directive requires monitoring be undertaken to identify unforeseen adverse effects arising from the plan in order to enable remedial action to be taken. For this reason, local planning authorities should consider how to react if significant effects indicators reveal any unforeseen adverse effects, or effects which exceed acceptable limits.
- 8.3.6 Monitoring is the responsibility of the Council in association with other bodies, such as the Environment Agency. Given the reduced financial resources, the funding of monitoring is likely to be restricted.
- 8.3.7 Proposals for monitoring the significant effects of the plan are presented in Tables 8.2 to 8.5 for each of the sustainability themes.
- 8.3.8 While there are considerable number of proposals for monitoring set out in the tables, it is suggested that given resource constraints that the following could be considered as priority indicators:

**Sustainable consumption & production**

- Percentage of young unemployed;
- Travel to work patterns;
- Change in number of jobs within 400m of a high frequency bus service;
- Area of greenbelt land taken for development.

**Climate Change and Energy**

- The actual energy saved and generated by renewable and conservation measures by major development proposals each year;
- Growth in the population employed in sectors considered to be resilient to the effects of climate change.

**Natural Resource Protection & Environmental Enhancement**

- Number of consented development proposals with net beneficial ecological effects;
- Number of consented development proposals negatively affecting the integrity of wildlife corridors;
- Net number of trees planted due to major development proposals;
- Number of development projects that detract from either the historic landscape or elements of the historic environment;
- Length of culverts opened up into open watercourse and the length of watercourse restored.

**Sustainable Communities**

- Percentage of jobs in Solihull filled by local residents;
- Annual affordable housing completions;
- Annual number of housing for the elderly;
- Proportion of people employed at the regional assets who are resident in the Borough.

**Table 8.2: Monitoring Proposals for Sustainable Consumption & Production Theme**

Monitoring	Frequency	Responsibility
<b>Sustainable consumption &amp; production</b>		
<p><b>Employment:</b> Policies may not reduce inequalities across the Borough through regeneration, education/training and job opportunities.</p> <ul style="list-style-type: none"> <li>• Number of small business units established per year within 400m of a high frequency bus service.</li> <li>• Workforce engaged in new technology, low carbon and care services.</li> <li>• Number of jobs located in North Solihull.</li> <li>• Number of jobs created due to the transport and knowledge hubs.</li> <li>• Level of qualifications amongst the younger members of the workforce.</li> <li>• Percentage of young unemployed.</li> </ul>	<ul style="list-style-type: none"> <li>• Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>
<p><b>Population:</b> Retaining a balanced workforce able to locally resource the needs of businesses operating within the Borough.</p> <ul style="list-style-type: none"> <li>• Percentage of people who express satisfaction with their quality of the environment.</li> <li>• Travel to work patterns.</li> </ul>	<ul style="list-style-type: none"> <li>• Bi-annual monitoring with action to rectify adverse trends.</li> <li>• Ten yearly census data and local surveys.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> <li>• Office of National Statistics.</li> </ul>
<p><b>Accessibility:</b> Mixed messages within the policies on access to work by sustainable transport.</p> <ul style="list-style-type: none"> <li>• Change in the number of jobs within 400m of a high frequency bus service based on the 2010 Solihull Strategic Accessibility Study.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>
<p><b>Material Assets:</b> Improve resource efficiency and reduce demands on landfill.</p> <ul style="list-style-type: none"> <li>• Area of greenbelt land taken for development.</li> <li>• Reduce quantity of household waste generated per household.</li> <li>• Management of waste higher up the waste hierarchy.</li> </ul>	<ul style="list-style-type: none"> <li>• Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>

**Table 8.3: Monitoring Proposals for Climate Change and Energy Theme**

Monitoring	Frequency	Responsibility
<b>Climate Change and Energy</b>		
<p><b>Greenhouse Gas Emissions:</b> Policies may not deliver the rate of reduction in GHG required.</p> <ul style="list-style-type: none"> <li>Annual emissions of greenhouse gases across the Borough.</li> </ul>	<ul style="list-style-type: none"> <li>Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>DECC.</li> </ul>
<p><b>Energy Use and Renewable Energy:</b> Action needed to ensure policies deliver expansion of local heat and energy networks as well as delivery of energy efficient and production of renewable energy in new development.</p> <ul style="list-style-type: none"> <li>The actual energy saved and generated by renewable and conservation measures by major development proposals each year.</li> <li>Amount of energy consumed by street lighting.</li> </ul>	<ul style="list-style-type: none"> <li>Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>
<p><b>Employment Resilience:</b> Build employment based upon businesses resilient to direct and indirect effects of climate change and economic dislocation.</p> <ul style="list-style-type: none"> <li>Growth in the population employed in sectors considered to be resilient to the effects of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>
<p><b>Resilience to Adverse Weather Conditions:</b> Deliver a public realm that protects those vulnerable to the effects of climate change.</p> <ul style="list-style-type: none"> <li>Area of “cooling” features within main public thoroughfares.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>

**Table 8.4: Monitoring Proposals for Natural Resource Protection & Environmental Enhancement Theme**

Monitoring	Frequency	Responsibility
<b>Natural Resource Protection &amp; Environmental Enhancement</b>		
<p><b>Biodiversity, Geodiversity and Soil Resources:</b> Policies seek to minimise losses rather than meet national objectives of reversing decline.</p> <ul style="list-style-type: none"> <li>• Number of consented development proposals with net beneficial ecological effects.</li> <li>• Number of consented development proposals negatively affecting the integrity of wildlife corridors.</li> <li>• Length of culverts converted to open channels with wildlife habitats.</li> </ul>	<ul style="list-style-type: none"> <li>• Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>
<p><b>Landscape, Open Space, Green Infrastructure:</b> While policies support enhancing the public realm the focus ought to be on maximising the multiple benefits for the resources expended.</p> <ul style="list-style-type: none"> <li>• Net number of trees planted due to major development proposals.</li> <li>• Number of healthy trees removed that were subject to tree preservation orders.</li> <li>• Number of development projects providing a positive contribution to Arden Landscape Guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>• Bi-annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>
<p><b>Historic Environment &amp; Townscape:</b> Policies are focused upon promoting local distinctiveness and protecting the historic assets across the Borough.</p> <ul style="list-style-type: none"> <li>• Number of development projects that enhance either the historic landscape or elements of the historic environment.</li> <li>• Number of development projects that detract from either the historic landscape or elements of the historic environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> </ul>
<p><b>Water Quality:</b> Climate change and increased abstraction could lead to increased water quality problems not addressed by the Local Plan.</p> <ul style="list-style-type: none"> <li>• Length of culverts opened up into open watercourse and the length of watercourse restored.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Council.</li> <li>• Environment Agency.</li> </ul>

**Table 8.5: Monitoring Proposals for Natural Resource Protection & Environmental Enhancement Theme**

Monitoring	Frequency	Responsibility
<b>Sustainable Communities</b>		
<p><b>Deprivation and Social Exclusion:</b> Policies do not link economic development activities with addressing deprivation and exclusion to the extent possible.</p> <ul style="list-style-type: none"> <li>Percentage of jobs in Solihull filled by local residents.</li> <li>Percentage of Super Output Areas that fall within the 20% most deprived areas using the index of multiple deprivation.</li> <li>Percentage of people who say they are satisfied with their local area as a place to live.</li> </ul>	<ul style="list-style-type: none"> <li>Bi-annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>
<p><b>Housing:</b> While the Local Plan has a strong housing policy the extent to which local needs, particularly for the elderly and special needs groups are met along with housing affordability are key.</p> <ul style="list-style-type: none"> <li>Annual affordable housing completions.</li> <li>Annual number of housing for the elderly.</li> <li>Number of gypsy and traveller pitches available.</li> </ul>	<ul style="list-style-type: none"> <li>Annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>
<p><b>Public Health:</b> The Local Plan provides a policy on public health, although other policies delivering further car based mobility and development may constrain delivery of positive outcomes.</p> <ul style="list-style-type: none"> <li>Proportion of planning applications catering for an ageing population.</li> <li>Percentage of people who consider themselves to be in good health.</li> <li>Percentage of people undertaking physical activity.</li> </ul>	<ul style="list-style-type: none"> <li>Bi-annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> <li>Health &amp; Well-Being Board.</li> </ul>
<p><b>Crime and Safety:</b> The design of the public realm can have an influence on perceptions of crime and actual crime levels hence the extent that the Local Plan policies deliver enhancements to the public realm that reduce crime is of interest.</p> <ul style="list-style-type: none"> <li>Total crime per 1000 people.</li> <li>Proportion of residents feeling safe after dark.</li> </ul>	<ul style="list-style-type: none"> <li>Bi-annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> <li>Police.</li> </ul>
<p><b>Culture &amp; Recreation:</b> Focus is upon the extent to which interventions deliver improvements in health inequalities and promote healthy lifestyles.</p> <ul style="list-style-type: none"> <li>Percentage of residents expressing satisfaction with recreation and open space provision</li> </ul>	<ul style="list-style-type: none"> <li>Bi-annual monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>
<p><b>Regional Assets</b></p> <ul style="list-style-type: none"> <li>Proportion of people employed at the regional assets who are resident in the Borough.</li> <li>Floorspace consented per year.</li> <li>Longest duration to determine a planning application affecting such regional assets.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum of five yearly monitoring with action to rectify adverse trends.</li> </ul>	<ul style="list-style-type: none"> <li>Borough Council.</li> </ul>



# Sustainability Appraisal Report

Appendices

20<sup>th</sup> January 2012

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Prepared for:  
Solihull Metropolitan  
Borough Council

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KINGDOM &  
IRELAND



REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
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## APPENDIX A: STATUTORY BODY COMMENTS ON THE 2008 SCOPING REPORT

Statutory Body Comment	Response
Update reference to WMES in Appendix A to new WMES published December 2007	No longer relevant.
Include plans/policies with direct bearing on historic environment in Appendix A, summarising content, historic environment aspects & implications for SA/Core Strategy	Sustainability appraisal considers implications of draft policies on historic environment.
Baseline data to cover all statutory historic assets & non-designated features of local value, liaise with Conservation & Historic Records Officers	
Include historic environment in SA Framework, showing how derived from baseline work, include in other objectives where relevant, include detailed decision-making criteria/questions with specific questions for historic environment, examples of indicators suggested	<p>Historic environment included in SA Framework with the following two indicators:</p> <ul style="list-style-type: none"> <li>• Number of development projects that enhance either the historic landscape or elements of the historic environment;</li> <li>• Number of development projects that detract from either the historic landscape or elements of the historic environment.</li> </ul>
Include reference to PPS25, Agency Policy on Culverts, Goundwater Protection & Practice, A Better Place to Play & Soil A Precious Resource in Appendix A	PPS 25, the Groundwater Policy identified in Appendix B along with Defra Strategy on Soils and BIS/WRAP code of practice.
Include indicators on flood risk & developments incorporating sustainable drainage systems (SuDS) with ambitious target in baseline data	Two indicators are proposed to address SUDS and flood risk:
Amend indicator on sustainable drainage systems to number of permissions incorporating SuDS, targeting all suitable development	<ul style="list-style-type: none"> <li>• Number of major development proposals with a SUDs component per year;</li> <li>• Number of houses built within each flood zone per year;</li> </ul>
Include indicators in baseline on number of permissions incorporating SuDS, coverage of natural ecosystems, include water resources under natural resource protection and indicator re permissions with conditions to improve water quality/quantity, additional indicators re landscape management, tree planting and TPOs, contribution to LBAPs, damage to designated sites, developments incorporating wildlife corridors & number of surveys undertaken for protected species	<p>The focus of the Sustainability Appraisal is to judge the performance of the draft policies and also to focus the chosen indicators on a core set necessary to track performance against the policies.</p> <p>Recommendations have been made to enhance most policies and should this occur then the case for such indicators may evolve.</p>
Include additional objective for landscape character & quality	<p>The objectives proposed are:</p> <ul style="list-style-type: none"> <li>• To manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change</li> <li>• To facilitate the delivery and enhance the quality of areas providing green infrastructure</li> <li>• To reduce the intrusion of urban and highway lighting.</li> </ul> <p>These objectives are considered to envisaged to consider the need for all landscape to be considered supported by the enhancement of green infrastructure and reductions in the impact of lighting particularly as it affects the urban fringe and rural areas.</p>

Statutory Body Comment	Response
<p>Include additional indicators in Appendix C re coverage of natural ecosystems through development, damage to designated sites, surveys of protected species, contribution to Arden Landscape Guidelines &amp; TPOs, protection/enhancement of water quality &amp; quantity</p>	<p>As some of the indicators proposed are a matter during consideration of development proposals, a wider perspective informed by the Natural Environment White Paper was taken with the indicator being the enhancement of the ecological connectivity of ecological sites and enhance LBAP priority habitats and species. In this way negative effects would also be captured while promoting a positive stance towards the creation of wildlife corridors such as through green infrastructure provision.</p>

## APPENDIX B: POLICIES AND PROGRAMMES

### European

Title	Author	Date	Implications	SEA Topics
<a href="#">A resource-efficient Europe – Flagship initiative under the Europe 2020 Strategy</a>	EU	2011	<p>To achieve a resource-efficient and low-carbon economy the following are needed:</p> <ul style="list-style-type: none"> <li>• coordinated action in a wide range of policy areas</li> <li>• act urgently due to long investment lead-times</li> <li>• empower consumers to move to resource-efficient consumption, to drive continuous innovation and ensure that efficiency gains are not lost</li> </ul> <p>This flagship initiative aims to create a framework for policies to support the shift towards a resource-efficient and low-carbon economy which will help us to:</p> <ul style="list-style-type: none"> <li>• boost economic performance while reducing resource use;</li> <li>• identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness;</li> <li>• ensure security of supply of essential resources;</li> <li>• fight against climate change and limit the environmental impacts of resource use.</li> </ul> <p><b>Adopt policies that promote resource efficiency.</b></p>	<ul style="list-style-type: none"> <li>• Material assets</li> </ul>
<a href="#">Energy Efficiency Plan 2011</a>	EU	2011	<p>The plan focuses on instruments to trigger the renovation process in public and private buildings and to improve the energy performance of the components and appliances used in them. It promotes the exemplary role of the public sector, proposing to accelerate the refurbishment rate of public buildings through a binding target and to introduce energy efficiency criteria in public spending. It also foresees obligations for utilities to enable their customers to cut their energy consumption.</p> <p>Public bodies should take the lead in bringing their buildings up to high energy performance levels. In order to achieve this result it would be appropriate for public authorities at least to double the current renovation rate.</p> <p><b>Steer public spending towards energy efficient products, transport modes, buildings, works and services.</b></p>	<ul style="list-style-type: none"> <li>• Material assets</li> <li>• Climate change</li> </ul>
<a href="#">A Roadmap for moving to a competitive low carbon economy in 2050</a>	EU	2011	<p>Sets out reductions in CO<sub>2</sub> needed across different sectors by 2050.</p> <p><b>Promote a low carbon economy.</b></p>	<ul style="list-style-type: none"> <li>• Climate change</li> </ul>
<a href="#">White Paper: Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system</a>	EU	2011	<p>The challenge is to break the transport system's dependence on oil without sacrificing its efficiency and compromising mobility. Transport has to use less and cleaner energy, better exploit a modern infrastructure and reduce its negative impact on the environment and key natural assets like water, land and ecosystems.</p> <ul style="list-style-type: none"> <li>• Improve the energy efficiency performance of vehicles across all modes.</li> <li>• Optimising the performance of multimodal logistic chains.</li> <li>• Using transport and infrastructure more efficiently through use of improved traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Transport</li> <li>• Climate Change</li> <li>• Material Assets</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<p>management and information systems <b>Encourage lighter, smaller road passenger vehicles, encourage alternative fuels for buses, taxis etc.</b></p>	
<p><a href="#">Our life insurance, our natural capital: an EU biodiversity strategy to 2020</a> COM(2011) 244 final</p>	EU	2011	<p>This strategy is aimed at reversing biodiversity loss and speeding up the EU's transition towards a resource efficient and green economy. By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided. <b>2020 headline target</b> Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss. <b>Address measures to halt biodiversity losses.</b></p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<p><a href="#">Energy infrastructure priorities for 2020 and beyond - A Blueprint for an integrated European energy network</a></p>	EU	2010	<p>The development and modernisation of district heating and cooling networks should therefore be promoted as a matter of priority in all larger agglomerations where local or regional conditions can justify it in terms of, notably heating or cooling needs, existing or planned infrastructures and generation mix etc. This will be addressed in the Energy Efficiency Plan and the 'Smart Cities' innovation partnership, to be launched in 2011. <b>Address provision of district heating systems.</b></p>	<ul style="list-style-type: none"> <li>• Material assets</li> <li>• Climate change</li> </ul>
<p><a href="#">Energy 2020 A strategy for competitive, sustainable and secure energy</a> COM(2010) 639.</p>	EU	2010	<p>The new energy strategy focuses on five priorities:</p> <ul style="list-style-type: none"> <li>• Achieving an energy efficient Europe;</li> <li>• Building a truly pan-European integrated energy market;</li> <li>• Empowering consumers and achieving the highest level of safety and security;</li> <li>• Extending Europe's leadership in energy technology and innovation;</li> <li>• Strengthening the external dimension of the EU energy market.</li> </ul> <p><b>Adopt policies promoting energy efficiency particularly in buildings and transport, smart networks and measures to reduce reliance upon oil.</b></p>	<ul style="list-style-type: none"> <li>• Material assets</li> <li>• Climate change</li> </ul>
<p><a href="#">European Council Conclusions of 15 March 2010</a></p>	EU	2010	<p>New target to halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020 and to support efforts to avert global biodiversity loss. <b>Contribute towards reducing loss of biodiversity and maintaining ecosystem services.</b></p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<p><a href="#">European Strategy for Sustainable Development</a></p>	EC	2009	<p>Economic situation provides an opportunity to address financial and ecological sustainability and develop a dynamic low-carbon and resource-efficient, knowledge-based, socially inclusive society. Notes that:</p> <ul style="list-style-type: none"> <li>• As part of the Climate and Energy Package, the EU is committed to sourcing 10% of its transport fuel consumption from renewable energy sources by 2020 (incl. biofuels, renewable electricity and hydrogen). This target is accompanied by binding sustainability criteria for biofuels included in the Renewable Energy Directive and the</li> </ul>	<ul style="list-style-type: none"> <li>• Climatic factors</li> </ul>

Title	Author	Date	Implications	SEA Topics
			Fuel Quality Directive <ul style="list-style-type: none"> <li>• The Green Transport Package, which addresses the greening of transport, the internalisation of external costs and the abatement of noise from railways. It also included a proposal on internalisation charges for lorries.</li> <li>• Action Plan for the deployment of Intelligent Transport Systems</li> </ul> <b>Contribute towards promotion of low carbon systems.</b>	
<a href="#">Action Plan on Urban Mobility</a>	EC	2009	The actions proposed are centred on six themes <ul style="list-style-type: none"> <li>• Promoting integrated policies through</li> <li>• Focusing on citizens</li> <li>• Greening urban transport</li> <li>• Strengthening funding</li> <li>• Sharing experience and knowledge</li> <li>• Optimising urban mobility</li> </ul> <b>Consider opportunities for support from EU initiatives under the Action Plan.</b>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Climatic factors</li> </ul>
<a href="#">Copenhagen Accord</a>	UN	2009	Agreed to: <ul style="list-style-type: none"> <li>• Recognise the scientific view that the increase in global temperature should be held below 2.0°C</li> <li>• Deep cuts in global emissions are required according to science</li> <li>• Commit to implement the quantified economy wide emissions targets for 2020, to be submitted by 31 January 2010 [Annex I Parties, including the European Union].</li> </ul> <b>Contribute towards reducing greenhouse gas emissions.</b>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Human health</li> <li>• Air quality</li> </ul>
<a href="#">Adapting to Climate Change: Towards a European framework for Action</a>	EC	2009	<ul style="list-style-type: none"> <li>- Promote strategies that increase the resilience to climate change of health, property and the productive functions of land, inter alia by improving the management of water resources and ecosystems.</li> <li>- Framework for adaptation measures and policies to reduce the European Union's vulnerability to the impacts of climate change. The White Paper outlined the need for establishing a Clearing House Mechanism by 2011 that would enable exchanging information on climate risks, impacts and best practices between government, agencies and organisations working on adaptation policies.</li> </ul> <b>Monitor information on climate risk, impacts and best practices on adaptation.</b>	<ul style="list-style-type: none"> <li>• Climate Change</li> </ul>
<a href="#">Directive 2009/33 on the Promotion of Clean and Energy-Efficient Road Transport Vehicles</a>	EC	2009	Requires contracting authorities, contracting entities as well as certain operators to take into account lifetime energy and environmental impacts, including energy consumption and emissions of CO <sub>2</sub> and of certain pollutants, when purchasing road transport vehicles <b>Demonstrate commitment to take consideration of lifetime costs when purchasing vehicles.</b>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Human health</li> <li>• Air quality</li> <li>• Material assets</li> </ul>



Title	Author	Date	Implications	SEA Topics
<a href="#">White Paper: A Sustainable Future for Transport</a>	EC	2009	<p>- Where justified, dedicated infrastructure for passengers and freight should be considered, either in the form of dedicated freight corridors or by setting 'smart' priority rules</p> <p>- ICT solutions should be developed as a support for better management and integration of transport flows</p> <p><b>Consider priority rules for modes in congested situations and promote ICT solutions.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Material assets</li> </ul>
Ambient Air and Cleaner Air for Europe Directive 2008/50/EC	EC	2008	<p>- Establishes objectives for ambient air quality and common methods of assessment, provision of information to the public and maintaining good air quality and improving on it in other cases. Requires monitoring and modelling in zones and agglomerations exceeding air pollution thresholds. Limit values not to be exceeded. Air quality plans needed which can include measures for protection of sensitive population groups.</p> <p><b>Continue to reduce vehicle emissions and enhancing air quality.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> <li>• Air quality</li> </ul>
Directive 2007/60/EC Assessment and Management of Flood Risk	EU	2007	<p>Requires a preliminary flood risk assessment for each river basin district or unit of management. To include maps, significant floods, and assessment of potential adverse consequences of future floods. Flood risk maps and management plans are to be prepared</p> <p><b>Consider implications of flood risk and management plans.</b></p>	<ul style="list-style-type: none"> <li>• Water</li> <li>• Material assets</li> <li>• Landscape / townscape</li> </ul>
<a href="#">Green Paper: Towards A New Culture for Urban Mobility</a>	EC	2007	<p>- Authorities should promote co-modality and reallocate space that becomes available after congestion mitigation measures. Intelligent and adaptive traffic management systems have also proven their efficiency in reducing congestion</p> <p>- More sustainable use of the private car should be encouraged for example by carpooling</p> <p>- Adequate parking policy is also necessary to reduce the use of cars in the centre of the cities</p> <p><b>Promote sustainable modes of transport.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Material assets</li> </ul>
<a href="#">Strategy on Climate Change: Control Measures Through Until 2020 and Beyond</a>	EC	2007	<p>Plans to reduce CO<sub>2</sub> emissions from cars to reach the target of 120 grams of CO<sub>2</sub> per kilometre (g CO<sub>2</sub>/km).</p> <p><b>Assist in lowering emissions.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Material assets</li> </ul>
<a href="#">Convention on the Rights of Persons with Disabilities</a>	UN	2006	<p>Parties take appropriate measures to ensure access to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas.</p> <p><b>Provide equality of access, information and the physical environment for those with disabilities.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
Directive 2006/44/EC on the quality of fresh waters needing protection or improvement in order to support fish life	EC	2006	<p>Concerns the quality of fresh waters and shall apply to those waters designated by the Member States as needing protection or improvement in order to support fish life salmonid waters or cyprinid waters setting out parameters for their quality</p>	<ul style="list-style-type: none"> <li>• Water</li> <li>• Biodiversity</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">Keep Europe Moving – Sustainable Mobility for Our Continent. Mid-term review of the European Commission’s 2001 Transport White Paper</a>	EC	2006	<p><b>Contribute towards the protection of water quality.</b></p> <ul style="list-style-type: none"> <li>- Future policy will have to optimise each mode’s own potential to meet the objectives of clean and efficient transport systems.</li> <li>- Shifts to more environmentally friendly modes must be achieved where appropriate, especially long distance, in urban areas and on congested corridors.</li> <li>- co-modality, i.e. the efficient use of different modes on their own and in combination, will result in an optimal and sustainable utilisation of resources.</li> </ul> <p><b>Promote environmentally modes on congested corridors and enhance efficient use of individual modes.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> </ul>
<a href="#">Action Plan on Biodiversity</a>	EC	2006	<p>The Action Plan stipulates priority objectives, which are divided into four policy areas (biodiversity in the EU, the EU and global biodiversity, biodiversity and climate change, and the knowledge base). It further specifies four main supporting measures (financing, decision-making, building partnerships, and public education, awareness and participation), as well as monitoring, evaluation and review measures.</p> <p><b>Protect biodiversity.</b></p>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">Directive 2006/116/EC on the Protection of Groundwater Against Pollution and Deterioration</a>	EC	2006	<p>Measures to protect and control groundwater pollution</p> <p><b>Consider measures to protect groundwater against pollution from highway runoff where necessary.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>
<a href="#">Collaboration Between the Health and Transport Sectors in Promoting Physical Activity</a>	WHO	2006	<p>Promotion of measures to enhance health particularly through safe cycling and walking</p> <p><b>Promote non-motorised modes.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> <li>• Population</li> <li>• Climate Change</li> </ul>
<a href="#">Thematic Strategic on Air Pollution</a>	EC	2005	<p>Compared with the situation in 2000, the Strategy sets specific long-term objectives (for 2020):</p> <ul style="list-style-type: none"> <li>• 47% reduction in loss of life expectancy as a result of exposure to particulate matter</li> <li>• 10 % reduction in acute mortalities from exposure to ozone</li> <li>• reduction in excess acid deposition of 74% and 39% in forest areas and surface freshwater areas respectively</li> <li>• 43% reduction in areas or ecosystems exposed to eutrophication</li> </ul> <p><b>Contribute to reducing vehicle emissions.</b></p>	<ul style="list-style-type: none"> <li>• Air quality</li> <li>• Human health</li> <li>• Biodiversity</li> </ul>
<a href="#">Framework Convention on the Value of Cultural Heritage for Society</a>	Council of Europe	2005	<ul style="list-style-type: none"> <li>- Not yet in force.</li> <li>- Sees heritage both as a resource for human development, the enhancement of cultural diversity and the promotion of intercultural dialogue, and as part of an economic development model based on the principles of sustainable resource use.</li> <li>- Efforts to conserve and appreciate the heritage must be regarded not as an activity peripheral to modern life, but as an essential action to sustain and deploy assets which are vital to the quality of everyday life and to future progress.</li> </ul> <p><b>Promote protection of cultural heritage</b></p>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Material assets</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">Health Effects of Transport-Related Air Pollution</a>	WHO	2005	Sets out the health risks from pollution <b>Contribute to reducing vehicle emissions.</b>	<ul style="list-style-type: none"> <li>Human health</li> </ul>
<a href="#">European Landscape Convention</a>	Council of Europe	2005	<ul style="list-style-type: none"> <li>- Promotes landscape protection, management and planning, and European co-operation on landscape issues</li> <li>- It highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation</li> </ul> <b>Landscape to be examined in spatial planning, land use and resource management.</b>	
<a href="#">Protocol on Strategic Environmental Assessment to the Convention on Environmental Impact Assessment in a Transboundary Context</a>	UNECE	2003	In force 2010 giving explicit recognition to the need to assess the effects of plans and programmes upon health. Requires health authorities to be consulted and significant environmental and health effects to be monitored Additional aspects are the need to describe health problems as well as environmental problems and include monitoring for significant health effects. <b>Consider health issues and provide for monitoring of health issues.</b>	<ul style="list-style-type: none"> <li>Human health</li> </ul>
Council Directive 2002/49/EC on the Assessment and Management of Environmental Noise	EC	2002	Required the mapping of exposure to noise, the publication of the findings and the preparation of action plans with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good. <b>Consider measures to reduce noise levels.</b>	<ul style="list-style-type: none"> <li>Noise</li> <li>Human health</li> </ul>
European Transport Policy for 2010: A Time to Decide	EC	2001	Emphasis on shifting the balance between modes, eliminating bottlenecks and ensuring rigorous pricing and safety regimes in the transport sector <b>Promote sustainable modes and transport safety.</b>	<ul style="list-style-type: none"> <li>Human health</li> <li>Population</li> </ul>
Directive 2001/81/EC National Emission Ceiling Directive	EC	2001	Sets ceilings for each EU Member State for emissions of ammonia, nitrogen oxides, sulphur dioxide and volatile organic compounds (VOCs) <b>Contribute towards improving air quality.</b>	<ul style="list-style-type: none"> <li>Air quality</li> <li>Human health</li> </ul>
Water Framework Directive 2000/60/EC	EC	2000	Provides framework for management of water resources throughout the EU. Transposed into English law by the Water Environment (Water Framework Directive) (England and Wales) Regulations 2004. Requires all rivers to aim to achieve good status by 2015 and charged the Environment Agency with production of River Basin Management Plans to be implemented by the end of 2009. <b>Take account of River Basin Management Plan for the Humber Basin.</b>	<ul style="list-style-type: none"> <li>Water</li> <li>Biodiversity</li> <li>Soils</li> </ul>
Council Directive 1999/30/EC on Ambient Air Quality Limits	EC	1999	Sets limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air. <b>Contribute towards meeting limit values.</b>	<ul style="list-style-type: none"> <li>Air quality</li> <li>Human health</li> </ul>
Air Quality Framework Directive 1996/62/EC	EC	1996	Sets strategic framework for tackling air quality by setting limit values for twelve air pollutants through daughter directives. <b>Contribute towards meeting limit values.</b>	<ul style="list-style-type: none"> <li>Air quality</li> <li>Human health</li> </ul>

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The Pan-European Biological and Landscape Diversity Strategy	EC	1995	Aims to ensure that the ecosystems on which species depend continue to function, rather than protecting only threatened species or a limited number of valuable sites <b>Protect biodiversity beyond protected sites.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">United Nations Framework Convention on Climate Change</a>	UN	1992	Stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. <b>Contribute towards reducing greenhouse gases.</b>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Human health</li> </ul>
Conservation of Natural Habitats of Wild Flora and Fauna (The Habitats Directive)1992/43/EEC	EC	1992	Provides for protection and establishment of Special Areas of Conservation (SAC sites). <b>Consider the potential for effects upon SACs.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">Convention on Biodiversity</a>	UN	1992	Integrate the conservation and sustainable use of biological diversity into relevant plans, programmes and policies and monitor the effects on biodiversity. <b>Consider effects on biodiversity of its proposals.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">Convention for the Protection of the Architectural Heritage of Europe</a>	Council of Europe	1987	Promote policies for the conservation and enhancement of Europe's heritage. <b>See to conserve and enhance cultural heritage</b>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> </ul>
<a href="#">The Convention on Wetlands of International Importance 1971 (amended 1982)</a>		1982	Conservation and wise use of wetlands and their resources. <b>None in Borough.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
Bonn Convention on the Conservation of Migratory Species of Wild Animals	Council of Europe	1979	Protection of migratory species. <b>Not of relevance beyond protecting habitats.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">Bern Convention on the Conservation of European Wildlife and Natural Habitats</a>	Council of Europe	1979	Protection of appendix II species including the destruction of breeding or resting sites, disturbance of wild fauna, taking of eggs and trade in animals. <b>Not of relevance.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
Conservation of Wild Birds (The Birds Directive)1979/409/EEC	EC	1979	Provides for protection of wild birds and their habitats through Special Protection Areas. <b>Not of relevance as no sites in the Borough.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
Waste Framework Directive 75/442/EEC	EC	1975	Established the waste hierarchy (reduce, reuse, recycle, energy recover, disposal) and seeks waste minimisation across Member States. <b>Reduce promote waste minimisation practices</b>	<ul style="list-style-type: none"> <li>• Material assets</li> </ul>
Convention concerning the protection of the world cultural and natural heritage	UNESCO	1972	Provides for the protection of world heritage sites <b>Develop policies to protect world heritage.</b>	<ul style="list-style-type: none"> <li>• Historic environment</li> </ul>
Ramsar Convention on Wetland of International Importance especially as waterfowl habitat	International	1971	Habitat of wetland sites. <b>None in Borough.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>

## National

Title	Author	Date	Implications	SEA Topics
Healthy Lives, Healthy People, White Paper: Update and Way Forward	DH	2011	Local authorities take responsibilities for public health creating opportunities to develop holistic solutions to health and wellbeing across all sectors. Public Health England will bring together public health experience and develop new approaches. A public health outcomes framework will be issued requiring the collective efforts of all parts of the public health system. There is renewed commitment to reduce health inequalities addressing the wider determinants of health and complementing the role of the NHS. <b>Consider how public health agenda can be integrated into spatial planning.</b>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>
Natural Environment White Paper: The Natural Choice: Securing the Value of Nature	Defra	2011	Sets out commitment to new Biodiversity Strategy for England along with the establishment of Local Nature Partnerships, Nature Improvement Areas, biodiversity offsetting. Also provides a commitment to putting natural capital at the centre of economic thinking and at the heart of how economic progress is measured. It proposes the establishment of a Local Green Areas designation and the establishment of a Green Infrastructure Partnership. <b>Consider and prepare for implications arising from the White Paper.</b>	<ul style="list-style-type: none"> <li>• Biodiversity,</li> <li>• Water</li> <li>• Climate Change</li> <li>• Landscape</li> <li>• Public Health</li> </ul>
Planning our Electric Future: A White Paper for Secure, Affordable and Low- Carbon Electricity	DECC	2011	Promotes delivery of a flexible, smart and responsive electricity system by 2030 through the delivery of long-term contracts for both low-carbon energy and capacity, institutional arrangements to support this contracting approach, with no retrospective change to low-carbon policy incentives. <b>Monitor implications for spatial planning.</b>	<ul style="list-style-type: none"> <li>• Climate Change</li> <li>• Material Assets</li> </ul>
The Importance of Teaching	DfE	2010	Increase the freedom and autonomy for all schools allowing them to develop as they choose. <b>Consider whether White Paper has implications for spatial planning policies.</b>	<ul style="list-style-type: none"> <li>• Population</li> </ul>
Local Growth: Realising Every Place's Potential, White Paper	HM Govt	2010	The White Paper sets out its minimal approach to intervening in local affairs and makes the following statements: <ul style="list-style-type: none"> <li>• Commitment to the greenest government and government for the long term will require 'greening' the whole economy.</li> <li>• Localities to lead their own development.</li> <li>• Government to support investment with a long term impact on growth.</li> <li>• Local Authorities to have a general power of competence to include providing high quality services such as schools and transport that directly support businesses' investment confidence and individual's life chances. Authorities are also to lead efforts to support and improve the health and well-being of the local population, promoting independence and rehabilitation to ensure that all individuals have the maximum opportunity to benefit from work, and to contribute to the local economy.</li> <li>• Local Enterprise Partnerships encouraged to work on transport, housing and planning as part of an integrated approach to growth and infrastructure delivery by setting out: key investment priorities, including transport infrastructure and supporting or coordinating project delivery; coordinating proposals to the Regional Growth Fund;</li> </ul>	<ul style="list-style-type: none"> <li>• Human health</li> <li>• Population - Accessibility</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<p>ensuring business is involved in the development and consideration of strategic development applications; coordinating the leverage of funding from the private sector; consider local green infrastructure issues.</p> <ul style="list-style-type: none"> <li>• A Communities to have right to build powers to deliver small-scale development</li> <li>• Providing a simplified national planning framework.</li> <li>• Statutory duty on local authorities, public bodies and private bodies that are critical to plan making such as infrastructure providers.</li> <li>• New local income streams for local government.</li> <li>• Planning system is to: give people the opportunity to shape the look and feel of their communities including to protect and promote important environmental and social interests; to provide sufficient housing to meet demand; and to support economic development through the provision of infrastructure and by using land use planning to support economic activity.</li> <li>• Neighbourhood plans are to be created and are to respect presumption in favour of sustainable development as well as other local strategic priorities such as the positioning of transport links and meeting housing need.</li> </ul> <p><b>Reflect new opportunities to define needs with Local Enterprise Partnerships to further economic development and the life chances of individuals in a manner that delivers sustainable manner, considers green infrastructure as well as supports and improves the health and well-being of the local population with funding from Regional Growth Fund and changes to local government finances.</b></p>	
<b>Transport</b>				
<a href="#">National Infrastructure Plan 2010</a>	HM Govt	2010	<p>Sets out Government's vision for major infrastructure investment.</p> <ul style="list-style-type: none"> <li>• Congestion predicted to rise by around 20% in the period up to 2025 at a cost of £22 billion a year and cost to business of £10 billion.</li> <li>• Fundamental change not only on the energy technologies, but also on the way infrastructure is planned, coordinated and delivered is needed. Adaptation to provide security and resilience is also needed.</li> <li>• There is a need to attract private sector capital and reduce the cost of capital for projects and programmes.</li> </ul> <p>A new hierarchy for infrastructure investment is set out:</p> <ul style="list-style-type: none"> <li>• Maintenance and smarter use of assets.</li> <li>• Targeted action to tackle network stress points and develop networks.</li> <li>• Transformational large scale capital projects.</li> </ul> <p>Other points for transport infrastructure are:</p> <ul style="list-style-type: none"> <li>• A common set of planning assumptions (economic growth, population growth and impacts of climate change, a framework for assessing overall affordability and Green Book supplementary Guidance is to be issued early 2011.</li> <li>• A Local Sustainable Transport Fund to support local priorities including economic</li> </ul>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Population - accessibility</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<p>growth and reduce carbon emissions focused on behavioural change of short journeys.</p> <ul style="list-style-type: none"> <li>• Simplification of local transport funding to four grant streams.</li> <li>• Lorry road user charging.</li> <li>• Incentives for electric and plug-in hybrid cars.</li> </ul> <p><b>- Consider implications of new investment hierarchy and opportunities associated with other changes.</b></p> <p><b>- Consider implications of lorry road user charging upon local road network as a result of traffic diversion.</b></p>	
<a href="#">Active Travel Strategy</a>	DfT/DH	2010	<ul style="list-style-type: none"> <li>• Local authorities introduce 20mph zones and limits into more residential streets.</li> <li>• Access to Bikeability cycle training for every child.</li> <li>• Every major public sector employer signed up to provide high quality facilities and support for cyclists through the Cycle to Work Guarantee.</li> <li>• Cycle parking at or within easy reach of every public building.</li> <li>• Sufficient secure bike parking at every rail station.</li> </ul> <p><b>Introduce 20mph zones and provide measures for cycling.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>
<a href="#">Community Transport: LTP Best Practice Guidance</a>	DfT	2010	<p>Local authorities to involve community transport in the development and delivery of their transport plans and policies.</p> <p><b>Consider community transport objectives.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
<a href="#">The Future of Urban Transport</a>	DfT	2009	<p>Puts forward a vision of urban transport that envisages enhanced mobility through a wider choice of journey, reduced congestion, better health and enjoyable urban spaces as a result of:</p> <ul style="list-style-type: none"> <li>• enhanced mobility through a wider choice of journey.</li> <li>• reduced congestion and increased journey time reliability.</li> <li>• better health as a result of improved safety and much greater levels of walking and cycling; and</li> <li>• streets and public spaces which are enjoyable places to be, where exposure to harmful emissions is reduced, and where quality of life is transformed.</li> <li>• reduced threat from climate change.</li> </ul> <p>- Plans and proposals for investment must be considered against their ability to make progress on all five of the Department's goals – economic development, climate change, safety, security and health, quality of life and equality of opportunity. It is not sufficient to identify an initiative that mitigates one problem without also considering its effects more widely.</p> <p>- The Government wants to see proposals that give:</p> <ul style="list-style-type: none"> <li>• effective alignment between decision making on transport and decisions on other areas of policy such as land use, economic development and wider regeneration.</li> <li>• robust and streamlined decision making arrangements which allow necessary decisions</li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Climate change</li> <li>• Material assets</li> </ul>



Title	Author	Date	Implications	SEA Topics
			<p>to be taken on complex and difficult issues in a timely and transparent manner.</p> <ul style="list-style-type: none"> <li>• a real enhancement of delivery capability and capacity by taking a coherent and integrated approach to managing currently fragmented transport planning and delivery skills and capacity.</li> <li>• an examination and, if necessary, redress of any operational fragmentation, in particular on highways, traffic management and public transport to ensure greater alignment of policy interventions and maximise delivery efficiencies across public authorities involved, consistent with appropriate levels of subsidiarity.</li> <li>• stronger internal challenge and assessment functions, allied to improved performance management, to ensure that urban areas are better equipped to take decisions in relation to future plans and interventions, maximise VfM, monitor impacts of interventions and safeguard public funds.</li> </ul> <p>- <b>Enhance mobility, reduce congestion and increase journey time reliability, improve safety while providing more cycling and walking in enjoyable streets.</b>            - <b>Consider effects across all DfT goals.</b>            - <b>Integrate transport decision making with other policy areas with timely decisions through stronger internal challenge and assessment functions.</b></p>	
Providing Transport in Partnership	DfT	2009	<p>Advice to local authorities and NHS agencies on the benefits of integrating the organisation and procurement of transport provided for patients and clients across various sectors.  <b>Provide for an integrated approach to passenger transport planning procurement and provision.</b>  <b>Engage with the commercial and third sector.</b></p>	<ul style="list-style-type: none"> <li>• Material assets</li> </ul>
<a href="#">Strategy for Lorry Parking in England</a>	DfT	2009	<p>Encourage Councils to consider and support the need of lorry parking where it is required  <b>Consider need for lorry parking.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Material assets</li> </ul>
<a href="#">Transport Guidance: Supporting Access to Positive Activities</a>	DfT/ DCFS	2009	<p>- Aimed at the Children's Trusts and transport planners to ensure services for children are delivered coherently alongside transport planning measures.            - Part of the Government's strategy 'Aiming high for young people' a ten year strategy with links to the Local Transport Act 2008            - Need to consider the following to address young people's participation in positive activities:</p> <ul style="list-style-type: none"> <li>• Joint planning between Children's Trusts and transport planners at an early stage.</li> <li>• Adopt an holistic approach to young people's transport needs – by reviewing &amp; revising existing arrangements.</li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>• Single over-arching strategy to provide range of transport within an existing LA fleet</li> <li>• Young people participating in transport planning.</li> <li>• Publicising transport information alongside information on positive activities &amp; youth services.</li> <li>• Using discretionary powers on transport to develop a 'transport offer'.</li> <li>• Communicating concessionary transport agreements, including behaviour contracts</li> <li>• Linking transport planning with planning for new facilities.</li> <li>• Review transport routes, availability and cost against changing activity and service provision.</li> <li>• Explore potential for commercial bus company contributions towards cost of concessionary fares for young people.</li> </ul> <p><b>Include an objective to improve accessibility and social inclusion across the county</b> <b>Establish links to other strategies.</b> <b>Provide opportunities for participation of young in transport planning.</b></p>	
<a href="#">Guidance on Local Transport Plans</a>	DfT	2009	<ul style="list-style-type: none"> <li>- In addition to national goals, local authorities are to address cities &amp; regional network challenges.</li> <li>- Mitigate climate change together with relating to all environmental issues</li> <li>- Integration of Air Quality Action Plans is essential.</li> <li>- Analysis of problems not to be restricted to existing problems, but should also attempt to anticipate and prevent any emerging or potential problems.</li> <li>- The targets they contain should therefore make clear and visible connections between local transport targets and targets for sustainable economic growth, housing, and social inclusion, through cross-referencing and quotes from wider plan and strategies.</li> <li>- Demonstrate how the authority's processes for drawing up plans and setting targets in those wider areas have responded to the development of its local transport strategy and plan.</li> </ul> <p><b>Take account of guidance.</b></p>	<ul style="list-style-type: none"> <li>• Climatic Factors</li> <li>• Material Assets</li> <li>• Landscape / townscape</li> <li>• Human health</li> </ul>
The Future of Transport: A Network for 2030			<ul style="list-style-type: none"> <li>- Promotes:               <ul style="list-style-type: none"> <li>• Sustained investment in the long term.</li> <li>• Improvements in transport management.</li> <li>• Planning ahead.</li> <li>• Balancing the need to travel with the need to improve the quality of life.</li> </ul> </li> <li>- The transport shared priority covers:               <ul style="list-style-type: none"> <li>• Tackling congestion.</li> <li>• Delivering accessibility.</li> <li>• Safer roads, and</li> <li>• Improving air quality.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Air quality</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">Building Sustainable Transport into New Developments</a>	DfT	2008	<p><b>Take account of objectives.</b></p> <p>Aimed at those involved in the planning, design and construction of new housing developments. It sets out advice on how to build an effective sustainable transport system in new developments, from the planning to the implementation stage. It recommends a variety of transport options to integrate and adopt according to the location and needs of the individual development.</p> <p><b>Promote/set out locally relevant solutions.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Human health</li> <li>• Material assets</li> <li>• Landscape / townscape</li> <li>• Air</li> <li>• Water</li> </ul>
<a href="#">Delivering a Sustainable Transport System</a>	DfT	2008	<p>- Sets out how local authorities are to deliver the national goals for transport and describes the associated challenges.</p> <p>to support national economic competitiveness and growth, by delivering reliable and efficient transport networks.</p> <p>to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.</p> <p>to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.</p> <p>to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.</p> <p><b>Address the five national goals.</b></p>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Human health</li> <li>• Material assets</li> <li>• Landscape / townscape</li> <li>• Air</li> <li>• Water</li> </ul>
<a href="#">Meeting Targets through Transport</a>	DfT	2008	<p>- Considers how transport can contribute to wider objectives and the opportunity for local authorities and partners to work together.</p> <p>- As well as transport Indicators, the following Local Performance Framework indicators are influenced by transport:</p> <ul style="list-style-type: none"> <li>• Climate change and air quality.</li> <li>• Housing delivery.</li> <li>• Employment and business growth.</li> <li>• Participation in sport, volunteering and cultural activities.</li> <li>• Crime.</li> <li>• Perceptions of an area.</li> <li>• Street cleanliness.</li> <li>• Education &amp; skills.</li> </ul>	<ul style="list-style-type: none"> <li>• Population; Public health &amp; Safety</li> <li>• Climatic factors</li> <li>• Material assets</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>• Health &amp; well-being.</li> </ul> <p><b>Include relevant targets for objectives affected by transport.</b></p>	
Local Transport Act	Govt	2008	<p>Provides power to take tackle congestion and improve public transport particularly by:</p> <ul style="list-style-type: none"> <li>• Improving quality of local bus services.</li> <li>• Creating a bus passenger champion to represent the interests of bus passengers.</li> <li>• Arrangements for local transport governance.</li> </ul> <p><b>link with bus strategy providing policies and objectives/targets to improve local bus services on strategic routes in the county.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health &amp; safety</li> <li>• Climatic factors</li> </ul>
Delivering a Sustainable Railway	DfT	2007	<p>Promotes a railway that can handle double the amount of freight and passenger traffic that is safer, more reliable and efficient and can cater for needs with a reduced carbon footprint and improved environmental performance.</p> <p><b>Recognise implications that might emerge for other transport networks.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> </ul>
PPS 6 Planning for Town Centres	ODPM	2005	<p>Sets put Government's policy on planning for the future of town centres. Promotes viability and vitality of town centres by planning for growth, focusing development in such centres and encouraging a wide range of services, accessible to all. Accessibility to be improved by ensuring that existing or new development is or will be, accessible and well served by a choice of means of transport.</p> <p><b>Ensure that appropriate transport networks, including public transport, in place to provide access to all social groups to services in town centres.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> </ul>
Walking and Cycling: An Action Plan	DfT	2004	<p>Promotes increasing walking and cycling through:</p> <ul style="list-style-type: none"> <li>• Improving the environment (through land use planning, the design of streets etc.).</li> <li>• Proving better facilities (cycle lanes, pedestrian crossings etc.).</li> <li>• Influencing travel behaviour (by changing perceptions, education etc.).</li> <li>• Building skills and capacity (through training in areas such as streetscape design).</li> </ul> <p><b>Incorporate walking and cycling strategies and targets.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>
Powering Future Vehicles Strategy	DfT	2002	<p>Sets targets for sales of ultra-low carbon cars by 2020.</p> <p><b>Enhance provision for low carbon vehicles.</b></p>	<ul style="list-style-type: none"> <li>• Climate change</li> </ul>
<a href="#">Older People: Their Transport Needs and Requirements</a>	DfT	2001	<p>Details transport needs of elderly and recommends that transport planners and service providers take a more 'holistic' approach to address concerns associated with every element of the journey. Furthermore, when new or improved services are introduced, they are given sufficient time to bed in; short-term pilots are sure to fail if potential users do not have long enough to try them out.</p> <p><b>Address transport needs of the elderly.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
<a href="#">PPG 13: Transport</a>	ODPM	2001	<p>Objective to integrate land use and transport planning by:</p> <ul style="list-style-type: none"> <li>• encouraging more sustainable transport choices for both people and moving freight.</li> <li>• promoting accessibility to jobs, shopping, leisure facilities and other services by public</li> </ul>	<ul style="list-style-type: none"> <li>• Landscape / townscape</li> <li>• Population</li> </ul>

Title	Author	Date	Implications	SEA Topics
			transport, walking and cycling. <ul style="list-style-type: none"> <li>reducing the need to travel, especially by car.</li> </ul> <b>Include policies to provide improved accessibility and promote sustainable travel options.</b>	<ul style="list-style-type: none"> <li>Climatic factors</li> <li>Material assets</li> </ul>
<b>Sustainable Development</b>				
<a href="#">An Invitation to Shape the Nature of England</a>	Defra	2010	- Seeks views on: <ul style="list-style-type: none"> <li>Embedding the true value of natural resources into decision making.</li> <li>Adopting a “whole systems” approach to incremental impacts.</li> <li>Optimising take up of ultra-low carbon vehicles.</li> <li>Innovation sought in offsetting the impact of development on biodiversity.</li> <li>An integrated approach linking a healthy natural environment to economic prosperity, sustainable development, a better quality of life health and wellbeing is sought.</li> <li>Ways to manage the natural environment where cross-boundary issues occur and links with mechanisms for economic growth, transport and planning are needed.</li> <li>The costs of environmental degradation ought to be better understood and reflected in decisions.</li> <li>Landscape scale approach is needed to managing natural resources.</li> </ul> <b>Address the new agenda for environmental management.</b>	<ul style="list-style-type: none"> <li>Population</li> <li>Human health</li> <li>Climatic factors</li> <li>Biodiversity</li> <li>Landscape/ townscape</li> </ul>
<a href="#">PPS3 – Housing</a>	GLG	2010	Planning authorities are to develop housing density policies having regard to the current and future levels of accessibility, particularly public transport accessibility among other factors. <b>Endeavour to support housing policies.</b>	<ul style="list-style-type: none"> <li>Population</li> </ul>
<a href="#">PPS4: Planning for Sustainable Economic Growth</a>	CLG	2009	Relevant objectives are to: <ul style="list-style-type: none"> <li>Build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural.</li> <li>Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation.</li> <li>Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.</li> <li>Promote vitality and viability of centres as important places for communities.</li> <li>Raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all.</li> </ul> <b>Contribute to economic vitality and promotion of locally distinctive rural communities.</b>	<ul style="list-style-type: none"> <li>Population</li> <li>Climate change</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">PPS12 Local Spatial Planning</a>	CLG	2008	<p>Core strategies are to be supported by evidence of the physical, social and green infrastructure needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.</p> <p>Infrastructure planning for the core strategy should also include the specific infrastructure requirements of any strategic sites which are allocated in it.</p> <p><b>Contribute to the planning of infrastructure to support core strategies.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> </ul>
<a href="#">Planning for a Sustainable Future, White Paper</a>	CLG, DfT, Defra, DTI	2007	<p>- Introduced reforms to land use planning and major infrastructure planning. Vision is for a planning system which:-</p> <ul style="list-style-type: none"> <li>• supports vibrant, healthy sustainable communities</li> <li>• promotes the UK's international competitiveness</li> <li>• enables an infrastructure that is integrated with the delivery of other sustainable development objectives.</li> </ul> <p><b>Include objectives to promote healthy and sustainable communities.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Climatic factors</li> </ul>
<a href="#">UK Government Sustainable Development Strategy: Securing the Future</a>	Defra	2005	<p>Key commitments in the strategy include:</p> <ul style="list-style-type: none"> <li>• researching environmental limits and environmental inequalities</li> <li>• taking account of natural systems as a whole, through the use of an ecosystems approach</li> </ul> <p><b>Consider the use of ecosystems and environmental limit approaches to inform decision making.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Climatic factors</li> <li>• Biodiversity</li> <li>• Landscape/ townscape</li> </ul>
<a href="#">PPS 1: Delivering Sustainable Development</a>	ODPM	2005	<p>- In planning for sustainable development, the key factors include:-</p> <ul style="list-style-type: none"> <li>• Social cohesion and Inclusion.</li> <li>• Protection and enhancement of the environment.</li> <li>• Prudent use of natural resources.</li> <li>• Sustainable economic development.</li> <li>• Integrating sustainable development in development plans.</li> </ul> <p><b>To be supported by a commitment sustainable development and community participation in the plan making process and policies to deliver the objectives.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Landscape / townscape</li> <li>• Human health</li> <li>• Air</li> <li>• Water</li> <li>• Noise</li> <li>• Soil</li> <li>• Material Assets</li> <li>• Biodiversity</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">PPS 7: Sustainable Development in Rural Areas</a>	ODPM	2004	<p>- Relevant objectives include:-</p> <ul style="list-style-type: none"> <li>To raise the quality of life and environment in rural areas through promotion of thriving, inclusive and sustainable communities, sustainable economic growth and diversification, good quality sustainable development and continued protection of the open countryside.</li> <li>where possible, ensure that new development in identified service centres is supported through improvements to public transport, and to walking and cycling facilities, provided in partnership with the developer where appropriate.</li> <li>To promote more sustainable patterns of development by focusing development in and next to existing towns and villages, preventing urban sprawl, discouraging the development of 'greenfield' land, promoting a range of uses and providing appropriate leisure opportunities for urban and rural dwellers.</li> </ul> <p><b>Address the need of the rural communities.</b></p>	<ul style="list-style-type: none"> <li>Population</li> <li>Landscape /townscape</li> <li>Human health</li> <li>Air</li> <li>Water</li> <li>Noise</li> <li>Soil</li> <li>Material Assets</li> <li>Biodiversity</li> </ul>
<a href="#">PPG 17: Planning for Open Space, Sport and Recreation</a>	ODPM	2002	<p>Promote accessibility by walking, cycling and public transport, and ensure that facilities are accessible for people with disabilities.</p> <p><b>Aid access to open space, sports and recreational areas by sustainable modes for all members of society.</b></p>	<ul style="list-style-type: none"> <li>Public health</li> </ul>
<a href="#">Sustainable Distribution: A Strategy</a>	DfT	1999	<p>Government's objectives are to:</p> <ul style="list-style-type: none"> <li>Improve the efficiency of distribution</li> <li>Minimise congestion</li> <li>Make better use of transport infrastructure</li> <li>Minimise pollution and reduce greenhouse gas emissions</li> <li>Manage development pressures on the landscape - both natural and man-made</li> <li>Reduce noise and disturbance from freight movements</li> <li>Reduce the number of accidents, injuries and cases of ill-health associated with freight movement</li> </ul> <p><b>Manage needs and impacts of freight transport.</b></p>	<ul style="list-style-type: none"> <li>Material Assets</li> <li>Human health</li> <li>Climate change</li> <li>Noise</li> </ul>
<a href="#">PPG2 - Green Belts</a>	ODPM	1995	<p>When seeking to locate park and ride development, Non-Green Belt alternatives should be investigated first. Park and ride development is not inappropriate in Green Belts, provided that:</p> <ul style="list-style-type: none"> <li>A thorough and comprehensive assessment of potential sites has been carried out.</li> <li>The assessment establishes that the proposed green belt site is the most sustainable option taking account of all relevant factors including travel impacts.</li> <li>The scheme will not seriously compromise the purposes of including land in Green Belts.</li> </ul>	<ul style="list-style-type: none"> <li>Material Assets</li> </ul>



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			<ul style="list-style-type: none"> <li>The proposal is contained within the local transport plan and based on a thorough assessment of travel impacts.</li> <li>New or re-used buildings are included within the development proposal only for essential facilities associated with the operation of the park and ride scheme.</li> </ul> <p><b>Consider above issues should park and ride sites be proposed in green belt.</b></p>	
<b>Biodiversity</b>				
Securing Biodiversity – a new framework for delivering priority habitats and species in England	Natural England	2008	<ul style="list-style-type: none"> <li>Embed consideration of ecosystems approach and climate change adaptation principles</li> <li>Contribute to achievement of biodiversity improvements across whole landscapes.</li> </ul> <p><b>Protect wildlife and employ ecosystems services approach decision making.</b></p>	<ul style="list-style-type: none"> <li>Biodiversity</li> </ul>
<a href="#">Conserving Biodiversity – The UK Approach</a>	Defra	2007	<ul style="list-style-type: none"> <li>Protecting the best sites for wildlife</li> <li>Targeting action on priority species and habitats.</li> <li>Embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making.</li> <li>Engaging people, and encouraging behaviour change.</li> <li>Developing and interpreting the evidence base.</li> <li>Ensuring that the UK plays a proactive role in influencing the development of Multilateral Environmental Agreements, and contributes fully to their domestic delivery.</li> </ul> <p><b>Protect wildlife and employ ecosystems services approach decision making.</b></p>	<ul style="list-style-type: none"> <li>Biodiversity</li> </ul>
<a href="#">Guidance to Local Authorities on Implementing the Biodiversity Duty</a>	Defra	2007	<p>- The overarching aims include:-</p> <ul style="list-style-type: none"> <li>raising the profile and visibility of biodiversity,</li> <li>clarifying existing commitments.</li> <li>make biodiversity an integral part of policy and decision making.</li> </ul> <p>- Local Authorities have a key role in conserving biodiversity, this includes:-</p> <ul style="list-style-type: none"> <li>Biodiversity should be a key component of sustainable development.</li> <li>Recognising the quality of life benefits and integrating biodiversity throughout a range of functions and services.</li> <li>Integrate with corporate priorities and internal policy.</li> <li>Identify opportunities to deliver through Local Strategic Partnership, Sustainable Community Strategies and Local Area Agreements.</li> <li>Utilise Local Biodiversity Action Planning.</li> </ul> <p><b>Require LBAPs to be considered during proposals for new measures and maintenance regimes.</b></p>	<ul style="list-style-type: none"> <li>Biodiversity</li> <li>Air</li> <li>Soil</li> <li>Water</li> <li>Human health</li> </ul>
PSA Delivery Agreement 28 Secure a Healthy Natural Environment for Today and the Future	Govt	2007	Secure a healthy natural environment for today and the future across water quality, biodiversity, air quality, marine health and land management. <b>Contribute towards deliver of biodiversity indicator.</b>	<ul style="list-style-type: none"> <li>Biodiversity</li> <li>Water</li> </ul>

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<a href="http://webarchive.nationalarchives.gov.uk/+http://www.hm-treasury.gov.uk/media/1/3/pbr_csr07_psa28.pdf">http://webarchive.nationalarchives.gov.uk/+http://www.hm-treasury.gov.uk/media/1/3/pbr_csr07_psa28.pdf</a>				
Natural Environment and Rural Communities Act	Govt	2006	Requires local authorities to have regard to biodiversity conservation in carrying out their functions - referred to as their "Biodiversity Duty". Defra's guidance on Biodiversity Duty states that biodiversity should be a key component of sustainable development and that local authorities should utilise of Local Biodiversity Action Planning – highlighting the role of the LBAPs. <b>Consider LBAP.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> </ul>
<a href="#">PPS 9: Biodiversity and Geological Conservation</a>	ODPM	2005	- Objectives for planning are as follows:- <ul style="list-style-type: none"> <li>• Ensure biological and geological diversity are conserved and enhanced and integrated in social, environmental and economic development, therefore biodiversity and geological factors are considered along with other considerations in the development process.</li> <li>• Conserve, enhance and restore diversity of wildlife and geology – sustaining and improving the quality of natural and geological habitats and sites.</li> <li>• Contribute to rural renewal and urban renaissance.</li> </ul> - The following key principles are identified: <ul style="list-style-type: none"> <li>• Development plan policies and planning decisions – based on current information about the environmental characteristics of their areas.</li> <li>• Plan policies and decisions need to maintain, restore or enhance biological interests.</li> <li>• Development design should incorporate biodiversity and geological features and be reflected in planning policies.</li> <li>• Planning decisions should prevent harm to biodiversity and geological conservation interests therefore considering alternative sites or including measures to mitigate.</li> </ul> <b>Ensure policies or schemes consider the maintenance, enhancement and restoration of biological conservation interests.</b>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Soil</li> <li>• Water</li> <li>• Landscape / townscape</li> </ul>
<b>Landscape/Townscape</b>				
<a href="#">The Royal Commission on Environmental Pollution (RCEP) Report on Artificial Light in the Environment Government Response</a>	Defra	2010	<ul style="list-style-type: none"> <li>• Government supports the recommendation at highway authorities reassess the lighting of roads against potential road safety and crime reduction benefits.</li> <li>• Guidance on this topic in any future edition of "Well-lit Highways", their code of practice on street lighting maintenance management anticipated.</li> <li>• Replacement of road lighting to minimise impacts of stray light.</li> <li>• Government to disseminate information from trials on reducing or turning off lights where there is unlikely to be any significant use of the road</li> </ul> <b>Address lighting of roads and take measures to reduce impact.</b>	<ul style="list-style-type: none"> <li>• Climatic Factors</li> <li>• Material Assets</li> <li>• Landscape / townscape</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">A Strategy for Trees, Woods and Forests</a>	Defra	2007	Strategy seeks to <ul style="list-style-type: none"> <li>• Provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations.</li> <li>• Ensure that existing and newly planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to a changing climate.</li> <li>• Protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland.</li> <li>• Increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England.</li> <li>• Improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identifiable public benefits, nationally or locally, including the reduction of carbon emissions.</li> </ul> <b>Support the provision of trees and protect and enhance environmental resources as well as increase the contribution that woods and forests can make potentially by enhancing accessibility.</b>	<ul style="list-style-type: none"> <li>• Landscape / townscape</li> </ul>
<b>Climate Change</b>				
<a href="#">Transport Carbon Reduction Delivery Plan</a>	DfT	2010	All local authorities are encouraged to promote cycling, walking and sustainable travel and bring forward initiatives in the third round of Local Transport Plans. <b>Promote sustainable transport measures.</b>	<ul style="list-style-type: none"> <li>• Climatic Factors</li> <li>• Material Assets</li> <li>• Landscape / townscape</li> <li>• Human health</li> </ul>
<a href="#">Strategic Framework and Policy Statement on Improving the Resilience of Critical Infrastructure to Disruption from Natural Hazards</a>	Cabinet Office	2010	Sets approach to risk to infrastructure: <ul style="list-style-type: none"> <li>• Build a level of resilience into critical infrastructure assets that ensures continuity during a worst case flood event.</li> <li>• Considering the threat from current and future natural hazards in the design of new assets.</li> <li>• Increase the robustness and resilience of existing services or assets by building additional network connections.</li> <li>• Identifying key components and moving them out of harm's way.</li> <li>• Improved arrangements for sharing of information on infrastructure network performance and standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Climate change</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>Enhancing skills and capabilities to respond to emergencies arising from natural hazards.</li> </ul> <p><b>Prepare for defining and adapting to increase resilience.</b></p>	
<a href="#">Climate Change Adaptation Plan for Transport 2010-2012</a>	DfT	2010	<ul style="list-style-type: none"> <li>Ensure that regional and local transport authorities are encouraged and supported in taking action to assess and address climate change impacts.</li> <li>Management of the 'soft estate' (verges, embankments and untrafficked paved areas) could be adapted to increase drainage capacity, reduce runoff, prevent flooding and landslides.</li> <li>Authorities should establish contingency plans for dealing promptly and effectively with unplanned events such as extremes in weather.</li> </ul> <p><b>Adapt to risks from climate change through management of the soft estate and contingency planning.</b></p>	<ul style="list-style-type: none"> <li>Climatic Factors</li> <li>Material Assets</li> <li>Landscape / townscape</li> <li>Human health</li> </ul>
<a href="#">Delivering Sustainable, Low Carbon, Travel: An Essential Guide for Local Authorities</a>	DfT	2009	<p>Sustainable travel approach rests on:</p> <ul style="list-style-type: none"> <li>Creating positive choices for travellers;</li> <li>A holistic package of measures, which 'lock-in' the benefits; and</li> <li>Local application tailored to local circumstances.</li> </ul> <p>Stresses importance of generating the right evidence about the nature of the problems to be tackled, the priorities and the likely value and feasibility of different options</p> <p><b>Create local choice based on evidence leading to packages of measures locking in benefits.</b></p>	<ul style="list-style-type: none"> <li>Population</li> <li>Human health</li> <li>Climate change</li> <li>Material assets</li> </ul>
<p>Low Carbon Transition Plan <a href="http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx">http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx</a></p>	DECC	2009	<ul style="list-style-type: none"> <li>Maps out the "route" to 2020 greenhouse gas emissions while maintaining secure energy supplies, maximising economic opportunities, and protecting the most vulnerable.</li> <li>Details how targets for UK greenhouse gas reductions from the first three carbon budgets will be achieved. Around half the reductions to come from the power and heavy industry sectors. About one third of reductions are to be made by transport, homes and communities.</li> </ul> <p><b>Contribute towards reductions in greenhouse gas emissions.</b></p>	<ul style="list-style-type: none"> <li>Climatic change</li> <li>Human health</li> </ul>
<a href="#">Low Carbon Transport: a Greener Future</a>	DfT	2009	<ul style="list-style-type: none"> <li>Save around 85 million tonnes of CO<sub>2</sub> over the third carbon budget period from 2018-2022, in addition to existing policies by</li> <li>Supporting a shift to new technologies and cleaner fuels.</li> <li>Promoting lower carbon choices.</li> <li>Using market mechanisms to encourage a shift to lower carbon transport</li> </ul> <p>- Strategy to deliver cuts in CO<sub>2</sub> up to 2022 and 2050 based on:</p> <ul style="list-style-type: none"> <li>Supporting a shift to new technologies and fuels.</li> <li>Promoting lower carbon transport choices.</li> </ul>	<ul style="list-style-type: none"> <li>Climatic change</li> <li>Human health</li> </ul>

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			<ul style="list-style-type: none"> <li>Using market based measures to encourage a shift to lower carbon transport</li> <li>The Government is also to reports on the risks to the UK of climate change at least every five years and publishes a programmes setting out how these will be addressed.</li> </ul> <p><b>Promote measures that reduce CO<sub>2</sub> emissions</b></p> <p><b>Implementation Plans to remain abreast of requirements to address climate change risks.</b></p>	
Updated Energy and Carbon Emissions Projections, The Energy White Paper	DECC	2008	<p>Provides of energy prices and carbon emission projections based upon three illustrative fuel price scenarios.</p> <p><b>Consider as part of scenario development activities.</b></p>	<ul style="list-style-type: none"> <li>Climate Change</li> <li>Material Assets</li> </ul>
Local Transport Act 2008 <a href="http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf">http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf</a>	Govt	2008	<p>Requires local transport authorities to take into account any Government policies and guidance with respect to mitigation of, or adaptation to, climate change when formulating Local Transport Plans and policies.</p> <p><b>Adopt measures to mitigate and adapt to climate change.</b></p>	<ul style="list-style-type: none"> <li>Climatic change</li> <li>Human health</li> </ul>
<a href="#">Climate Change Act</a>	Govt	2008	<p>- Provides for:</p> <ul style="list-style-type: none"> <li>Setting emissions reduction targets in statute and carbon budgeting – a duty to reduce greenhouse gas emissions by 80% by 2050 below 1990 levels and the setting of “carbon budgets” representing UK emissions for five year periods beginning with the period 2008–2012.</li> <li>Annual reporting by the Government on the UK’s greenhouse gas emissions.</li> <li>Powers to enable the Government and the devolved administrations to introduce new domestic trading schemes to reduce emissions.</li> <li>Procedure for assessing the risks of the impact of climate change for the UK, and a requirement on the Government to develop an adaptation programme contributing to sustainable development.</li> </ul> <p><b>Include a specific objective in relation to tackling climate change and targets to show the contribution made towards the 80% reduction by 2050.</b></p>	<ul style="list-style-type: none"> <li>Climatic change</li> <li>Human health</li> </ul>
<a href="#">Planning and Climate Change – Supplement to PPS1</a>	CLG	2007	<p>- Local spatial strategies to consider:-</p> <ul style="list-style-type: none"> <li>full contribution to climate change programme and energy policies .</li> <li>Consider energy efficiency and reduction in emissions.</li> <li>Ensure that urban growth and sustainable rural development.</li> <li>Enable the use of sustainable travel for moving freight, the use of public transport, cycling and walking.</li> <li>Secure and develop places that minimise vulnerability to climate change, therefore providing resilience.</li> </ul>	<ul style="list-style-type: none"> <li>Climatic factors</li> <li>Human health</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>• Conserve and enhance biodiversity.</li> <li>• Enable community contribution in the tackling of climate change.</li> <li>• Encourage competitiveness and technological innovation.</li> </ul> <p><b>Adopt principles of sustainable development and include measures that:</b></p> <ul style="list-style-type: none"> <li>• <b>Mitigate and adapt to climate change.</b></li> <li>• <b>Promote more energy efficient vehicles or vehicles that use renewable forms of energy.</b></li> <li>• <b>Promote sustainable travel options.</b></li> <li>• <b>Support the conservation and enhancement of biodiversity.</b></li> <li>• <b>Increase community participation.</b></li> </ul>	
<a href="#">Climate Change: The UK Programme</a>	Defra	2006	- Reduce total current carbon dioxide emissions by some 60 per cent by 2050 from 1990 levels. <b>Show how wider local policies would contribute to the achievement of CO<sub>2</sub> targets.</b>	<ul style="list-style-type: none"> <li>• Climate change</li> </ul>
<b>Sustainable Economic Growth</b>				
<a href="#">The Plan for Growth</a>	HM Govt	2011	In addition to financial ambitions, the Plan sets out the Government's intention to <ul style="list-style-type: none"> <li>• Be best location for corporate headquarters in Europe.</li> <li>• Increase in the proportion of planning applications approved and dealt with on time.</li> <li>• Increase investment in low carbon technologies.</li> <li>• Increase in the participation of 16-24 year olds in employment or learning.</li> <li>• Narrowing the educational attainment gap.</li> </ul> <p><b>Exploit opportunities associated with Government agenda.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Material Assets</li> <li>• Climate Change</li> </ul>
<a href="#">Enabling the Transition to a Green Economy</a>	HM Govt	2011	- Sets out a vision of a green economy based on growing low carbon and environmental goods and services sector, using natural resources efficiently, being more resilient and exploiting comparative advantages. <ul style="list-style-type: none"> <li>• The UK needs to become more resilient to... price variations, develop alternative sources of supply, and make more efficient use of natural resources.</li> <li>• Ensure that infrastructure is resilient to the impacts of climate change.</li> <li>• The Government will work to ensure that the system of environmental regulation is effective, proportionate, coherent, clear and implemented in a way that minimises burdens on businesses.</li> <li>• The Government will increase the proportion of tax revenue accounted for by environmental taxes targeting measures to maximise opportunities for green growth in the UK.</li> <li>• Government will buy more sustainable and efficient products within the context of the</li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Material Assets</li> <li>• Climate Change</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<p>overarching priorities of value for money and streamlining procurement processes, and engage with its suppliers to understand and reduce the impacts of its supply chain</p> <ul style="list-style-type: none"> <li>• Government will announce a package of measures to help energy intensive industries adjust to the transition to a low-carbon economy before the end of the year.</li> </ul> <p><b>Dovetail policies into agenda promoted by the Government.</b></p>	
<b>Health</b>				
Active Travel Strategy	DH/ DfT	2010	<p>Plans to put walking and cycling at centre of local transport and public health strategies over the next decade. Also recognises value to talking congestion, reduce carbon emissions and improve local environment.</p> <p>Local authorities are to develop a robust local monitoring and evaluation framework.</p> <p><b>Ensure policies maximise the health benefits and walking and cycling can bring through a variety of measures including School Travel Plans and Work Place Plans. Use the Health Economic Assessment Tool for walking and cycling investments. Created in consultation with the LSP to ensure effective delivery. Include measures to monitor and evaluate outcome of measures.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>
Confident Communities, Brighter Futures: A Framework for Developing Well-Being	DH	2010	<p>Seeks to enhance the connections between mental and physical health in order to improve overall well-being; the connections between people to improve resilience and reduce inequalities; and the connections between communities and their environment to ensure a sustainable future.</p> <p><b>Contribute to sustainable connected communities.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
Be active, be healthy: a plan for getting the nation moving	DH	2009	<p>Establishes a framework for the delivery of physical activity alongside sport. The plan will contribute to the Government's ambition to get 2 million more people active by 2012.</p> <p><b>Embrace the ambition behind the framework and contribute to improving physical activity by supporting sustainable modes of travel and access to recreation.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
Change4Life	DH	2009	<p>A social marketing campaign seeking to reduce obesity and enhance life styles. Provides toolkits to promote physical activity (Walk4Life and Bike4Life).</p> <p><b>Embrace the Change4Life campaign.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Climate factors</li> </ul>
A Children's Environment and Health Strategy for the UK	HPA	2009	<p>A strategic approach is required to ensure all children and young people have easy access to safe and well-maintained green, open spaces that are in easy reach of their homes so they can take full advantage of the benefits that green, open spaces can provide.</p> <p><b>Aid access to green and open space particularly for children and young people.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
Independent Living Strategy	Govt	2008	<p>Aims to give disabled people more choice and control over the support they need and greater access to employment, transport and mobility, health and housing.</p> <p><b>Engage with and provide greater access to employment, transport, health and housing for disabled people.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>



Title	Author	Date	Implications	SEA Topics
Healthy Weight, Healthy Lives: One Year On	DH	2008	Encourages local authorities to deliver active initiatives. <b>Incorporate the promotion of healthier lifestyles into the actions taken by spatial planning to design healthy communities through a suitable physical environment as well as access to employment, education, local fresh food and health services.</b>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
PH8: Promoting and creating built of natural environments that encourage and support physical activity	NICE	2008	Public health guidance complements and support Clinical guidance on obesity (e.g. CG43-NICE 2006). Includes recommendations on land use planning, relevant to the development of Local Development Frameworks, and recommendations relevant to the development of local transport plans. Those relevant to transport include : <ul style="list-style-type: none"> <li>• re-allocated road space to support physically active modes of transport (as an example, this could be achieved by widening pavements and introducing cycle lanes)</li> <li>• restrict motor vehicle access (for example, by closing or narrowing roads to reduce capacity)</li> <li>• introduce road-user charging schemes</li> <li>• introduce traffic-calming schemes to restrict vehicle speeds (using signage and changes to highway design)</li> <li>• create safe routes to schools (for example, by using traffic-calming measures near schools and by creating or improving walking and cycle routes to schools); and</li> <li>• plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity, which offer everyone (including people whose mobility is impaired) convenient, safe and attractive access to workplaces, homes, schools and other public facilities. They should be built and maintained to a high standard.</li> </ul> <b>Embrace aim behind the recommendations and adopt recommendations where practicable and appropriate.</b>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
A <a href="#">Sure Start to Later Life: Ending Inequalities for Older People</a>	SEU	2006	Sets out 30 cross government actions	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
CG43: Obesity: the prevention, identification, assessment and management of overweight and obesity in adults and children	NICE	2006	Clinical guidance and the related publications seek to produce the first comprehensive and integrated approach to prevention, maintenance and treatment. It is generally accepted that obesity is one of the major challenges to public health at this time and I hope that these publications will contribute to both informed debate and action. <b>Seek to support actions to reduce obesity by promoting sustainable modes of transport and opportunities for physical activity, e.g. through improved access to recreation and measures such as school travel plans.</b>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>
<a href="#">Choosing Health: Making Healthy Choices Easier</a>	DH	2004	- Focuses on public health with 3 core principles: <ul style="list-style-type: none"> <li>• Informed choice.</li> <li>• Personal support in making healthy choices and particularly to tackle health inequalities.</li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>• Promoting healthier choices.</li> <li>- Priorities include:               <ul style="list-style-type: none"> <li>• Reducing obesity and improving diet and nutrition.</li> <li>• Increasing exercise.</li> <li>• Improving mental health.</li> </ul> </li> </ul> <p><b>Promote sustainable transport &amp; travel options as well as address the links with health improvement.</b></p>	
<a href="#">Saving Lives: Our Healthier Nation</a>	DH	1999	<ul style="list-style-type: none"> <li>- Focuses on:               <ul style="list-style-type: none"> <li>• Tackling poor health and</li> <li>• Improving the health of everyone in Britain, especially the worst off.</li> </ul> </li> <li>- Targets set for four priority areas relating to:               <ul style="list-style-type: none"> <li>• Cancer - reduce the death rate in people under 75 by at least a fifth.</li> <li>• Coronary heart disease and stroke - reduce death rate in people under 75 by at least two fifths.</li> <li>• Accidents - reduce the death rate by at least a fifth and serious injury by at least a tenth.</li> <li>• Mental illness - reduce the death rate from suicide and undetermined injury by at least a fifth.</li> </ul> </li> <li>- Recognised role of social, economic and environmental factors and behavioural factors in health.</li> </ul> <p><b>Contribute by targets on sustainable travel and the promotion of physical activity.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> <li>• Human health</li> <li>• Air quality</li> </ul>
<b>Rural Issues</b>				
<a href="#">Rural Strategy</a>	Defra	2004	<p>Governments three priorities for rural policy are:</p> <ul style="list-style-type: none"> <li>• <b>Economic and Social Regeneration</b> – supporting enterprise across rural England, but targeting greater resources at areas of greatest need.</li> <li>• <b>Social Justice for All</b> – tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people.</li> <li>• <b>Enhancing the Value of our Countryside</b> – protecting the natural environment for this and future generations.</li> </ul> <p><b>Target interventions to address social exclusion, support regeneration and protect the natural environment.</b></p>	<ul style="list-style-type: none"> <li>• Population</li> </ul>
<b>Noise and Air Pollution</b>				
<a href="#">Air Pollution in a Changing Climate</a>	Defra	2010	<ul style="list-style-type: none"> <li>- Sets out the policy basis for reducing emissions and consequences of climate change adaptation on air quality.</li> </ul> <p><b>Take into account the implications of climate change on air quality through consideration of the Air Quality Action Plans.</b></p>	<ul style="list-style-type: none"> <li>• Air quality</li> <li>• Human health</li> </ul>

Title	Author	Date	Implications	SEA Topics
<a href="#">Air Quality Strategy for England, Scotland, Wales and Northern Ireland</a>	Defra	2007	<p>- Sets health-based ambient air quality objectives for nine main pollutants: Benzene; 1,3-butadiene; carbon monoxide (CO); Lead; nitrogen dioxide (NO<sub>2</sub>); Ozone; Particles (PM<sub>10</sub>); sulphur dioxide (SO<sub>2</sub>); polycyclic aromatic hydrocarbons.</p> <p>- Includes programme of LAQM action plans comprising following measures:</p> <ul style="list-style-type: none"> <li>• Commitment to put LAQM at heart of policies across departments.</li> <li>• Closer working with authorities responsible for highway/environmental regulation concerning emission reduction.</li> <li>• Traffic management measures to limit access to identified problem areas.</li> <li>• Developing/promotion of green travel plans.</li> <li>• Strategy for informing local people about air quality.</li> <li>• Quality partnerships for buses or vehicle fleets.</li> <li>• Longer term – congestion charging where appropriate.</li> <li>• Integrate AQMAs</li> <li>• Sustainable transport measures and initiatives to reduce emissions and congestion.</li> </ul> <p><b>Local AQMAs to be included with measures to be identified and delivered to tackle local air quality issues.</b></p>	<ul style="list-style-type: none"> <li>• Climate change</li> <li>• Air quality</li> <li>• Human health</li> </ul>
<a href="#">PPS 23 Planning and Pollution Control</a>	ODPM	2004	<p>- Considers relationship between planning and pollution control systems noting that matters relating to the quality of land, air or water and the potential impacts arising from development, possibly leading to impacts on health, should be dealt with as a material planning consideration.</p> <p><b>Include policies to reduce or mitigate pollution.</b></p>	<ul style="list-style-type: none"> <li>• Air quality</li> <li>• Human health</li> <li>• Population</li> <li>• Water</li> <li>• Soil</li> <li>• Biodiversity</li> </ul>
<a href="#">PPG 24: Planning and Noise</a>	DoE	1994	<p>- Directs the planning system to locate noise sensitive developments at a distance from major noise sources (including road, rail and air transport and some industrial development).</p> <p>- Special consideration to be given when noisy development is proposed near to SSSI or other areas of landscape, wildlife or historic value.</p> <p><b>Consider effects of developments on noise sensitive activities.</b></p>	<ul style="list-style-type: none"> <li>• Human health</li> <li>• Landscape /townscape</li> <li>• Biodiversity</li> </ul>
<b>Heritage</b>				
<a href="#">PPS 5: Planning for the Historic Environment</a>	CLG	2010	<p>Policies and decisions are to recognise the role that the heritage asset plays in wider social, cultural, economic and environmental benefits with protection of the resource being proportionate to the importance of the heritage asset in terms of its value to local character and sense of place.</p>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Landscape/</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<p><b>To be informed by an understanding of the historic environment and to conserve heritage assets in a manner appropriate to their significance.</b></p>	townscape
<a href="#">Conservation Principles, Policies and Guidance</a>	EH	2008	<p>Provide a comprehensive framework for the sustainable management of the historic environment, under six headlines:</p> <ul style="list-style-type: none"> <li>• Principle 1: The historic environment is a shared resource.</li> <li>• Principle 2: Everyone should be able to participate in sustaining the historic environment.</li> <li>• Principle 3: Understanding the significance of places is vital.</li> <li>• Principle 4: Significant places should be managed to sustain their values.</li> <li>• Principle 5: Decisions about change must be reasonable, transparent and consistent.</li> <li>• Principle 6: Documenting and learning from decisions is essential.</li> </ul> <p><b>Demonstrate an understanding of the value of the historic environment and how the transport estate can be managed to sustain their values with evidence of learning from decisions.</b></p>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Landscape/ townscape</li> </ul>
Climate Change and the Historic Environment	EH	2008	<p>Sets out English Heritage’s current views on the implications of climate change for the historic environment. It recognises that adaptations and mitigation to address the causes and consequences of climate change can have a damaging effect on historic buildings, sites and landscapes.</p> <p><b>Demonstrate an understanding of the historic environment and the need to protect and conserve historic assets when implementing measures to adapt to climate change.</b></p>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Landscape/ townscape</li> </ul>
Transport and the Historic Environment	EH	2004	<p>Policy statement states out English Heritage’s vision for long-term transport policy. The vision is one where Government, its agencies and local authorities:</p> <ul style="list-style-type: none"> <li>• encourage a switch to less damaging forms of transport and promote planning policies that reduce the need to travel;</li> <li>• seek imaginative solutions to transport problems;</li> <li>• ensure that transport appraisal properly assesses the impacts on the historic environment to an appropriate level of detail;</li> <li>• take account of the wider historic environment;</li> <li>• continue to promote good design and push for proposals that recognise local and regional distinctiveness;</li> <li>• encourage innovative transport management strategies; and</li> <li>• minimise the impact of air travel on the historic environment.</li> </ul> <p><b>Seek to protect and conserve the historic environment and seek opportunities for innovative solutions.</b></p>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Landscape/ townscape</li> </ul>

Title	Author	Date	Implications	SEA Topics
<b>Water Resources &amp; Flood Risk</b>				
Fluvial Design Guide Section 8.6.1 General Policy Regarding Culverts	EA	2010	EA policy is that no watercourse should be culverted unless there is an overriding need. <b>Consider a policy on culverts and opening up culverts to recreate attractive features.</b>	<ul style="list-style-type: none"> <li>• Water</li> </ul>
<a href="#">Future Water: The Government's Water Strategy for England</a>	Defra	2008	Recognises that poor surface water management can cause water quality problems. The Government vision for water policy and management is one where, by 2030 at the latest, we have: <ul style="list-style-type: none"> <li>• Improved the quality of our water environment and the ecology which it supports, and continued to provide high levels of drinking water quality from our taps.</li> <li>• Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water.</li> <li>• Ensured a sustainable use of water resources, and implemented fair, affordable and cost reflective water charges.</li> <li>• Cut greenhouse gas emissions.</li> <li>• Embedded continuous adaptation to climate change and other pressures across the water industry and water users.</li> </ul> <b>Contribute towards managing risk from flooding and improving water quality.</b>	<ul style="list-style-type: none"> <li>• Climate change</li> <li>• Water</li> </ul>
<a href="#">PPS 25: Development and Flood Risk</a>	CLG	2006	- The main aims are to:- <ul style="list-style-type: none"> <li>• Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding.</li> <li>• direct development away from areas of highest risk, or where new development is necessary, the policies within the guidance aim to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</li> </ul> <b>Consider flood risk management and be aware of areas of flood risk in considering proposals.</b>	<ul style="list-style-type: none"> <li>• Climatic factors</li> <li>• Water</li> <li>• Population</li> <li>• Human health</li> <li>• Landscape / townscape</li> </ul>
Groundwater Protection Policy & Practice	EA	2006	Protection of groundwaters. <b>Consider implications of policies and development proposals upon groundwaters.</b>	<ul style="list-style-type: none"> <li>• Water</li> </ul>
Water Environment (Water Framework Directive) (England and Wales) Regulations 2004.	Defra	2004	Requires all rivers to aim to achieve good status by 2015 and charged the Environment Agency with production of River Basin Management Plans to be implemented by the end of 2009. <b>Demonstrate awareness of requirements of river basin management plan.</b>	<ul style="list-style-type: none"> <li>• Water</li> <li>• Biodiversity</li> <li>• Soils</li> </ul>
<b>Soils, Waste and Material Assets</b>				
Safeguarding our Soils: A Strategy for England <a href="http://www.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf">http://www.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf</a>	Defra	2009	Sets out a vision to improve the sustainable management of soil and tackle degradation within 20 years with a focus on: The focus is on four main themes:- <ul style="list-style-type: none"> <li>• Sustainable use of agricultural soils.</li> <li>• The role of soils in mitigating and adapting to climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Soil</li> <li>• Human health</li> <li>• Biodiversity</li> </ul>

Title	Author	Date	Implications	SEA Topics
			<ul style="list-style-type: none"> <li>Protecting soil functions during construction and development.</li> <li>Preventing pollution and dealing with historic contamination</li> </ul> <p><b>Recognise the importance of efficiency of land use and the need to conserve soil resources, in relation to proposed developments.</b></p>	<ul style="list-style-type: none"> <li>Landscape / townscape</li> </ul>
<p>Construction Code of Practice for the Sustainable Use of Soils on Construction Sites <a href="http://www.defra.gov.uk/environment/quality/land/soil/built-environ/documents/code-of-practice.pdf">http://www.defra.gov.uk/environment/quality/land/soil/built-environ/documents/code-of-practice.pdf</a></p>	BIS/WRAP	2009	<p>Conservation of soils <b>Provide policy for protection of soils.</b></p>	<ul style="list-style-type: none"> <li>Soil</li> <li>Human health</li> <li>Biodiversity</li> <li>Landscape / townscape</li> </ul>
<p><a href="#">Waste Strategy for England</a></p>	Defra	2007	<p>Objectives include:</p> <ul style="list-style-type: none"> <li>Reduce waste and focus on re-use.</li> <li>Increase diversion from landfill of non-municipal waste.</li> </ul> <p><b>Contribute towards directing the use of recycled materials and reduction of waste generation.</b></p>	<ul style="list-style-type: none"> <li>Material assets</li> </ul>
<p>PPS10 - Planning for Sustainable Waste Management</p>	ODPM	2005	<p>Planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:</p> <ul style="list-style-type: none"> <li>Drive waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option.</li> <li>Provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities.</li> <li>Help implement the national waste strategy, and supporting targets.</li> <li>Help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations.</li> <li>Reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness.</li> <li>Protect green belts but recognise the particular locational needs of some types of waste management facilities, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight.</li> <li>Ensure the design and layout of new development supports sustainable waste management.</li> </ul> <p><b>Promote reduced waste arisings.</b></p>	<ul style="list-style-type: none"> <li>Material assets</li> </ul>

## APPENDIX C: COUNTRYSIDE STRATEGY AND WOODLANDS STRATEGY

### *What the Council will do*

- Continue to protect and maintain the Green Belt in Solihull, particularly the strategically important Meriden Gap, through LDF policies.
- Promote the use of local objectives for Solihull's countryside and urban fringe to enhance landscape character and local distinctiveness:
  - Conservation of existing character, and of particular features which contribute to that character
  - Enhancement by restoration of character where change is causing that character to be lost
  - Enhancement by creation of new landscapes, where the previous character has been lost or where the landscape has been degraded, or where other circumstances are such that there may be scope for change
- Promote countryside management as a means of coordinating the actions and decisions of various bodies and organisations that are active within the urban fringe, where they are relevant to the countryside strategy.
- Raise awareness of the countryside, and the problems and opportunities of the urban fringe through publicity, guidance, and environmental education.
- Through Green Infrastructure planning secure opportunities to establish Green Corridors through associated development schemes and ensure that access links to the countryside are not impaired or severed by the routes of the highways.
- Ensure that landscape proposals associated with development are set in the context of a Green Infrastructure framework to create opportunities for nature conservation and wildlife corridors, in enhancing the setting of the urban edge and the countryside.

### *What the Council will do*

- Seek to protect and enhance rivers and other waterways as important Green/Blue Infrastructure assets in terms of landscape features, natural assets and wildlife habitats, for formal and informal recreation, tourism, and sustainable transport.
- Ensure that any development or activity positively enhances or contributes to the environmental quality of rivers and the catchment areas, in line with the Environment Agency's River Basin Catchment Plan targets for the River Tame catchment,
- Protect areas of ancient woodland from development pressures by establishing buffers between the woodland and development. The extent of the buffer will be on a site specific basis, in accordance with national policy guidance, BS5837:2005 Trees in relation to construction – Recommendations and best practice.
- Where development is within 500m of woodland recorded in Natural England's Ancient Woodland Inventory, the Local Planning Authority will consult with the Forestry Commission.
- Ensure that the environmental, social and economic implications of mineral extraction and waste disposal proposals are fully appraised for their impact upon the countryside.
- Ensure that restoration schemes have regard to the borough's landscape and historic character. Through the context of the landscape assessment, promote the need for environmental improvements linked to the reclamation of former mineral extraction and landfill sites to wetland, woodland and landscapes for leisure, recreation and historic interpretation, nature conservation and agriculture.
- Identify and implement actions and recommendations from the Council's Green Infrastructure Study<sup>16</sup>.
- Consider ways in which Solihull's green assets can contribute to climate change adaptation and mitigation, e.g. through flood attenuation. (The success of this will be reported on through NI 189)
- Seek to minimise and adapt to climate change by ensuring sustainable forms of economic activity and lifestyles which reduce carbon emissions and make more efficient use of natural resources. (The success of this will be reported on through NI 186)
- Support measures to reduce the amount of waste entering the waste stream as adopted in the Council's Waste Management Strategy 2004 – 2029.



***What the Council will do***

- Allocate staff annually towards countryside initiatives.
- Maximise opportunities for grant-aiding from government agencies and other sources including the private sector.
- Work with the North Solihull Partnership in delivery change in North Solihull.
- Encourage and support community initiatives through the Local Strategic Partnership and the Sustainable Communities Strategy.
- Encourage farmers and landowners to adopt a positive attitude to countryside management and to apply for grants to fund positive conservation management of locally important wildlife sites.
- Take into account the Historic Landscape Characterisation when assessing and designing proposals for development and changes in land use.
- Explore the potential for funding of countryside initiatives by developers when considering significant planning applications in, or close to the countryside.
- Encourage all service areas within the Council to allocate resources to fund biodiversity protection and enhancement in line with the section 40 of the NERC Act 2006.
- Attain the UK Woodland Assurance Standard (the UK's Certification for Sustainable Forest Management) which will unlock other funding streams such as the Forestry Commission's English Woodland Grant Scheme Management Grant and give Solihull's woodland direction through short term management planning.
- Use commuted sums and levies where appropriate for strategic large scale Green Infrastructure projects.
- Encourage and support community funding bids for conservation projects.

**WHAT THE COUNCIL WILL DO:**

- Fulfil its statutory duties in relation to the protection of woodland SSSIs and LNRs in the Borough.
- Protect and seek to enhance those woodlands which are ancient or semi-natural for their amenity, biodiversity, cultural and regulatory value.
- Protect, maintain and enhance designated woodland LWS/SINCs.
- Designate Local Nature Reserves and LWS/SINCs at appropriate woodland sites.
- Protect the green infrastructure of the borough i.e. networks of natural habitats such as woodlands and their linkages e.g. hedgerows and designate and manage land in order to buffer and expand woodlands. Delivery of this will include the undertaking of a Green Infrastructure Study which will build upon the existing Green Spaces Strategy, identify green corridors, opportunities for linkages and increase the capacity of biodiversity to respond to the potential impacts of climate change.
- Ensure compliance with all relevant wildlife and environmental law.
- Liaise with the Forestry Commission over Forestry Act felling licence applications that include TPOd trees or woodlands, or that are within Conservation Areas. In these cases the Forestry Commission will take account of any comments made during consultation, and will make the decision on whether felling is to be permitted, and what conditions are to be put in place as mitigation.
- Continue to implement tree preservation order (TPO) regulations where necessary to safeguard important trees and woodlands that contribute to the amenity quality of the built and rural environment where trees are protected and/or threatened.
- Continue to handle individual and group tree work where TPOs or a Conservation Area exists, and where Forestry Act exemptions apply
- Enforce the Hedgerow Regulations.

**WHAT THE COUNCIL WILL DO:**

- Work and liaise with Natural England, Forestry Commission, Wildlife Trusts and other recognised sources of advice on woodland management issues.
- Identify and carry out an audit of all public woodlands in Solihull, using sources of information such as the Habitat Biodiversity Audit.
- Write woodland management plans for all new woodlands and review existing native woodland management plans every five years.
- Inform, involve and consult local people and other interested parties and stakeholders to help raise awareness of the various needs and pressures on woodlands.
- Use the Warwickshire Landscape Guidelines for Arden to ensure that land management practices protect and enhance woodland that is characteristic of the Arden landscape character.
- Prepare/signpost landowners to appropriate woodland management guidelines.
- Encourage landowners to manage woodland sites sensitively in line with NI 197 targets.
- Promote the use of Environmental Stewardship and English Woodland Grant Schemes by landowners.
- Monitor woodlands to assess suitability of management, using ecological surveys.

**WHAT THE COUNCIL WILL DO:**

- Undertake environmental assessment of the policies and proposals during the development of the Local Development Framework (LDF).
- Take full account of the value (amenity/biodiversity/economic/social well-being) of woodlands in determining all planning applications.
- Consult the Forestry Commission when determining all planning applications within 500m of woodlands recorded in Natural England's Ancient Woodland Inventory.
- Ensure environmental assessment statements reflect the importance of the woodlands and associated features.
- Seek opportunities to enhance existing/and create new woodland habitats associated with new development proposals through Section 106 Agreements and conditions, using the green infrastructure study and the aims and objectives of the LBAP to inform a strategic approach.
- Use the Warwickshire Landscape Guidelines for Arden to ensure that development and land management practices protect and enhance woodland that is characteristic of the Arden landscape character.
- (Subject to resources) assist developers in safeguarding trees, woodlands and the landscape on development sites.
- Develop and adopt a Green Infrastructure strategy and implementation plan.
- Develop networks to link woodlands and other habitats, to increase the resilience of the landscape and enable climate change adaptation.
- Promote the development of economic supply chains such as biomass for renewable energy (contributing to national renewable energy targets)
- Continue to work with Birmingham International Airport with regard to the consideration of Aerodrome Safeguarding with respect to biodiversity enhancements.

**WHAT THE COUNCIL WILL DO:**

- Allow woodlands to regenerate naturally where possible, and create new woodlands and hedges by planting in accordance with Forestry Commission advice, the Warwickshire Landscape Guidelines for Arden and the LBAP.
- Identify area of woodland scarcity and examine the potential for woodland creation.
- Encourage landowners to create and enhance woodlands and hedges in line with NI 197 targets.
- Promote woodlands through the statutory planning system. Consider opportunities of future built development to be enhanced by the incorporation of woodland, and how to encourage such development through planning guidance. Incorporate woodland creation into the preparation of Local Development Framework (LDF) documents.
- Consider more recent practices in the use of trees where appropriate in social, economic, recreational and nature conservation terms.

**WHAT THE COUNCIL WILL DO:**

- Implement appropriate and feasible measures to control specific invasive species where they pose a threat to native flora and fauna.
- Increase public awareness of invasive species and the benefits of buying native plant and local provenance plant stock.
- Continue to collect and provide wheelie bins for green waste.

**WHAT THE COUNCIL WILL DO:**

- Carry out 'Access Audits' - Identify woodlands with poor access or access-related problems and explore the potential for increasing access and improvement. Balance the needs of practical measures that improve access without reducing the natural state of the environment.
- Improve the presentation of entrances.
- Improve directional and information signage internally and from surrounding areas.
- Improve access for people with disabilities, wheelchair and pushchair users.
- Evaluate the opportunities to develop environmentally sensitive surfaced footpaths and circular walks.
- Explore the potential for the provision of park furniture (seating).
- Improve access for maintenance staff, vehicles and plant through the development of woodland rides.
- Publish and make available information on where woodlands can be found.
- Increase the number of Local Nature Reserves.
- Monitor dog users and evaluate impacts and measures such as the provision of waste bins. Trial/pilot dog-free zones or seasonal closure (during bird nesting season).

**WHAT THE COUNCIL WILL DO:**

- Improve directional and information signage and interpretation internally and from surrounding areas.
- Publish interpretation leaflets and material explaining and promoting woodland management practices.
- Carry out a programme of events in the woodlands and wider environment, expanding involvement in environmental education; ensuring links are made to the Wider Education for Sustainable Development, Eco-Schools and Sustainable Schools agenda.
- Play a full and active role in partnerships with the Tree Council, Warwickshire Wildlife Trust and Forest Schools amongst others.
- Provide facilities in woodlands to encourage use by schools and other organisations (e.g. pond-dipping platforms).

**WHAT THE COUNCIL WILL DO:**

- Continue to play an active role in partnerships such as Project Kingfisher/ Kingfisher Country Park, the Local Strategic Partnership, other Local Authorities, Statutory Agencies, businesses and NGOs.
- Encourage and support involvement of the community in woodlands through the Environment Champions initiative.
- Continue to support volunteers involved in woodland management work.
- Liaise with community groups through special events and activities.
- Celebrate trees and woodlands through the arts and special events.
- Monitor the use of woodlands and any problems that are evident.
- Continue to support the SMBC Park Ranger team.
- Promote Forest Schools.

**WHAT THE COUNCIL WILL DO:**

- Maximise opportunities for grant-aiding from Natural England, Forestry Commission and funding from any other sources including the statutory planning process and Section 106 Agreements.
- Allocate funding and staff annually towards woodland management and enhancement.
- Attain the UK Woodland Assurance Standard (UKWAS) (the UK's Certification for Sustainable Forest Management) which will unlock other funding streams such as EWGS Management Grant and give Solihull's woodland direction through short term management planning.
- Encourage and support continual professional development (CPD) of staff in respect of current best practice improved methods of working relevant legislation and regulations.
- Liaise with community groups through special events and activities.
- Maximise funding opportunities by working with partners/stakeholders and the voluntary sector including 'Friends of' involved in woodland management work.
- Encourage and support community and individual initiatives.
- Encourage developers and landowners to adopt a positive attitude towards woodlands.
- Investigate sale of woodland products, in line with sustainable management practices.
- Promote the development of economic supply chains such as biomass for renewable energy (contributing to national renewable energy targets)

## APPENDIX D: SELECTED WARD PROFILES

### Castle Bromwich

- Rising worklessness – possibly exacerbated by manufacturing sector dependence
- Poor and deteriorating pupil attainment at Key Stage 4 (GCSE)
- A workforce skills gap compared with other Solihull “suburban comfort” wards
- Barriers to access to Housing and Services an increasing source of economic deprivation
- Pockets of worsening relative deprivation, including deprivation affecting older people in the Parkfields estate
- Some concerns about lifestyle choices – potentially creating health problems
- Relatively high crime rates with strong links to the neighbouring Shard End area of Birmingham and Solihull’s regeneration wards
- Reported crime has been on a steady downward trend over the last five years and is now 37% lower than in 2005
- Relatively high levels of environmental deprivation, with pockets of poor air quality
- and an above average road traffic accidents rate the main concerns
- Resident dissatisfaction with the provision of social and leisure facilities
- 37 people per hectare
- 18% of population aged over 65 with high proportion approaching retirement
- High proportion of teenagers and those in the early 20s
- 86% home ownership
- 18% of population with no car
- At 23% Parkfields has the 2nd highest rate of workless lone parents outside of the three regeneration wards
- Crime is much higher than might be expected for the ward’s broadly favourable socio-economic status
- Affordability is a less significant problem than elsewhere in Solihull, with a relatively high proportion (72%) of houses in the middle C and D council tax bands.
- At 21% this is the 2nd highest proportion reliant upon manufacturing in the Borough
- Residents are reliant on the wider Birmingham and West Midlands job markets than residents in south Solihull
- Higher proportion of 16 to 74 year olds in employment with no qualifications (33%) and a substantially lower proportion of higher qualified residents (11%

qualified to level 4 and above

- 20% of 30 to 49 year olds have no qualifications
- 400 VAT registered businesses in (4% of Solihull’s total). 95% of these businesses employ less than ten people, compared with the Solihull average of 79%.
- Residents priorities are activities for teenagers, traffic congestion, crime and road and pavement repairs
- Leisure and social facilities as far not satisfactory with sports centres (26% satisfaction) and parks (48%) ranked 4th and 2nd worst in the Borough.
- High rate of road traffic accidents along Bradford Road, Green Lane and Chester Road, which are collectively 230% higher than the Solihull average.
- Poor air quality is an additional factor in creating a pocket of relative environmental blight in Castle Bromwich.
- Life expectancy of 84.8 years is only marginally below the average of the best three wards in Solihull
- Less healthy lifestyles than people in either the wider Solihull or West Midlands area

### Smith's Wood

- Regeneration seeks to restructure the housing market and strengthen existing communities within the area through improvements to schools, community facilities, retail, leisure and employment services
- An underlying rise in worklessness – reflecting a low workforce skills base and possibly exacerbated by manufacturing sector dependence
- Income deprivation is becoming relatively worse, albeit at a less severe rate than either East Birmingham or non-regeneration wards of Solihull
- Health indicators place large parts of Smith's Wood among the 25% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Indicators of community cohesion are weak and becoming worse
- High levels of NEETS and anti-social behaviour, particularly relating to nuisance neighbours, leading to community tension
- 3rd most populous ward in Solihull
- 58 people per hectare
- Significantly younger population than the Borough average
- Equal highest proportion of children under the age of 16 (27%) and the 2nd highest proportion of young working age residents, aged 16-30 (18%)
- 51% of households in Smith's Wood are owner occupied
- Key objectives of the housing strategy is to increase choice of tenure
- 41% have no car
- Rates of workless lone parents are at least double the Solihull average
- Housing condition is a less significant concern than the mix of housing tenure and size.
- 46% of housing is socially rented
- Priority is housing interventions to improve the quality of stock and create an appropriate balance between supply and demand in terms of tenure of property size
- Shortage of one and three bedroom properties
- 99% all houses in Smith's Wood are in the most affordable A-C council tax brackets
- 22% this is the highest proportion of workforce in manufacturing in the Borough
- Highest proportion of 16 to 74 year olds with no qualifications (46%) and the lowest proportion of higher qualified residents (5% qualified to level 4 and above)
- 66% of working age residents classified as low skilled

- 55 VAT registered businesses (1.1% of Solihull's total), among the lowest enterprise levels in the Borough
- The rate of young people in Smith's Wood classified as being NEET is at 13.8%, the 2nd highest rate in the Borough, but is still considerably lower than the 21.5% recorded in Kingshurst and Fordbridge
- Improving activities for teenagers was seen as an even greater priority (50%)
- The Radburn Estates are a significant hotspot, providing a confluence of poor design, likely offenders and a vulnerable target group among largely unsupervised teenagers.
- Reported crime fell by 21% in the 12 months to June 2009
- Crime rate at 91.2 per thousand persons is also lower in comparison with Stetchford (97.7), Chelmsley Wood (121.3) and Kingshurst and Fordbridge (132.8)
- Only 43% of Smith's Wood respondents feel safe after dark compared to the Borough average of 52%. However, in context the proportion of respondents in Chelmsley Wood and Kingshurst and Fordbridge that feel safe after dark are considerable lower than Smith's Wood at 32%.
- Much of the socially rented housing needs a high level of physical intervention to tackle problems associated with Radburn layouts
- North Arran Way is a first phase project providing an opportunity to develop a Community Hub improving the retail and community offer and access to and within the area.
- Landscape features including Smith's Wood and Burton Green Recreational Ground provide regeneration triggers
- 3rd lowest life expectancy of any ward in Solihull at 78 years per person.
- High rates of cancer and CVD mortality reflect the above average prevalence of smoking and obesity among the ward's residents.



### Kingshurst & Fordbridge:

- An underlying rise in worklessness (masked by ASDA) – reflecting a low workforce skills base and possibly exacerbated by manufacturing sector dependence
- Health indicators place large parts of Kingshurst and Fordbridge among the 20% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Despite a decrease in the 12 months to June 2008 crime remains high, particularly in respect of criminal damage, violent crime and residential burglary
- Indicators of community cohesion are weak although not deteriorating
- High levels of NEETS and anti-social behaviour leading to inter-generational tension
- Resident satisfaction with Kingshurst and Fordbridge as a place to live is low and falling as is overall satisfaction with the Council
- Greater interdependence between Kingshurst and Fordbridge and east Birmingham than in either Chelmsley Wood or Smith's Wood, which will bring additional challenges to cohesion
- 47 people per hectare
- average age of 35 years compared to the Solihull average of 39.7 years
- equal highest proportion of children under the age of 16 (27%) and the 3rd highest proportion of young working age residents, aged 16-30 (17%)
- lowest proportion of mature working age residents and the 4th lowest proportion of over 65s
- 52% of households in Kingshurst and Fordbridge are owner occupied, the 3rd lowest rate in the Borough
- 41% have no car
- Housing condition is relatively favourable
- 45% of housing is socially rented
- 21% of employment is in manufacturing this is the 3rd highest proportion in the Borough
- 3rd highest proportion of 16 to 74 year olds with no qualifications (45%) and the 2nd lowest proportion of higher qualified residents (5% qualified to level 4 and above).
- 65% of working age Kingshurst and Fordbridge residents classified as low skilled
- Kingshurst and Fordbridge has post-16 participation rates 21% below the Solihull average, although only Hatchford is among the lowest ten in the Borough.

- 21.5% NEET, the highest rate in the Borough by some margin, emphasised by the fact that the ward represents 17.5% of Solihull's NEET population
- Crime deprivation has become relatively worse in Kingshurst and Fordbridge since 2004
- The layout of amenities in Kingshurst and Fordbridge (joining those in Chelmsley Wood) provides a proliferation of crime activity space, physically bringing together victims and offenders.
- Mix of private and poorly designed social housing, are significant attractions to offenders from the local area and wider east Birmingham
- Overall crime rate in Kingshurst and Fordbridge is high at 119.6 per thousand persons in comparison with Stetchford (97.7) and Smith's Wood (91.2) and but remains lower than Chelmsley Wood (121.1).
- Only 32% of the ward's respondents feel safe after dark
- 63% of Kingshurst and Fordbridge residents that expressed concern about teenagers on the streets (compared with the Solihull average of 46%) and the 68% concerned about a lack of parental responsibility (44% in Solihull)
- Socially rented housing identified as requiring a high level of physical intervention
- Property improvements may include selective demolition
- Regeneration triggers and opportunities include the special landscape value and character of Babb's Mill Lake and recreation ground, the River Cole Valley (offering the potential for improved recreation and as a setting for high quality residential development) and potential commercial development at Saxon Way for small business use.
- Kingshurst and Fordbridge has the 2nd lowest life expectancy of any ward in Solihull at 78 years per person
- CVD mortality rate which at 150.8 per thousand persons is 77% higher than the Solihull average, with cancer mortality and respiratory mortality 33% and 35% higher respectively
- Above average prevalence of smoking and obesity among the ward's residents.

### Chelmsley Wood:

- An underlying rise in worklessness (masked by ASDA) – reflecting a low workforce skills base and possibly exacerbated by manufacturing sector dependence
- Income deprivation is becoming relatively worse, albeit at a less severe rate than either East Birmingham or non-regeneration wards of Solihull
- Health indicators place large parts of Chelmsley Wood among the 20% most deprived areas in the country, with conditions becoming relatively worse
- Deprivation affecting older people is high and becoming relatively worse than elsewhere in Solihull
- Indicators of community cohesion are weak, becoming worse and likely to remain a fundamental concern
- High levels of NEETS and anti-social behaviour leading to inter-generational tension
- 47 people per hectare
- 2nd highest proportion of children under the age of 16 and the highest proportion of young working age residents.
- 2nd and 3rd lowest proportions of retired age and mature working age residents.
- 44% of households are owner occupied the lowest rate in the Borough
- Housing strategy seeks to increase choice of tenure, with a greater proportion of shared ownership
- 45% have no car
- 3% of housing is socially rented
- Interventions to improve the quality of stock and create an appropriate balance between supply and demand in terms of tenure of property size.
- Demand for one or three bedroom properties
- 20% of employment is in manufacturing the 4th highest proportion in the Borough
- Good transport links, compared with Kingshurst and Fordbridge and Smith's Wood, to the employment hubs of Birmingham Business Park and the BIA-NEC complex
- Highest proportion of 16 to 74 year olds with no qualifications (47%) and the lowest proportion of higher qualified residents (5% qualified to level 4 and above).
- 66% of working age Chelmsley Wood residents classified as low skilled
- 33% of businesses registered employ more than ten people and 11% more than 20, the highest ratio of larger employers to smaller in the Borough
- Post- 16 participation rates 27% below the Solihull average
- 11.6%, NEET the 3rd highest rate in the Borough

- Chelmsley Wood town centre is crime day time and night time hotspot
- Crime rate remains high at 121.1 per thousand persons
- Fear of crime is significantly higher in Chelmsley Wood than elsewhere in the Borough, highlighted in the Place Survey by the fact that only 32% of Chelmsley Wood respondents feel safe after dark,
- 25% of Chelmsley Wood travel to work by bus
- Socially rented housing identified as requiring a high level of physical intervention
- Opportunity for higher density development (above the regeneration target average of 55 dwellings per hectare) centred around the community hubs of Chelmsley Wood Town Centre and Craig Croft that have good public transport accessibility or are along new key connections.
- High quality housing development at Alcott Wood, Bacon's End and Meriden Park.
- Lowbrook Centre on Chichester Grove is a major strategic new development site that will form part of the first phase of the regeneration project
- Chelmsley Wood has the lowest life expectancy of any ward in Solihull at 76.8 years per person
- CVD mortality rate which at 151.8 per thousand persons is 95% higher than the Solihull average, with cancer mortality and respiratory mortality 73% and 55% higher respectively.

## APPENDIX E: EVOLUTION OF SUSTAINABILITY OBJECTIVES

2008 Objectives	2011 Objectives	Rationale
<b>Sustainable consumption &amp; production</b>		
<ul style="list-style-type: none"> <li>Encourage sustainable economic growth and prosperity for all in a diverse local economy, with employment opportunities suited to the needs of the local workforce.</li> </ul>	<ol style="list-style-type: none"> <li>To contribute to regeneration and economic development initiatives spatially targeted towards on specific community groups.               <ol style="list-style-type: none"> <li>To provide a quality of life able to help retain well-educated members of the work force.</li> <li>To enable the provision of offices and premises able to meet the needs of business start-ups as well as larger businesses attracted by the transport-hub and knowledge hub that exists.</li> </ol> </li> </ol>	The inequalities in both employment opportunities and access to employment across the Borough features in the Sustainable Community Strategy as needing attention.
<ul style="list-style-type: none"> <li>Ensure education and training opportunities for all and value the contribution of unpaid work.</li> </ul>	<ol style="list-style-type: none"> <li>To reduce the number of people with difficulties to access employment, education and training opportunities.</li> </ol>	The 2008 framework is not directly amenable to the influence of the Core Strategy. Also accessibility to employment, education and training relate more directly to sustainable consumption & production.
<ul style="list-style-type: none"> <li>Reduce the need to travel by encouraging housing growth in accessible locations and local sourcing of food, goods and materials, and encourage the use of more sustainable modes, such as public transport, cycling and walking.</li> </ul>	<ol style="list-style-type: none"> <li>To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel.</li> </ol>	The previous objective is focused upon housing location, whereas the 2011 objective takes a wider stance on the location of all development.
<ul style="list-style-type: none"> <li>Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region.</li> </ul>	<ol style="list-style-type: none"> <li>Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region.               <ol style="list-style-type: none"> <li>Deliver reductions in the quantity of water used in the Borough.</li> <li>Deliver reductions in the waste arisings and to move up the waste hierarchy.</li> <li>To use previously developed sites where appropriate where there is no net loss of ecological value.</li> <li>To promote resource efficiency.</li> </ol> </li> </ol>	The 2011 objectives are used as sub-objectives to the 2008 objective.
<b>Theme 2 - Climate change and energy</b>		
<ul style="list-style-type: none"> <li>Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation.</li> </ul>	<ol style="list-style-type: none"> <li>Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation.               <ol style="list-style-type: none"> <li>To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target.</li> </ol> </li> </ol>	The 2011 objectives provide greater focus reflecting the national objectives set for emissions.

2008 Objectives	2011 Objectives	Rationale
	b. To encourage reduced energy use, use of distributive energy systems and renewable energy.	
<ul style="list-style-type: none"> <li>Protect all from the impacts of climate change, such as increased temperatures and flooding.</li> </ul>	6. To assist in the adaptation businesses need to become or resource efficient and also to deliver more sustainable products and services better equipped to a changing market place caused by climate change. 7. Manage, maintain and where necessary improve the drainage network to reduce the economic losses from flooding. 8. To ensure that development provides for adaptation to urban heating, the effects of high winds and assists in promoting behaviour change.	It is increasingly acknowledged that climate change will result in consequences beyond those of flooding, hence this wider appreciation has been reflected in the 2011 objectives.
<b>Theme 3 - Natural resource protection and environmental enhancement</b>		
<ul style="list-style-type: none"> <li>Conserve, restore and enhance biodiversity.</li> </ul>	9. To enhance the ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species.	A more focused objective has been provided that deliberately addresses non-designated sites given that designated sites are protected islands of valued biodiversity and to address the consequences of climate change greater connectivity is required.
<ul style="list-style-type: none"> <li>Protect and enhance environmental assets such as landscape, countryside, historic environment and open space.</li> </ul>	10. To manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change. 11. To facilitate the delivery and enhance the quality of areas providing green infrastructure. 12. To enhance, conserve and protect buildings, sites, and the setting of historic assets in the urban environment as part of development projects.	The 2011 objectives provide a more specific focus.
<ul style="list-style-type: none"> <li>Promote high quality built environment and encourage local distinctiveness.</li> </ul>	13. To deliver improvements in townscape and enhance local distinctiveness.	The 2011 objective delivers a more positive footing.
<ul style="list-style-type: none"> <li>Minimise air, soil, water, light and noise pollution.</li> <li></li> </ul>	14. Minimise air, soil, water, light and noise pollution. <ul style="list-style-type: none"> <li>To continue to deliver reductions in particulate and nitrogen dioxide levels.</li> <li>To manage drainage network to ensure no detriment to surface water quality.</li> <li>To reduce the intrusion of urban and highway lighting.</li> <li>To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations.</li> <li>To conserve soils thereby supporting other objectives.</li> </ul>	The 2011 objective includes sub-objectives that are more focused.

2008 Objectives	2011 Objectives	Rationale
<b>Theme 4 - Sustainable communities</b>		
<ul style="list-style-type: none"> <li>Reduce social exclusion and disparities within the Borough.</li> </ul>	15. To improve community capital and reduce isolation across the social gradient in the Borough. <ol style="list-style-type: none"> <li>Ensure that the pattern of development helps reduce imbalances across the Borough.</li> <li>Promote employment opportunities and access improvements to employment, education and health services.</li> <li>Improve the public realm and community facilities.</li> </ol>	The 2011 objective takes a more positive stance than the 2008 objective with additional sub-objectives.
<ul style="list-style-type: none"> <li>Improve the supply and affordability of housing.</li> </ul>	16. Improve the supply and affordability of housing in those areas of greatest need <ol style="list-style-type: none"> <li>Ensure supply of housing appropriate to local needs especially in relation to affordability;</li> <li>Ensure urban design and layout contribute towards reducing the potential for crime;</li> <li>Make provision for the accommodation needs of Travellers &amp; Gypsies.</li> </ol>	The 2011 provides a spatial focus to the objective.
<ul style="list-style-type: none"> <li>Ensure the Borough's national and regional assets reflect wider needs.</li> </ul>	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised.	Reference to national assets is removed to reflect the Emerging Core Strategy and more pro-development stance taken.
<ul style="list-style-type: none"> <li>Improve health, reduce health inequalities and promote healthy lifestyles, and encourage increased cultural and recreational opportunities for all.</li> </ul>	18. To fully integrate the planning, transport, housing, cultural, recreational, environmental and health systems to address the social determinants of health in each locality to reduce health inequalities and promote healthy lifestyles <ol style="list-style-type: none"> <li>To design the urban fabric and services to meet the needs of an elderly population particularly one less able to rely upon private transport.</li> </ol>	To provide an approach in which the public health agenda is integrated into the decision making across the Borough.
<ul style="list-style-type: none"> <li>Reduce crime, fear of crime and anti-social behaviour.</li> </ul>	19. Reduce crime, fear of crime and anti-social behaviour. 20. Enhance public safety.	No change.
<ul style="list-style-type: none"> <li>Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.</li> </ul>	21. Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.	No change.

## APPENDIX F: COMPATIBILITY MATRIX - PLAN AND SA OBJECTIVES

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	✓	✓	≠	≠
Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	✓	≠	✓	≠
Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	✓	✓	≠	≠
Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	?	✓	≠	≠
Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	≠	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	✓	≠	≠	≠
Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	✓	≠	≠	≠
Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	✓	≠	≠	≠
Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	✓	✓	✓	≠
Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	≠	✓	✓	≠
Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	≠	✓	✓	≠
Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	✓	✓	✓	≠



Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	≠	≠	≠	≠
Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	?	≠	✓	✓
Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	?	≠	≠	≠
Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	✓	✓	✓	≠
Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	≠	≠	≠	≠
Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	≠	≠	?	≠
Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	≠	≠	?	≠
Promote the use and beneficial effects of trees and green infrastructure in new developments.	✓	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
Encourage the mitigation and adaptation of existing buildings to climate change.	≠	≠	≠	≠
Recognise the implications for biodiversity and landscape.	≠	≠	✓	≠
To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	✓	✓	≠	≠
To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	?	≠	≠	≠
To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	≠	✓	≠	≠
Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	✓	✓	✓	≠
Reduce the need to travel.	✓	✓	✓	≠
Manage transport demand and reduce car reliance.	≠	≠	✓	≠
Enable and increase the modal share of all forms of sustainable transport.	≠	✓	✓	≠
De-couple economic growth and increase in car use.	✓	≠	✓	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	≠	≠	≠	✓
To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	≠	≠	≠	✓
To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	≠	≠	≠	✓
Create healthier, safer neighbourhoods.	✓	≠	≠	≠
Enable people to pursue an active lifestyle and make healthier choices.	≠	≠	✓	≠
Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	≠	?	?	≠
Ensure that development does not have an adverse impact on physical and mental health and well being.	≠	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Consumption & Production			
	1. Regeneration & spatially targeted economic development to reduce inequalities	2. Reduce difficulties accessing employment, education & training	3. Locate development to make efficient use of existing physical infrastructure and helps to reduce the need to travel	4. Minimise the use of natural resources,, increase reuse and recycling and manage within the Borough/Sub-region
<p>Promote an ecosystem approach to biodiversity conservation aimed at:</p> <ul style="list-style-type: none"> <li>○ halting and reversing decline and loss by conserving and enhancing biodiversity.</li> <li>○ contributing to sub-regional initiatives to improve the natural environment.</li> <li>○ reviewing and updating biodiversity information and the network of local wildlife and geological sites.</li> <li>○ addressing gaps in the strategic wildlife network.</li> </ul>	≠	≠	≠	≠
Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	≠	≠	≠	≠
To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	≠	≠	✓	≠
To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	≠	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Climate Change & Energy			
	5. Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation	6. To assist in the adaptation to deliver sustainable products and services	7. Manage, maintain and where necessary improve the drainage network to reduce the economic losses from flooding	8. Development to provide for adaptation to urban heating, effects of high winds and assists in promoting behaviour change.
Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	≠	≠	≠	≠
Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	≠	≠	≠	≠
Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	≠	≠	≠	≠
Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	≠	≠	≠	≠
Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	≠	≠	≠	≠
Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	≠	≠	≠	≠

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Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	≠	≠	≠	≠
Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	≠	≠	≠	≠
Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	?	≠	≠	≠
Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	≠	≠	≠	≠
Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	≠	≠	≠	≠
Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	≠	≠	≠	≠
Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	≠	✓	✓	≠

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Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	✓	≠	≠	≠
Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	✓	≠	≠	≠
Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	✓	≠	≠	≠
Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	✓	≠	≠	✓
Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	≠	✓	✓	✓
Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	≠	✓	✓	✓
Promote the use and beneficial effects of trees and green infrastructure in new developments.	≠	✓	✓	✓
Encourage the mitigation and adaptation of existing buildings to climate change.	✓	✓	≠	✓
Recognise the implications for biodiversity and landscape.	≠	✓	✓	≠



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To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	≠	≠	≠	≠
To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	≠	≠	≠	≠
To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	≠	≠	≠	≠
Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	✓	≠	≠	≠
Reduce the need to travel.	✓	≠	≠	≠
Manage transport demand and reduce car reliance.	✓	≠	≠	≠
Enable and increase the modal share of all forms of sustainable transport.	✓	≠	≠	≠
De-couple economic growth and increase in car use.	✓	≠	≠	≠
To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	✓	✓	≠	≠

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Create healthier, safer neighbourhoods.	≠	≠	≠	≠
Enable people to pursue an active lifestyle and make healthier choices.	✓	≠	≠	
Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	≠	≠	≠	≠
Ensure that development does not have an adverse impact on physical and mental health and well being.	≠	≠	≠	≠

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Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	≠	✓	✓	≠
To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	≠	✓	≠	≠
To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	≠	≠	✓	≠

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
1. Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	≠	≠	≠	≠
2. Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	?	✓	✓	✓
3. Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	≠	≠	≠	≠
4. Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	≠	≠	≠	≠
5. Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	≠	≠	≠	≠
6. Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	?	✓	✓	✓

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	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
7. Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	✓	✓	✓	✓
8. Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	≠	✓	≠	≠
9. Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	≠	≠	≠	≠
10. Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	≠	≠	≠	✓
11. Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	≠	≠	≠	✓
12. Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	✓	✓	≠	≠
13. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	✓	✓	≠	✓

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	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
14.Reduce the Borough’s greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	≠	≠	≠	≠
15.Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	≠	≠	≠	≠
16.Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	≠	≠	≠	≠
17.Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	≠	≠	≠	≠
18.Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	?	?	✓	≠
19.Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	≠	≠	?	≠
20.Promote the use and beneficial effects of trees and green infrastructure in new developments.	✓	✓	✓	≠
21.Encourage the mitigation and adaptation of existing buildings to climate change.	?	≠	?	?
22.Recognise the implications for biodiversity and landscape.	✓	✓	✓	≠

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
23.To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	≠	≠	≠	≠
24.To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	≠	≠	≠	≠
25.To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	≠	≠	≠	≠
26.Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	✓	✓	✓	≠
27.Reduce the need to travel.	≠	≠	≠	≠
28.Manage transport demand and reduce car reliance.	≠	≠	?	≠
29.Enable and increase the modal share of all forms of sustainable transport.	≠	≠	?	≠
30.De-couple economic growth and increase in car use.	≠	≠	?	≠
31.To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	≠	≠	≠	≠



Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
32.To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	≠	≠	≠	≠
33.To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	?	?	≠	≠
34.Create healthier, safer neighbourhoods.	?	?	?	≠
35.Enable people to pursue an active lifestyle and make healthier choices.	≠	≠	?	≠
36.Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	≠	≠	≠	≠
37.Ensure that development does not have an adverse impact on physical and mental health and well being.	≠	≠	?	≠

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	9. Enhance ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	10. Manage landscape effects of development and to address climate change	11. Facilitate delivery and enhance the quality of areas providing green infrastructure	12. Enhance, conserve and protect historic assets in the urban environment as part of development projects.
38.Promote an ecosystem approach to biodiversity conservation aimed at : <ul style="list-style-type: none"> <li>o halting and reversing decline and loss by conserving and enhancing biodiversity.</li> <li>o contributing to sub-regional initiatives to improve the natural environment.</li> <li>o reviewing and updating biodiversity information and the network of local wildlife and geological sites.</li> <li>o addressing gaps in the strategic wildlife network.</li> </ul>	✓	✓	✓	≠
39.Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	✓	✓	✓	?
40.To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	✓	≠	✓	≠
41.To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	✓	✓	✓	≠

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	13. To deliver improvements in townscape and enhance local distinctiveness	14. Minimise air, soil, water, light and noise pollution		
1. Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	≠	≠		
2. Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	✓	✓		
3. Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	≠	≠		
4. Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	≠	≠		
5. Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	≠	≠		
6. Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	✓	✓		

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	13. To deliver improvements in townscape and enhance local distinctiveness	14. Minimise air, soil, water, light and noise pollution		
7. Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	✓	✓		
8. Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	✓	✓		
9. Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	≠	≠		
10. Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	?	✓		
11. Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	?	?		
12. Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	✓	≠		
13. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	✓	≠		

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	13. To deliver improvements in townscape and enhance local distinctiveness	14. Minimise air, soil, water, light and noise pollution		
14.Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	≠	✓		
15.Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	?	≠		
16.Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	≠	✓		
17.Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	≠	≠		
18.Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	≠	≠		
19.Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	≠	≠		
20.Promote the use and beneficial effects of trees and green infrastructure in new developments.	✓	✓		
21.Encourage the mitigation and adaptation of existing buildings to climate change.	?	≠		
22.Recognise the implications for biodiversity and landscape.	✓	≠		
23.To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	≠	≠		

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24.To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	≠	≠		
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26.Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	≠	✓		
27.Reduce the need to travel.	≠	✓		
28.Manage transport demand and reduce car reliance.	≠	✓		
29.Enable and increase the modal share of all forms of sustainable transport.	≠	✓		
30.De-couple economic growth and increase in car use.	≠	✓		
31.To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	≠	≠		
32.To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	≠	?		

Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	13. To deliver improvements in townscape and enhance local distinctiveness	14. Minimise air, soil, water, light and noise pollution		
33.To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	≠	?		
34.Create healthier, safer neighbourhoods.	✓	✓		
35.Enable people to pursue an active lifestyle and make healthier choices.	≠	≠		
36.Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	≠	≠		
37.Ensure that development does not have an adverse impact on physical and mental health and well being.	✓	✓		
38.Promote an ecosystem approach to biodiversity conservation aimed at : <ul style="list-style-type: none"> <li>o halting and reversing decline and loss by conserving and enhancing biodiversity.</li> <li>o contributing to sub-regional initiatives to improve the natural environment.</li> <li>o reviewing and updating biodiversity information and the network of local wildlife and geological sites.</li> <li>o addressing gaps in the strategic wildlife network.</li> </ul>	≠	≠		
39.Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	✓	≠		



Draft Local Plan Objectives	Sustainability Objectives: Natural Resource Protection & Environmental Enhancement			
	13. To deliver improvements in townscape and enhance local distinctiveness	14. Minimise air, soil, water, light and noise pollution		
40.To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	≠	✓		
41.To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	✓	✓		

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
1. Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	✓	✓	≠	✓
2. Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	✓	✓	≠	✓
3. Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	✓	✓	≠	✓
4. Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	✓	✓	≠	✓
5. Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	✓	✓	≠	✓
6. Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	≠	≠	≠	✓

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
7. Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	≠	≠	≠	✓
8. Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	≠	≠	≠	✓
9. Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	≠	≠	✓	≠
10. Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	✓	≠	≠	✓
11. Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	✓	≠	≠	≠
12. Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	✓	✓	≠	✓
13. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	≠	≠	≠	✓

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
14.Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	≠	≠	≠	✓
15.Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	≠	≠	≠	≠
16.Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	✓	✓	≠	≠
17.Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	✓	≠	≠	✓
18.Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	✓	≠	≠	✓
19.Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	✓	≠	≠	✓
20.Promote the use and beneficial effects of trees and green infrastructure in new developments.	≠	≠	≠	✓
21.Encourage the mitigation and adaptation of existing buildings to climate change.	✓	≠	≠	✓
22.Recognise the implications for biodiversity and landscape.	≠	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
23.To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	✓	✓	≠	✓
24.To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	✓	✓	≠	✓
25.To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	✓	✓	≠	✓
26.Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	✓	≠	≠	✓
27.Reduce the need to travel.	✓	≠	≠	✓
28.Manage transport demand and reduce car reliance.	✓	≠	≠	✓
29.Enable and increase the modal share of all forms of sustainable transport.	✓	≠	≠	✓
30.De-couple economic growth and increase in car use.	≠	≠	?	≠
31.To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	≠	≠	≠	≠

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
32.To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	≠	≠	≠	≠
33.To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	≠	≠	≠	≠
34.Create healthier, safer neighbourhoods.	✓	≠	≠	✓
35.Enable people to pursue an active lifestyle and make healthier choices.	✓	c	≠	✓
36.Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	✓	✓	≠	✓
37.Ensure that development does not have an adverse impact on physical and mental health and well being.	✓	≠	≠	✓

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	15. To improve community capital and reduce isolation across the social gradient in the Borough	16. Improve the supply and affordability of housing in those areas of greatest need	17. Ensure the Borough's regional assets reflect wider needs and that their development is not compromised	18. Integrate planning, transport, housing, cultural, recreational, environmental and health systems to address health
38.Promote an ecosystem approach to biodiversity conservation aimed at : <ul style="list-style-type: none"> <li>o halting and reversing decline and loss by conserving and enhancing biodiversity.</li> <li>o contributing to sub-regional initiatives to improve the natural environment.</li> <li>o reviewing and updating biodiversity information and the network of local wildlife and geological sites.</li> <li>o addressing gaps in the strategic wildlife network.</li> </ul>	≠	≠	≠	≠
39.Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	≠	≠	≠	≠
40.To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	≠	≠	≠	≠
41.To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	≠	≠	≠	✓



Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
1. Close the gap of inequality between the best and worst wards in Solihull, particularly reducing the inequalities that exist between North Solihull Regeneration Zone and the rest of the Borough.	✓	≠	✓	
2. Accommodate additional development to help meet the housing needs in the Borough whilst ensuring high quality places across the Borough through continuing to improve the quality of the environment in the North Solihull Regeneration Area and the mature suburbs and, conserving the qualities of the mature suburbs and rural settlements that make those places attractive areas to live.	≠	✓	✓	
3. Maximise the provision of affordable housing of the right size, type and tenure and in the right location to meet priority needs across the Borough.	≠	≠	✓	
4. Address constraints in supply including the inability to deliver affordable housing in recent years through windfall development by reducing site thresholds.	≠	≠	✓	
5. Widen the range of options for older people and those with disabilities through provision of accommodation which is designed to meet these diverse needs.	≠	≠	≠	
6. Ensure high quality design and development which integrates with its surroundings and creates safer, inclusive, adaptable and sustainable places which make a positive contribution to the Borough's sense of place, attractiveness and to people's quality of life.	✓	✓	≠	

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
7. Conserve and enhance the qualities of the built, natural and historic environment that contribute to character and local distinctiveness and the attractiveness of the mature residential suburbs and the rural area.	≠	≠	≠	
8. Ensure development does not have an adverse impact on residential and other amenities, and where that impact is unavoidable, to incorporate satisfactory mitigation.	≠	≠	≠	
9. Support the continued success of key regional economic assets such as Birmingham International Airport, National Exhibition Centre, Birmingham and Blythe Valley Business Parks and Land Rover whilst maintaining the quality of the environment and managing congestion.	≠	≠	✓	
10. Support the continued success of Solihull Town Centre whilst maintaining the quality of its environment and managing congestion.	≠	✓	✓	
11. Encourage investment into Shirley and Chelmsley Wood Town Centres to improve competitiveness and the shopping environment.	≠	≠	✓	
12. Maintain the Green Belt in Solihull, to prevent unrestricted expansion of the major urban area, to safeguard the key gaps between settlements such as the Meriden Gap and the countryside, and to contribute to urban regeneration in North Solihull.	≠	≠	✓	
13. Ensure that the countryside is managed so as to deliver a range of benefits including the growing of food and energy products, create an attractive rural setting and improved public access and recreational opportunities.	≠	≠	≠	

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
14.Reduce the Borough's greenhouse gas emissions, so as to contribute to the national target for reduction, through a range of measures such as the location and design of development, provision of renewable and low carbon energy schemes, and promoting opportunities for low carbon travel.	≠	≠	≠	
15.Promote decentralised energy and heating networks within the Mature Suburbs and North Solihull Regeneration Area, and the generation of energy from on-site renewable sources.	≠	≠	≠	
16.Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.	≠	≠	✓	
17.Support the Affordable Warmth programme to ensure high standard of home insulation for older people and others at risk.	≠	≠	≠	
18.Ensure that new development does not increase, and where possible reduces risks such as flooding and urban heating.	≠	≠	≠	
19.Ensure new development, and where possible existing communities have resilience to the effects of future climate change.	≠	≠	≠	
20.Promote the use and beneficial effects of trees and green infrastructure in new developments.	≠	≠	≠	
21.Encourage the mitigation and adaptation of existing buildings to climate change.	≠	≠	≠	
22.Recognise the implications for biodiversity and landscape.	≠	≠	≠	

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
23.To provide an adequate amount and variety of homes which are affordable by local people including homes for rent, for purchase and intermediate tenure.	≠	≠	≠	
24.To provide an adequate amount and variety of homes to meet the increasing demand from older people and those with disabilities.	≠	≠	≠	
25.To Increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.	✓	≠	≠	
26.Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.	≠	≠	✓	
27.Reduce the need to travel.	≠	≠	✓	
28.Manage transport demand and reduce car reliance.	≠	✓	≠	
29.Enable and increase the modal share of all forms of sustainable transport.	≠	✓	≠	
30.De-couple economic growth and increase in car use.	≠	≠	≠	
31.To promote the management of waste arising in the Borough further up the waste hierarchy and its treatment as a resource to be used wherever possible.	≠	≠	≠	

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
32.To address the capacity gap between waste arising and capacity of facilities by taking advantage of opportunities to provide facilities for recycled materials, organic and residual waste.	≠	≠	≠	
33.To provide for a total of 7.5 million tonnes of primary sand and gravel resources from sources within Solihull for the plan period to 2028, including the maintenance of a minimum 7 year landbank, whilst ensuring that provision is made to encourage the use of secondary and recycled aggregates, that sand and gravel resources are safeguarded from possible sterilisation by non-mineral development, and that environmental, restoration and aftercare criteria are met.	≠	≠	≠	
34.Create healthier, safer neighbourhoods.	✓	✓	≠	
35.Enable people to pursue an active lifestyle and make healthier choices.	≠	≠	≠	
36.Meet local housing and employment needs whilst facilitating the provision of appropriate health care services.	≠	≠	✓	
37.Ensure that development does not have an adverse impact on physical and mental health and well being.	≠	✓	≠	

Draft Local Plan Objectives	Sustainability Objectives: Sustainable Communities			
	19. Reduce crime, fear of crime and anti- social behaviour	20. Enhance public safety	21. Encourage better balance between jobs, housing and services, with equitable access to opportunities, basic services and amenities	
38.Promote an ecosystem approach to biodiversity conservation aimed at : <ul style="list-style-type: none"> <li>o halting and reversing decline and loss by conserving and enhancing biodiversity.</li> <li>o contributing to sub-regional initiatives to improve the natural environment.</li> <li>o reviewing and updating biodiversity information and the network of local wildlife and geological sites.</li> <li>o addressing gaps in the strategic wildlife network.</li> </ul>	≠	≠	≠	
39.Promote a landscape scale approach to protecting and restoring the landscape of the Borough and its characteristic features.	≠	≠	≠	
40.To contribute towards improving the quality of the water environment by ensuring that the plan's policies and land allocations help to protect and improve the quality of the main water bodies in the Borough.	≠	≠	≠	
41.To minimise the risk of flooding by avoiding development in high risk areas wherever possible, reducing flows to rivers during periods of high intensity rainfall, and ensuring that new development is designed so as to minimise surface water flooding risks.	≠	✓	≠	

## APPENDIX G: DRAFT LOCAL PLAN APPRAISAL TABLES

Policy 1: Support Economic Success									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	Regional	Likely	Direct	Unk	+ve	Urban	Multiple	Maj+ve
2. Access to jobs	>10 years	Regional	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Maj+ve
3. Reducing travel	3-10 years	Local	Likely	Direct	Yes	-ve	Urban	Multiple	Min-ve
4. Resource efficiency	>10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	3-10 years	Local	Definite	Cumul	Unk	-ve	Urban	Multiple	Min-ve
6. Business adaptation	3-10 years	Local	Unlikely	Indirect	Yes	-	Urban	Multiple	Neutral
7. Losses from flooding	>10 years	Local	Unlikely	Direct	No	-	Urban	Multiple	Neutral
8. Urban adaptation	>10 years	Local	Unlikely	Indirect	Unk	-	Urban	Multiple	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Potential	Indirect	Unk	-ve	Rural	Multiple	Min-ve
10. Landscape	3-10 years	District	Likely	Direct	Yes	-ve	Urban	Multiple	Mod-ve
11. Green infrastructure	3-10 years	Local	Unlikely	Indirect	No	-	Urban	Multiple	Neutral
12. Historic environment	3-10 years	Local	Potential	Indirect	No	-ve	Rural	Multiple	Min-ve
13. Built environment	>10 years	Regional	Unlikely	Direct	Unk	-	Urban	Multiple	Neutral
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	-ve	Urban	Multiple	Min-ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	Permanent	Local	Unlikely	Indirect	No	-	All	Multiple	Neutral
17. Commercial Assets	>10 years	Regional	Likely	Direct	No	+ve	All	Multiple	Maj+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	>10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
21. Mixed development	>10 years	Local	Definite	Direct	No	+ve	Urban	Multiple	Min+ve



Policy 2: Competitive Town Centre									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
2. Access to jobs	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
3. Reducing travel	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
4. Resource efficiency	>10 years	District	Potential	Indirect	Yes	+ve	All	Multiple	Mod+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	3-10 years	Local	Likely	Cumul	Yes	-ve	All	Multiple	Min-ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Unlikely	Indirect	No	-	All	Multiple	Neutral
8. Urban adaptation	>10 years	Local	Unlikely	Indirect	Yes	-	Core Areas	Multiple	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	3-10 years	Local	Potential	Indirect	No	+ve	Core Areas	Multiple	Min+ve
11. Green infrastructure	3-10 years	Local	Unlikely	Indirect	No	-	Core Areas	Multiple	Neutral
12. Historic environment	>10 years	District	Potential	Direct	No	-ve	Core Areas	Multiple	Mod-ve
13. Built environment	>10 years	Local	Likely	Direct	Unk	+ve	Core Areas	Multiple	Min+ve
14. Pollution	>10 years	Local	Likely	Indirect	Yes	-ve	Core Areas	Multiple	Min-ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
16. Housing	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
17. Commercial Assets	3-10 years	District	Potential	Indirect	Unk	+ve	Urban	Multiple	Mod+ve
18. Health inequalities	3-10 years	Local	Potential	Indirect	Unk	+ve	Urban	-	Min+ve
19. Crime	>10 years	Local	Unlikely	Indirect	No	-	Core Areas	Age	Neutral
20. Public safety	>10 years	Local	Unlikely	Indirect	No	-	Core Areas	Age	Neutral
21. Mixed development	>10 years	Local	Likely	Direct	Yes	+ve	Core Areas	Multiple	Min+ve

<b>Policy 3: Employment Land</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	District	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
2. Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
3. Reducing travel	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	Local	Unlikely	Cumul	Yes	-	All	Multiple	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	3-10 years	Local	Potential	Cumul	Yes	-ve	Urban	Multiple	Min-ve
6. Business adaptation	3-10 years	Local	Unlikely	Indirect	Yes	-	Urban	Multiple	Neutral
7. Losses from flooding	>10 years	Local	Unlikely	Indirect	No	-	All	Multiple	Neutral
8. Urban adaptation	>10 years	Local	Unlikely	Direct	No	-	Urban	Multiple	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Unlikely	Indirect	Yes	-	Urban	Multiple	Neutral
10. Landscape	3-10 years	Local	Likely	Direct	No	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Unlikely	Indirect	Yes	-	Urban	Multiple	Neutral
12. Historic environment	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	District	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
16. Housing	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve

<b>Policy 4: Meeting Housing Needs</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	District	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
2. Access to jobs	3-10 years	District	Likely	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
3. Reducing travel	>10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	District	Unlikely	Cumul	Yes	-	All	Multiple	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
10. Landscape	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
11. Green infrastructure	Permanent	Local	Potential	Direct	No	-ve	All	Multiple	Min-ve
12. Historic environment	Permanent	Local	Potential	Direct	No	-ve	-	-	Min-ve
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	District	Likely	Direct	Unk	+ve	All	Disability	Maj+ve
16. Housing	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	3-10 years	Local	Unlikely	Indirect	Yes	-	All	Multiple	Neutral
20. Public safety	3-10 years	Local	Unlikely	Indirect	Yes	-	All	Multiple	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 5: Land for Housing</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	Local	Potential	Indirect	Unk	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
3. Reducing travel	>10 years	Local	Unlikely	Indirect	Yes	-	All	Multiple	Neutral
4. Resource efficiency	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	3-10 years	Local	Unlikely	Cumul	Unk	-	All	Multiple	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Unlikely	Indirect	Yes	-	All	Multiple	Neutral
8. Urban adaptation	3-10 years	Local	Unlikely	Indirect	Yes	-	Urban	Age	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	Permanent	Local	Potential	Direct	No	-ve	Rural	-	Min-ve
10. Landscape	Permanent	Local	Potential	Direct	Yes	-ve	Rural	Multiple	Min-ve
11. Green infrastructure	>10 years	Local	Unlikely	Indirect	Yes	-	Urban	Multiple	Neutral
12. Historic environment	Permanent	Local	Unlikely	Indirect	Yes	-	-	-	Neutral
13. Built environment	>10 years	Local	Likely	Direct	Yes	+ve	-	-	Min+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
16. Housing	>10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Maj+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Direct	Yes	+ve	-	-	Min+ve
19. Crime	3-10 years	Local	Unlikely	Indirect	Yes	-	-	-	Neutral
20. Public safety	3-10 years	Local	Unlikely	Indirect	Yes	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 6: Gypsies & Travellers									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	3-10 years	Local	Potential	Indirect	Yes	-ve	Rural	Multiple	Min-ve
13. Built environment	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Ethnicity / Race	Min+ve
16. Housing	3-10 years	Local	Definite	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Direct	Yes	+ve	All	Gender	Min+ve
19. Crime	3-10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
20. Public safety	3-10 years	Local	Potential	Direct	Yes	+ve	All	Ethnicity / Race	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 7: Accessibility & Ease of Access									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
2. Access to jobs	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
3. Reducing travel	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
19. Crime	3-10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
20. Public safety	3-10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
21. Mixed development	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve

<b>Policy 8: Managing Demand for Travel &amp; Congestion</b>									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	3-10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
3. Reducing travel	>10 years	District	Potential	Direct	Unk	+ve	All	Multiple	Mod+ve
4. Resource efficiency	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	District	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	Core Areas	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Potential	Cumul	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	3-10 years	Local	Potential	Cumul	Yes	+ve	Urban	Multiple	Min+ve
18. Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
19. Crime	3-10 years	Local	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Min+ve
20. Public safety	>10 years	Local	Potential	Direct	Unk	+ve	All	Multiple	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral



<b>Policy 9: Climate Change</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	District	Likely	Direct	Unk	+ve	Regen Areas	Multiple	Maj+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	3-10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Mod+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	District	Definite	Cumul	Unk	+ve	All	Multiple	Maj+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	Local	Likely	Direct	Yes	+ve	-	-	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	>10 years	Local	Unlikely	Indirect	Yes		All	Multiple	Neutral
13. Built environment	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
14. Pollution	>10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	>10 years	District	Potential	Direct	Unk	-ve	All	Multiple	Mod-ve
17. Commercial Assets	>10 years	Regional	Potential	Indirect	Unk	+ve	All	Multiple	Mod+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 10: Natural Environment									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 11: Water Management</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	3-10 years	District	Likely	Cumul	Unk	+ve	All	Multiple	Mod+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	3-10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	>10 years	District	Likely	Cumul	Yes	+ve	All	Multiple	Mod+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 12: Waste Management									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	3-10 years	Local	Potential	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
3. Reducing travel	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Mod+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Potential	Direct	Yes	+ve	All	-	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	>10 years	Local	Potential	Direct	No	+ve	All	Multiple	Min+ve
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	>10 years	Local	Definite	Direct	Yes	+ve	All	Multiple	Min+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 13: Minerals									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	3-10 years	District	Potential	Direct	Yes	+ve	-	-	Mod+ve
4. Resource efficiency	3-10 years	District	Definite	Direct	Yes	+ve	Rural	Multiple	Mod+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	3-10 years	Local	Potential	Direct	Yes	+ve	Rural	-	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Rural	-	Min+ve
10. Landscape	>10 years	Local	Definite	Direct	Yes	+ve	Rural	-	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Rural	-	Min+ve
12. Historic environment	Permanent	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
13. Built environment	-	-	-	-	-	-	-	-	Neutral
14. Pollution	3-10 years	Local	Definite	Cumul	Yes	+ve	Rural	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 14: Amenity</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
2. Access to jobs	3-10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
11. Green infrastructure	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
12. Historic environment	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
13. Built environment	3-10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
14. Pollution	3-10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Mod+ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 15: Securing Design Quality</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	-ve	Urban	Multiple	Min-ve
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	>10 years	Local	Likely	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	>10 years	Local	Likely	Cumul	Yes	+ve	All	Multiple	Min+ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	District	Likely	Cumul	Unk	+ve	All	Multiple	Maj+ve
8. Urban adaptation	>10 years	District	Likely	Direct	Unk	+ve	All	Multiple	Maj+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
12. Historic environment	>10 years	Local	Likely	Direct	Yes	+ve	All	Multiple	Min+ve
13. Built environment	>10 years	District	Definite	Cumul	Unk	+ve	All	Multiple	Maj+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	3-10 years	Local	Potential	Indirect	Yes	-ve	All	Multiple	Min-ve
17. Commercial Assets	>10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
18. Health inequalities	>10 years	District	Likely	Cumul	Yes	+ve	All	Multiple	Mod+ve
19. Crime	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
20. Public safety	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
21. Mixed development	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve



<b>Policy 16: Conservation of Heritage Assets &amp; Local Distinctiveness</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	>10 years	Local	Potential	Cumul	Yes	+ve	All	Multiple	Min+ve
10. Landscape	>10 years	Local	Definite	Cumul	Unk	+ve	All	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Potential	Cumul	Unk	+ve	All	Multiple	Min+ve
12. Historic environment	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
13. Built environment	>10 years	District	Definite	Direct	Unk	+ve	Urban	Multiple	Maj+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	-	-	-	-	-	-	-	-	Neutral
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	3-10 years	District	Potential	Cumul	Yes	+ve	Urban	Multiple	Mod+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 17: Countryside/ Greenbelt									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	>10 years	District	Potential	Direct	Unk	+ve	All	Multiple	Mod+ve
2. Access to jobs	>10 years	District	Potential	Direct	Unk	+ve	Regen Areas	Multiple	Mod+ve
3. Reducing travel	-	-	-	-	-	-	-	-	Neutral
4. Resource efficiency	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min-ve
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	-	-	-	-	-	-	-	-	Min+ve
10. Landscape	>10 years	Local	Potential	Direct	Unk	+ve	Rural	Multiple	Min+ve
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	>10 years	District	Potential	Direct	Unk	+ve	Rural	Multiple	Mod+ve
13. Built environment	>10 years	District	Potential	Direct	Unk	+ve	Rural	Multiple	Mod+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	Local	Potential	Indirect	Unk	+ve	Regen Areas	Multiple	Min+ve
16. Housing	>10 years	Local	Definite	Direct	Unk	+ve	Rural	Multiple	Min+ve
17. Commercial Assets	>10 years	Regional	Potential	Direct	Unk	+ve	All	Multiple	Maj+ve
18. Health inequalities	-	-	-	-	-	-	-	-	Neutral
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 18: Health &amp; Well-Being</b>									
<b>SA/SEA Objectives</b>	<b>Duration</b>	<b>Scale</b>	<b>Likelihood</b>	<b>Direct/Indirect/ Cumulative</b>	<b>Reversibility</b>		<b>Spatial Distribution</b>	<b>Social Equity</b>	<b>Significance</b>
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
2. Access to jobs	3-10 years	Local	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Min+ve
3. Reducing travel	>10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	>10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	3-10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
10. Landscape	3-10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
11. Green infrastructure	3-10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
12. Historic environment	-	-	-	-	-	-	-	-	Neutral
13. Built environment	3-10 years	District	Likely	Direct	Unk	+ve	Urban	Multiple	Mod+ve
14. Pollution	3-10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	District	Definite	Direct	Unk	+ve	Regen Areas	Multiple	Maj+ve
16. Housing	Permanent	District	Definite	Direct	No	+ve	Urban	Multiple	Maj+ve
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	>10 years	District	Definite	Direct	Unk	+ve	All	Multiple	Maj+ve
19. Crime	3-10 years	District	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
20. Public safety	3-10 years	District	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Policy 19: Local Services									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect/ Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	-	-	-	-	-	-	-	-	Neutral
10. Landscape	-	-	-	-	-	-	-	-	Neutral
11. Green infrastructure	-	-	-	-	-	-	-	-	Neutral
12. Historic environment	3-10 years	Local	Potential	Indirect	Unk	+ve	All	Multiple	Min+ve
13. Built environment	>10 years	Local	Likely	Direct	Unk	+ve	All	Multiple	Min+ve
14. Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
15. Deprivation	>10 years	Local	Potential	Indirect	Yes	+ve	All	Age	Min+ve
16. Housing	-	-	-	-	-	-	-	-	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
19. Crime	-	-	-	-	-	-	-	-	Neutral
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

<b>Policy 20: Provision for open space ,etc</b>									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
1. Prosperity	-	-	-	-	-	-	-	-	Neutral
2. Access to jobs	-	-	-	-	-	-	-	-	Neutral
3. Reducing travel	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
4. Resource efficiency	-	-	-	-	-	-	-	-	Neutral
<b>Climate Change and Energy</b>									
5. Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
6. Business adaptation	-	-	-	-	-	-	-	-	Neutral
7. Losses from flooding	-	-	-	-	-	-	-	-	Neutral
8. Urban adaptation	>10 years	District	Likely	Indirect	Yes	+ve	All	Multiple	Mod+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
9. Biodiversity	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Age	Min+ve
10. Landscape	>10 years	Local	Definite	Direct	Yes	+ve	Urban	Multiple	Min+ve
11. Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
12. Historic environment	>10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Mod+ve
13. Built environment	>10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
14. Pollution	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
<b>Sustainable Communities</b>									
15. Deprivation	3-10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
16. Housing	-	-	-	-	-	-	All	Multiple	Neutral
17. Commercial Assets	-	-	-	-	-	-	-	-	Neutral
18. Health inequalities	3-10 years	Local	Likely	Cumul	Yes	+ve	Urban	Multiple	Min+ve
19. Crime	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
20. Public safety	-	-	-	-	-	-	-	-	Neutral
21. Mixed development	-	-	-	-	-	-	-	-	Neutral

Spatial Strategy									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	District	Likely	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Mod+ve
Reducing travel	>10 years	District	Potential	Direct	Yes	+ve	All	Multiple	Mod+ve
Resource efficiency	>10 years	Local	Likely	Direct	No	+ve	All	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Business adaptation	-	-	-	-	-	-	-	-	Neutral
Losses from flooding	-	-	-	-	-	-	-	-	Neutral
Urban adaptation	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
Landscape	>10 years	Local	Potential	Direct	No	-ve	Rural	Multiple	Min-ve
Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Historic environment	>10 years	Local	Potential	Direct	Yes	+ve	All	Multiple	Min+ve
Built environment	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Pollution	>10 years	Local	Potential	Direct	Yes	-ve	All	Multiple	Min-ve
<b>Sustainable Communities</b>									
Deprivation	>10 years	District	Potential	Indirect	Yes	+ve	Regen Areas	Multiple	Mod+ve
Housing	>10 years	District	Definite	Direct	Yes	+ve	All	Multiple	Mod+ve
Commercial Assets	>10 years	Regional	Likely	Direct	Yes	+ve	All	Multiple	Mod+ve
Health inequalities	>10 years	District	Potential	Indirect	Yes	+ve	All	Multiple	Min+ve
Crime	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Public safety	>10 years	Local	Unlikely	Indirect	Yes	-ve	Urban	Multiple	Neutral
Mixed development	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve

## APPENDIX H: EMERGING CORE STRATEGY ALLOCATION SITES APPRAISAL TABLES

North Solihull Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	Local	Likely	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Access to jobs	>10 years	Local	Likely	Direct	No	+ve	Regen Areas	Multiple	Min+ve
Reducing travel	-	-	-	-	-	-	-	-	Neutral
Resource efficiency	>10 years	Local	Likely	Direct	No	-ve	Regen Areas	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Potential	Direct	No	+ve	Regen Areas	Multiple	Min+ve
Business adaptation	-	-	-	-	-	-	-	-	Neutral
Losses from flooding	>10 years	Local	Potential	Direct	Yes	-ve	Regen Areas	Multiple	Min-ve
Urban adaptation	>10 years	Local	Potential	Direct	Yes	-ve	Regen Areas	Multiple	Min-ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	-	-	-	-	-	-	Regen Areas	Multiple	Neutral
Landscape	-	-	-	-	-	-	Regen Areas	Multiple	Neutral
Green infrastructure	>10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Historic environment	-	-	-	-	-	-	-	-	Neutral
Built environment	>10 years	Local	Likely	Direct	Yes	+ve	Regen Areas	Multiple	Min+ve
Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
Deprivation	>10 years	Local	Likely	Direct	No	+ve	Regen Areas	Multiple	Min+ve
Housing	>10 years	Local	Definite	Direct	No	+ve	Regen Areas	Multiple	Mod+ve
Commercial Assets	>10 years	Local	Likely	Indirect	No	+ve	Regen Areas	Multiple	Mod+ve
Health inequalities	>10 years	Local	Potential	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Crime	>10 years	Local	Likely	Indirect	No	+ve	Regen Areas	Multiple	Min+ve
Public safety	>10 years	Local	Potential	Indirect	Yes	-ve	Regen Areas	Multiple	Min-ve
Mixed development	>10 years	Local	Potential	Direct	No	+ve	Regen Areas	Multiple	Min+ve



Powergen & Solihull Lodge									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	Local	Likely	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Access to jobs	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Reducing travel	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Resource efficiency	>10 years	Local	Definite	Direct	No	+ve	Urban	Multiple	Min+ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
Business adaptation	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Losses from flooding	-	-	-	-	-	-	Urban	Multiple	Neutral
Urban adaptation	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Landscape	-	-	-	-	-	-			Neutral
Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Historic environment	-	-	-	-	-	-			Neutral
Built environment	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Pollution	-	-	-	-	-	-			Neutral
<b>Sustainable Communities</b>									
Deprivation	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Housing	>10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Commercial Assets	-	-	-	-	-	-	Urban		Neutral
Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Crime	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Public safety	-	-	-	-	-	-	Urban	Multiple	Neutral
Mixed development	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve

South Western Rural Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	District	Likely	Direct	Yes	+ve	Rural	Multiple	Mod+ve
Access to jobs	3-10 years	Local	Likely	Direct	Yes	+ve	Rural	Multiple	Min+ve
Reducing travel	>10 years	Local	Likely	Direct	Yes	-ve	Rural	Multiple	Min-ve
Resource efficiency	Permanent	Local	Definite	Direct	No	-ve	Rural	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Unlikely	Cumul	Yes	-ve	Rural	Multiple	Min-ve
Business adaptation	-	-	-	-	-	-	-	-	Neutral
Losses from flooding	-	-	-	-	-	-	-	-	Neutral
Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
Landscape	Permanent	Local	Likely	Cumul	Yes	-ve	Rural	Multiple	Min-ve
Green infrastructure	-	-	-	-	-	-	-	-	Neutral
Historic environment	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
Built environment	>10 years	Local	Potential	Direct	Yes	-	Rural	Multiple	Neutral
Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
Deprivation	-	-	-	-	-	-	-	-	Neutral
Housing	Permanent	Local	Definite	Direct	Yes	+ve	Rural	Multiple	Min+ve
Commercial Assets	>10 years	District	Potential	Indirect	Yes	+ve	Rural	Multiple	Mod+ve
Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Rural	Age	Min+ve
Crime	-	-	-	-	-	-	-	-	Neutral
Public safety	-	-	-	-	-	-	-	-	Neutral
Mixed development	>10 years	Local	Definite	Direct	Yes	+ve	Rural	Multiple	Min+ve

Eastern Rural Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	Local	Likely	Direct	Yes	+ve	Rural	Multiple	Mod+ve
Access to jobs	3-10 years	Local	Likely	Direct	Yes	+ve	Rural	Multiple	Min+ve
Reducing travel	>10 years	Local	Likely	Direct	Yes	-ve	Rural	Multiple	Min-ve
Resource efficiency	Permanent	Local	Definite	Direct	No	-ve	Rural	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Unlikely	Indirect	Yes	-ve	Rural	Multiple	Min-ve
Business adaptation	-	-	-	-	-	-	-	-	Neutral
Losses from flooding	-	-	-	-	-	-	-	-	Neutral
Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
Landscape	Permanent	Local	Likely	Cumul	Yes	-ve	Rural	Multiple	Min-ve
Green infrastructure	-	-	-	-	-	-	-	-	Neutral
Historic environment	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
Built environment	>10 years	Local	Potential	Direct	Yes	+ve	Rural	Multiple	Min+ve
Pollution	-	-	-	-	-	-	-	-	Neutral
<b>Sustainable Communities</b>									
Deprivation	-	-	-	-	-	-	-	-	Neutral
Housing	>10 years	Local	Likely	Direct	Yes	+ve	Rural	Multiple	Min+ve
Commercial Assets	>10 years	District	Potential	Indirect	Yes	+ve	Rural	Multiple	Mod+ve
Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Rural	Multiple	Min+ve
Crime	-	-	-	-	-	-	-	-	Neutral
Public safety	-	-	-	-	-	-	-	-	Neutral
Mixed development	-	-	-	-	-	-	-	-	Neutral

Solihull Town Centre Site									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Access to jobs	3-10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Reducing travel	>10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Resource efficiency	>10 years	District	Definite	Direct	No	+ve	Urban	Multiple	Maj+ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Business adaptation	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Losses from flooding	-	-	-	-	-	-	-	-	Neutral
Urban adaptation	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Landscape	-	-	-	-	-	-	-	-	Neutral
Green infrastructure	-	-	-	-	-	-	-	-	Neutral
Historic environment	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Built environment	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Pollution	3-10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
<b>Sustainable Communities</b>									
Deprivation	>10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Housing	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Commercial Assets	3-10 years	District	Potential	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Health inequalities	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Crime	3-10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Public safety	3-10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Mixed development	3-10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve

NEC Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Access to jobs	>10 years	District	Likely	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Reducing travel	>10 years	District	Likely	Direct	Yes	-ve	Urban	Multiple	Mod-ve
Resource efficiency	>10 years	Local	Definite	Direct	No	-ve	Urban	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Likely	Direct	Yes	-ve	Urban	Multiple	Min-ve
Business adaptation	>10 years	Local	Potential	Indirect	No	+ve	Urban	Multiple	Min+ve
Losses from flooding	-	-	-	-	-	-	-	-	Neutral
Urban adaptation	>10 years	Local	Potential	Cumul	Unk	-ve	Urban	Multiple	Min-ve
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	Local	Definite	Direct	Yes	-ve	Rural	Multiple	Min-ve
Landscape	>10 years	District	Definite	Direct	Yes	-ve	Rural	Multiple	Mod-ve
Green infrastructure	-	-	-	-	-	-	-	-	Neutral
Historic environment	-	-	-	-	-	-	-	-	Neutral
Built environment	>10 years	Local	Likely	Direct	Yes	-ve	Urban	Multiple	Min-ve
Pollution	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
<b>Sustainable Communities</b>									
Deprivation	>10 years	District	Likely	Cumul	Yes	+ve	Urban	Multiple	Mod+ve
Housing	-	-	-	-	-	-	-	-	Neutral
Commercial Assets	>10 years	Regional	Definite	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Crime	-	-	-	-	-	-	-	-	Neutral
Public safety	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Mixed development	-	-	-	-	-	-	-	-	Neutral

Shirley Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	>10 years	District	Likely	Indirect	Yes	+ve	Urban	Multiple	Mod+ve
Access to jobs	>10 years	District	Potential	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Reducing travel	3-10 years	District	Likely	Direct	Unk	-ve	Urban	Multiple	Mod-ve
Resource efficiency	>10 years	Local	Likely	Direct	No	+ve	Urban	Multiple	Min+ve
<b>Climate Change and Energy</b>									
Greenhouse gases	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
Business adaptation	>10 years	Local	Potential	Indirect	No	+ve	Urban	Multiple	Min+ve
Losses from flooding	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	>10 years	National	Potential	Indirect	Yes	-ve	Urban	Multiple	Neutral
Landscape	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Green infrastructure	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Historic environment	-	-	-	-	-	-	-	-	Neutral
Built environment	>10 years	Local	Potential	Direct	Yes	+ve	Urban	Multiple	Min+ve
Pollution	>10 years	Local	Potential	Direct	Yes	-ve	Urban	Multiple	Min-ve
<b>Sustainable Communities</b>									
Deprivation	>10 years	District	Likely	Indirect	Yes	-ve	Urban	Multiple	Mod-ve
Housing	-	-	-	-	-	-	-	-	Neutral
Commercial Assets	>10 years	District	Definite	Direct	Yes	+ve	Urban	Multiple	Mod+ve
Health inequalities	>10 years	Local	Potential	Indirect	Yes	+ve	Urban	Multiple	Min+ve
Crime	-	-	-	-	-	-	-	-	Neutral
Public safety	>10 years	Local	Likely	Direct	Yes	+ve	Urban	Multiple	Min+ve
Mixed development	-	-	-	-	-	-	-	-	Neutral

Kenilworth Sites									
SA/SEA Objectives	Duration	Scale	Likelihood	Direct/Indirect /Cumulative	Reversibility		Spatial Distribution	Social Equity	Significance
<b>Sustainable Consumption &amp; Production</b>									
Prosperity	3-10 years	Local	Potential	Indirect	Yes	+ve	Rural	Multiple	Min+ve
Access to jobs	-	-	-	-	-	-	-	-	Neutral
Reducing travel	3-10 years	Local	Likely	Indirect	Yes	+ve	Rural	Multiple	Min+ve
Resource efficiency	3-10 years	Local	Likely	Direct	No	-ve	Rural	Multiple	Min-ve
<b>Climate Change and Energy</b>									
Greenhouse gases	-	-	-	-	-	-	-	-	Neutral
Business adaptation	-	-	-	-	-	-	-	-	Neutral
Losses from flooding	-	-	-	-	-	-	Rural	Multiple	Neutral
Urban adaptation	-	-	-	-	-	-	-	-	Neutral
<b>Natural Resource Protection &amp; Env. Enhancement</b>									
Biodiversity	3-10 years	Local	Potential	Direct	Yes	-ve	Rural	Multiple	Min-ve
Landscape	3-10 years	Local	Definite	Direct	Yes	-ve	Rural	Multiple	Min-ve
Green infrastructure	-	-	-	-	-	-	-	-	Neutral
Historic environment	Permanent	Local	Potential	Direct	Yes	-ve	Rural	Multiple	Min-ve
Built environment	-	-	-	-	-	-	-	-	Neutral
Pollution	3-10 years	Local	Potential	Direct	Yes	-ve	Rural	Multiple	Min-ve
<b>Sustainable Communities</b>									
Deprivation	-	-	-	-	-	-	-	-	Neutral
Housing	-	-	-	-	-	-	-	-	Neutral
Commercial Assets	-	-	-	-	-	-	-	-	Neutral
Health inequalities	-	-	-	-	-	-	-	-	Neutral
Crime	-	-	-	-	-	-	-	-	Neutral
Public safety	-	-	-	-	-	-	-	-	Neutral
Mixed development	-	-	-	-	-	-	-	-	Neutral