

Reviewing the Plan for Solihull's Future

Solihull Local Plan Review

Scope, Issues
and Options Consultation

November 2015

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1. Introduction

Purpose

- At the heart of planning is the need to plan positively for sustainable development. One of the principal ways this is achieved is by having a local plan to guide the development of an area. Having a local plan is key to delivering sustainable development that reflects the vision and aspirations of local communities. The aim is that local authorities should positively seek opportunities, through their local plan, to meet the development needs of their area.



- The Council's local plan addresses the spatial implications of economic, social and environmental change that is happening to the Borough, both now and in the future.
- The current local plan, the "Solihull Local Plan" (SLP), was adopted in December 2013 and covers the period 2011 to 2028. Since the Local Plan was adopted, a legal challenge has resulted in the overall housing requirement being deleted and remitted back to the Council for reconsideration. It is intended that this deficiency be addressed through a review of the Solihull Local Plan.
- The National Planning Policy Framework (NPPF) makes clear that early and meaningful engagement and collaboration with residents, organisations and businesses is essential. This consultation¹ document has been prepared as the first stage in reviewing the plan and seeks to engage with all those who have an interest in shaping the future of the Borough.
- This initial consultation focuses on scoping the local plan review; the issues that the review will need to address; and an identification of broad options. It builds on the approach set out in the November 2014 consultation² that sought views on a local area plan based on the

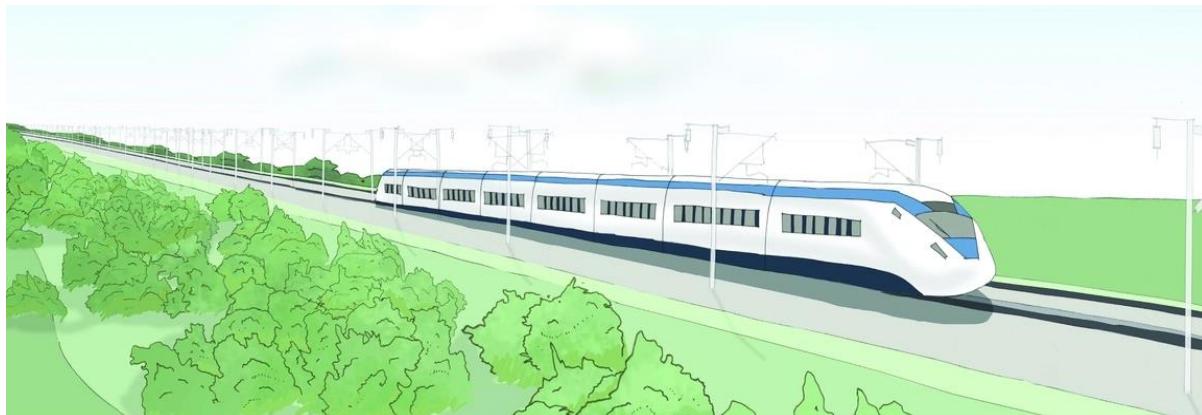
¹ This is a consultation in accordance with Regulation 18 of the Town & Country Planning (Local Planning) (England) Regulations, 2012.

² 'Proposed Local Area Plan for the High Speed 2 Interchange and Adjoining Area'.

- HS2 Interchange area near the National Exhibition Centre & Birmingham Airport. This earlier consultation indicated the benefits of reviewing the HS2 Interchange area in the context of a wider Borough review.
6. The Council is seeking views on the period that the Solihull Local Plan Review should cover; the evidence base to be prepared; cross boundary and strategic issues that will need to be addressed; the key challenges that the Borough faces; the level of growth that should be provided for; and the opportunities that exist to accommodate this growth. However, views on the content of the review more generally are also welcomed.
7. This will be the first of a number of opportunities to help shape the Solihull Local Plan Review, with further consultation on the preferred option, and a draft submission plan in 2016-17.
8. As this consultation focusses on reviewing the SLP, it is recommended that it is read alongside a copy of the SLP, which can be found at: http://www.solihull.gov.uk/Portals/0/Planning/LDF/Local_Plan_Final.pdf.
- ### How does the Local Plan Review relate to other Plans?
9. The Local Plan Review will incorporate the High Speed 2 Interchange and adjoining area, previously the subject of a Regulation 18 consultation. The representations that were submitted to this earlier consultation are being used to inform the Local Plan Review. Indeed, many of those representations argued that the Council should undertake a wider Review of the whole Borough, as is now proposed.
10. The Local Plan Review will need to take account of more strategic plans, in particular the Spatial Plan for Growth (SPfG) which is being prepared on behalf of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). The SPfG is a plan that addresses the strategic issues affecting the wider area and is being prepared to assist the 'Duty to Cooperate' that local authorities must engage in.
11. The Local Plan Review will also need to take account of and respond to the emerging West Midlands Transport Strategy – Movement for Growth. This will provide an overarching transport strategy framework and investment priorities for the West Midlands within which local investment strategies such as Solihull Connected will sit. Midlands Connect is also a key strand of Movement for Growth, although across a wider geographical area, and will identify those investment priorities for the strategic road and rail network which will most effectively support economic growth across the wider Midlands area. The evidence being gathered for these pieces of strategy development will help inform the development of Solihull's Local Plan Review. The transport strategy direction is firmly one of supporting and encouraging the use of sustainable transport modes at a metropolitan and local scale to enable growth. Land use planning has a critical role to play in this, both in terms of the design and location of new development.
12. Emerging neighbourhood development plans will help to inform the development of the Local Plan Review. In Solihull, the Hampton-in-Arden Neighbourhood Plan Pre-Submission Draft has been published and is likely to be submitted in the near future. The Local Plan Review will take account of policies and proposals in this and other emerging Neighbourhood Plans as they are developed.

Why is the Plan being Reviewed ?

13. The adopted Solihull Local Plan covers the period 2011-2028. The Plan will need to be rolled forward to enable longer term needs to be addressed and to keep it up to date, as required by the National Planning Policy Framework. However, this need is given greater urgency for three main reasons.
14. Firstly, the successful legal challenge to the local plan post adoption means that the current Local Plan has no overall housing requirement for the Plan period. This makes it difficult to demonstrate that the Borough has a five-year housing land supply, as required by the National Planning Policy Framework. The absence of an adequate housing land supply increases the risk of speculative housing developments being allowed on appeal.
15. Secondly, the examination of the Birmingham Development Plan has made clear that the City Council is unable to meet its own housing need within its boundaries, and that the shortfall will have to be met elsewhere within the Housing Market Area (HMA) (or other nearby areas) such as Solihull. Although the scale of this shortfall and how it is to be shared within the HMA (and possibly beyond) is not yet firmly established, this is a factor which the Council will have to consider. Paragraphs 8.4.5 to 8.4.6 of the adopted Solihull Local Plan acknowledges that when work on housing needs identifies a need for further provision in the Borough, a review will be brought forward to address this. This is the appropriate time for doing so.
16. Finally, the UK Central Masterplan and Prospectus for a 'Garden City' approach to the High Speed 2 Interchange have set out the Council's ambitions for this part of the Borough. The Proposed Local Area Plan for the High Speed 2 Interchange and Adjoining Area highlighted the need to review the Green Belt boundary to enable the Interchange Area to be allocated for development. An updated Local Plan addressing this matter is vital if the full potential of the High Speed 2 project is to be realised.



How could it affect me?

17. The Solihull Local Plan Review will set out the future spatial strategy for the Borough and update the policies and proposals. This will include the allocation of sites to promote development and flexible use of land and the bringing forward of new land for development where necessary.
18. The Local Plan Review will also identify land where development would be inappropriate because of its environmental or historic significance, and incorporate a strategy for enhancing the natural, built and historic environment.

19. It is likely that the Review will be of interest to a wide range of residents, businesses, groups and organisations living or working within the Borough, and the Council wishes to encourage all those with an interest to comment on the matters raised in this document.

Consultation dates

20. The scope of the review, the issues it raises and the broad options for dealing with them are the subjects of the current consultation (as informed by the publication of this document) and will run from **30th November 2015 to 22nd January 2016**³. Throughout the document a series of questions are posed on key points. For ease of reference all of the questions are also listed together in an appendix.

What will happen if we don't find more development sites?

21. The National Planning Policy Framework requires Local Plans to identify a supply of specific deliverable sites to meet the housing requirement for 5 years with a further supply of developable sites (or at least broad locations for them) for years 6-10 and, where possible, for years 11-15. A Local Plan that does not meet this requirement could be found unsound through the examination process.
22. The lack of a demonstrable 5 year housing land supply increases the Borough's vulnerability to speculative housing proposals.

Why is 2033 the proposed end date?

23. The National Planning Policy Framework requires Local Plans to be drawn up over an appropriate time scale, such as a 15 year time horizon from the anticipated date of adoption. The programme for this Review envisages an adopted Local Plan Review by early 2018, hence the end date of 2033.
24. The Solihull Local Plan covers the period to 2028. Based on an end date of 2033 for the review, this would require planning for needs arising over an additional 5 year period than that planned for in the SLP.

Will all existing policies be reviewed?

25. The Council is reviewing all the existing policies in the adopted Solihull Local Plan to assess those where there has been a significant change in circumstances since they were adopted, or where the evidence base needs updating. However, this does not mean that all the policies will change, as some may still remain up to date and relevant. A review of the existing SLP policies can be found in Appendix c.

³ This is nearly 8 weeks, and whilst there is no statutory timescale for consultation at this stage, this period is based on the statutory minimum 6 weeks given for the submission stage of the plan, with an adjustment recognising that this consultation spans the Christmas period.

Next steps

26. Following the consultation, representations will be considered and the Council's response prepared and agreed. The results of the consultation will then be used, along with other evidence, to assist the Council in developing a Preferred Option for the Local Plan Review.



How long will it take to prepare the Plan?

27. It is anticipated that the plan making process will take in the region of 2 years to adoption, with consultation on a Preferred Option in Autumn 2016 and publication of a Pre-Submission Draft in Spring 2017. An updated Local Development Scheme setting out the programme in more detail will be published alongside this consultation.

2. Evidence Base

28. The NPPF makes it clear that an authority's local plan must be based on adequate, up-to-date and relevant evidence. Evidence should cover economic, social and environmental characteristics and prospects of the area. It is important that the evidence base is proportionate to the issues under consideration.
29. The SLP was adopted as recently as December 2013, and it was supported by a comprehensive evidence base (this is set out in an appendix). Some of this evidence will be relevant to this review and can continue to be relied upon to support policies that can be carried forward. However other parts of the evidence base will be out-of-date or superseded by changes in circumstance that no longer make it reliable as part of this review.
30. The Council has already identified some of the studies that will need to be provided to support the review of the plan, and these are highlighted below. Work has already commenced on commissioning or preparing these studies, but the Council is also keen to hear your views on whether the extent of evidence it has identified as being necessary is sufficient and a sound basis upon which to proceed.
31. Appendix G contains detailed commentary on the evidence base the Council considers is necessary and so the following list just seeks to highlight the important studies and subject areas that are particularly relevant.
- Strategic Housing Needs Study (SHNS) (already published)
 - Strategic Housing Market Assessment (SHMA)
 - Strategic Housing and Economic Land Availability Assessment (SHELAA)
 - Updating of employment & economic development land needs (including refresh of town centre study)
 - UK Central
 - Spatial Plan for Growth
 - Green Belt Assessment
 - Viability Appraisal
 - Sustainability Appraisal
 - Habitat Regulations Assessment
 - Infrastructure Delivery Plan
 - Strategic Flood Risk Assessment
32. Published alongside this scope, issues and options consultation is a sustainability appraisal prepared to inform and support this stage of the plan making process. The sustainability appraisal is available on the Council's web site.

1. Do you believe that the extent of evidence studies identified above is sufficient to provide a sound evidential basis for reviewing the plan? If not what additional work do you believe is necessary?

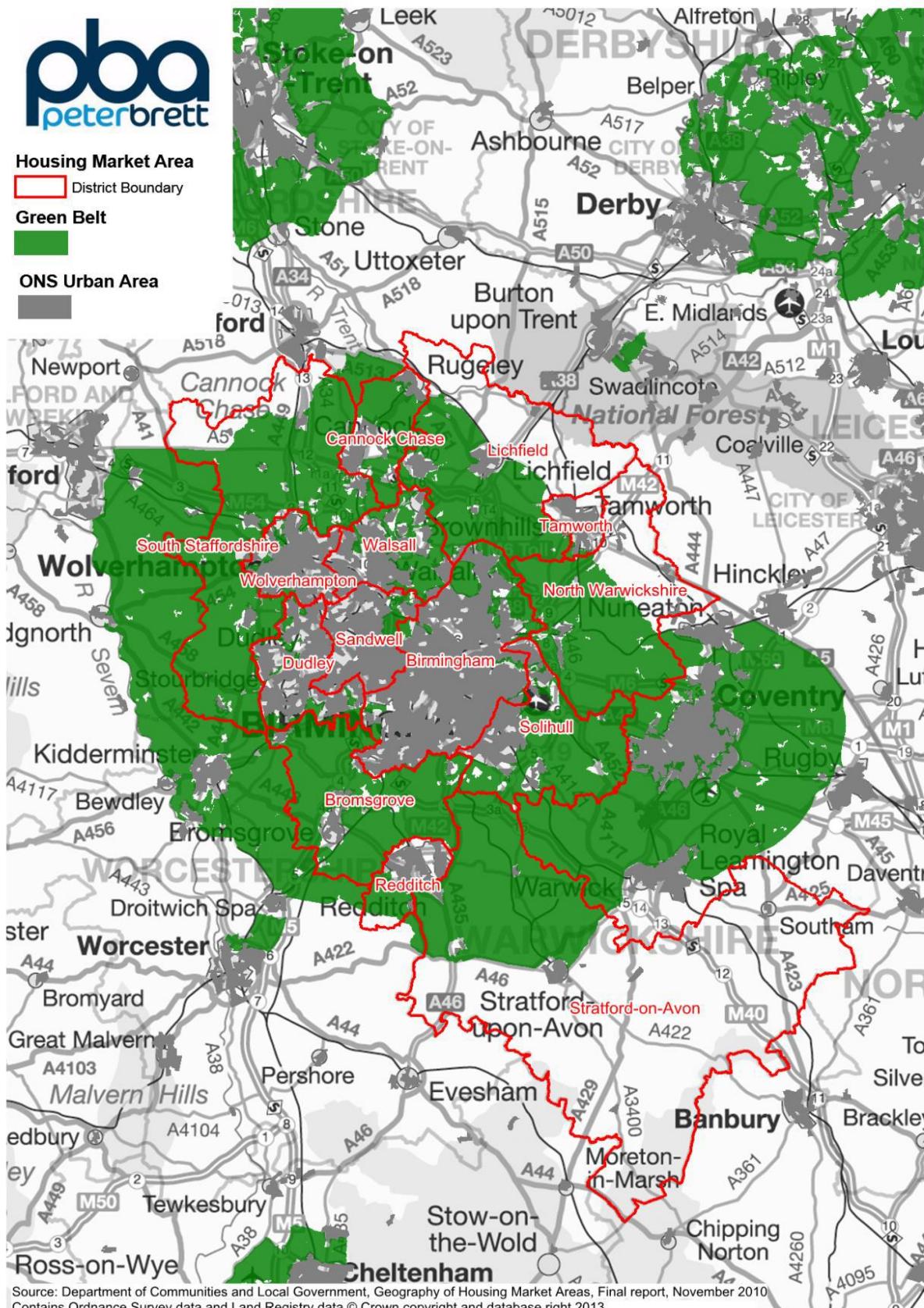
3. Cross Boundary and Strategic Issues

Duty to Cooperate

33. The Council has a duty to cooperate which is set out in the following terms in the NPPF:
- "Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies of this Framework."*
34. Paragraph 1.4 of the Solihull Local Plan 2013 provides a summary of the collaborative working that took place in the development of the adopted plan. This was complemented by the Duty to Cooperate Background Paper published in November 2012 (SLP Examination library reference PSC4), which provided more detail of the processes and the outcomes of joint working.
35. Since 2012, cooperation has continued, with engagement through the West Midlands Metropolitan Area Authorities Joint Committee, the West Midlands Integrated Transport Authority, Chief Executives Group and the Duty to Cooperate Group. The latter provides a forum to facilitate active and on-going engagement on Local Plan preparation and cross boundary strategic priorities. Progress on the Strategic Housing Needs work and on the UK Central initiative has been reported, discussed, and actioned at Duty to Cooperate meetings on a regular basis.
36. Engagement also takes place through the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Spatial Planning Group. This Group is responsible for developing the Spatial Plan for Growth, which provides the spatial expression of the GBSLEP Strategy for Growth. UK Central and the High Speed 2 Interchange Area has been identified by GBSLEP in its Strategic Economic Plan as a gateway of outstanding local, regional and national connectivity that can unlock the growth potential of the area's strategic economic assets. UK Central and particularly the Hub Area around the High Speed 2 Interchange Area is a key element of the Enterprise Belt, one of the six scenarios to accommodate future growth explored in the Strategic Housing Needs Study.
37. Discussions have also taken place about UK Central and the High Speed 2 Interchange Area with a number of neighbouring authorities as part of the Local Area Plan approach. Collaboration is taking place with Highways England to secure a significant enhancement of accessibility from the M42. Representations were received from neighbouring authorities during the Local Area Plan consultation highlighting:
- the strategic importance of the level of growth proposed and of wider connectivity;
 - the need to address housing challenges in the Borough and across the wider Housing Market Area, and to provide appropriate levels housing to support the employment growth;
 - the importance of considering the wider policy context of the Solihull Local Plan;
 - the need for a full review of the Green Belt in the Borough; and

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- the strategic importance of the Meriden Gap.
38. The Council will continue to engage with neighbouring authorities and key stakeholders during the consultation on the Local Plan Review.
39. Advice under the duty to cooperate is that local authorities should bear in mind that cooperation should produce effective and deliverable policies on strategic cross boundary matters. One way to demonstrate effective cooperation, particularly if Local Plans are not being brought forward at the same time, is the use of formal agreements between local planning authorities, signed by elected members, demonstrating their long term commitment to a jointly agreed strategy on cross boundary matters. Such agreements should be as specific as possible, for example about the quantity, location and timing of unmet housing need that one authority is prepared to accept from another authority to help it deliver its planning strategy. This will be important to demonstrate the commitment between local planning authorities to produce effective strategic planning policies, and it will be helpful for Inspectors to see such agreements at the examination as part of the evidence to demonstrate compliance with the duty.
40. Local planning authorities that are unwilling to cooperate with others will eventually have to bring forward their own Local Plan for examination. If they are unable to provide robust evidence to support a strategy that does not plan for the unmet requirements of another local planning authority they may fail the test of compliance with the duty to cooperate or the plan may be found unsound.
41. The Duty to Cooperate is not a duty to agree and local planning authorities are not obliged to accept the unmet needs of other planning authorities if they have robust evidence that this would be inconsistent with the policies set out in the National Planning Policy Framework, for example policies on Green Belt, or other environmental constraints. However it should also be borne in mind that neighbouring authorities may also have similar constraints⁴ (either absolute constraints, such as floodplains; or policy constraints such as Green Belt). For example, the following plan indicates the extent of Green Belt coverage across the HMA.

⁴ By way of an example, paragraph 5.37 of the SHNS identifies that if Birmingham City Council's emerging development plan is adopted, around 26% of the current Green Belt land north and east of Sutton Coldfield will be released for development. This includes a sustainable urban extension to accommodate 5,000 dwellings.



GBSLEP Spatial Plan for Growth

42. The first iteration of the Spatial Plan was published in October 2013. The draft Spatial Plan identified strategic objectives and policies, and set out ten possible ways for the GBSLEP Area to accommodate further growth. Following the consultation, these alternative growth strategies were refined to provide six scenarios for further investigation.

43. The Strategic Housing Needs Study was commissioned to assess the housing need for GBSLEP and Black Country authorities and to consider the six scenarios for distributing the shortfall across the Housing Market Area. The final report was published in August 2015, providing a key part of the evidence for development of the Spatial Plan.
44. The study concludes that the supply of brownfield land across GBSLEP and the Black Country is insufficient to meet housing need or the shortfall identified across the Housing Market Area. This means that the majority of the shortfall may have to be met on green field sites, including land currently designated as Green Belt. Urban extensions are identified as the most likely scenario for addressing the shortfall. In the Borough, investment associated with High Speed 2 is highlighted as potentially offering a step change in demand for homes close to the Interchange, although the timing will be dependent on delivery of national and local infrastructure.
45. The study recognises that the time needed to review plans and implement urban extensions means that it may not be possible to meet the shortfall in full during the period to 2031. The Duty to Cooperate offers a mechanism to explore new housing provision beyond the Housing Market Area, although this would have economic implications for GBSLEP and Black Country authorities.
46. The findings from the Strategic Housing Needs Study are being used to agree a Housing Market Area wide approach to addressing the shortfall which will inform the next iteration of the GBSLEP Spatial Plan for Growth, due to be published for consultation in 2016. Although being progressed under one of the LEP work streams, it is the constituent local authorities that are responsible for jointly agreeing the wider spatial strategy and how development is distributed.

Housing Growth

47. The Strategic Housing Needs Study provides evidence of housing needs for GBSLEP and Black Country authorities, including Solihull, based on the ONS sub national population projections 2012 but benchmarked against the 2012 household projections. This indicates a need in the HMA for 207,100 new homes during the period 2011 to 2031, or 10,355 per year. The study indicates that these are minimum figures which will require testing at local level.
48. For Solihull the study indicates that 12,154 new homes are required over the same period, or 608 homes per annum. A Strategic Housing Market Assessment is being undertaken for the Borough which will test the Strategic Housing Needs Study evidence against local market conditions. This will provide the Objectively Assessed Housing Need for the Borough, which will provide the basis for the overall housing target for the Local Plan Review.
49. The overall housing target will have to take account of the shortfall across the Housing Market Area resulting from the fact that Birmingham, and other authorities, are unable to meet their own needs within their boundaries.
50. At this stage the evidence is showing that there is an unmet deficit across the HMA as a whole of some 37,500⁵ dwellings over the period 2011 to 2031. The deficit of 38,500 from Birmingham is the largest; Solihull accounts for 2,700 of the shortfall.

⁵ This is the net deficit across the HMA, as some authorities have a deficit whilst others provide a surplus.

51. The implications for Solihull (and other authorities in the HMA, and possibly beyond) will become clearer once the draft GBSLEP Spatial Plan for Growth is published. It is recognised that this is a shared issue for the HMA as a whole and a number of authorities may be in a position to help accommodate the shortfall.



52. At the time the SLP was prepared and examined there was emerging evidence then that indicated that Birmingham would not be able to accommodate the whole of its housing requirement within its administrative boundary. This required the need for the emerging SLP to be modified to enable it to be found sound. The relevant paragraphs of the SLP set out the following approach:

"8.4.5 Following discussions falling under the Duty to Cooperate Solihull Council recognise that evidence is emerging to indicate that Birmingham will not be able to accommodate the whole of its new housing requirement for 2011-31 within its administrative boundary and that some provision will need to be made in adjoining areas to help meet Birmingham's needs. Solihull Council will work collaboratively with Birmingham and other relevant neighbouring local authorities and with the GBS LEP to establish objectively the level of long term growth through jointly commissioning a Strategic Housing Needs Study and work to establish the scale and distribution of any emerging housing shortfall. This may require a review of the Green Belt in relevant locations."

"8.4.6 It is anticipated that a Strategic Housing Needs Study will be commissioned and prepared during 2013 as evidence to inform the development of a GBS LEP strategy (Strategic Spatial Framework). This would provide a high level context for reviewing

the Solihull Strategic Housing Market Assessment (SHMA) during 2014. In the event that the work identifies that further provision is needed in Solihull, a review of the Solihull Local Plan will be brought forward to address this."

Employment

53. There are two studies that are relevant in terms of strategic or cross boundary issues. These are the Strategic Employment Sites Study commissioned by West Midlands' authorities and an Employment Land Requirements study commissioned for the GBSLEP that is yet to report.



54. The former study relates to strategic sites in the Region that are able to accommodate internationally footloose businesses and very large scale logistics facilities. The study examined whether there remained a continuing need for such strategic sites to be held in reserve for regionally significant projects. Its conclusions, in summary, include:

- There is no need to bring forward strategic sites in relation to the B1 office market;
- The planned supply for large industrial units falls short in areas of highest demand, including the M42 belt and more of these sites in high demand areas will support inward investment and indigenous firms;
- The need for new sites is focussed on manufacturing and logistics and sites should be located around the edges of the conurbation with every effort being made to enable sites to be accessible by sustainable travel modes;
- Major logistics sites should be served by rail freight.

55. The latter study will relate to general employment land requirements and will focus on any uplifts in supply arising from housing growth in the LEP area. The study has 3 purposes:

- Align SPfG housing and employment scenarios;
- Provide a broad indication of gaps in the employment land portfolio; and
- Provide a broad indication of the amount, type and location of additional employment land requirements in accordance with housing growth.

New development adjacent to boundaries with other authorities

56. Much of the land adjacent to the Borough's boundary with Birmingham is already developed. However, most of the remaining land either side of the boundaries to the east, south and south-west are in the Green Belt. Beyond the Borough to the east, the built up area of Coventry abuts the boundary with Solihull. Coventry is within a separate Housing Market Area including most of Warwickshire. Engagement with Coventry City Council indicates that it is in a similar position to Birmingham, being unable to meet its housing need within its boundaries. There is no indication, however, that the shortfall will need to be addressed beyond the Coventry Warwickshire Housing Market Area boundary.
57. The Local Plan Review will need to determine the distribution of growth within the Borough. Where this would occur close to the Borough boundary, the Council will engage with relevant neighbours to seek their views.

UK Central

58. In June 2013, the Council together with GBSLEP published the UK Central Masterplan, setting out a vision for economic growth and job creation. The document highlighted four key areas within the M42 Corridor including North Solihull, Solihull Town Centre, Blythe Valley Park and an area known as the Hub. The latter area provides the most significant opportunity for growth, encompassing the High Speed 2 Interchange station, Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park.
59. Zone 1 covers the Hub Area, highlighting the economic potential of the area and different growth scenarios. The UK Central Masterplan identifies five clusters of use:
- a flexible event space and leisure, accommodation and entertainment offer around the NEC;
 - an advanced manufacturing and technology centre at Birmingham Business Park;
 - an expanded Airport;
 - an advanced office and commercial area with residential community based around the High Speed 2 Interchange Area; and
 - an existing or expanded Jaguar Land Rover facility.



(Source UKC Masterplan)

60. A Proposed Local Area Plan for the High Speed 2 Interchange and Adjoining Area, published in November 2014, recognised that a review of the Green Belt in this area would be required.
61. Zone 2 incorporates the North Solihull Regeneration Area, where the North Solihull Partnership has been promoting regeneration to help address the economic, social and environmental inequalities between North Solihull and the rest of the Borough. North Solihull Regeneration is a key element of the spatial strategy in the adopted Solihull Local Plan 2013, which allocated seven housing sites for up to 650 homes in total in the area and an expansion of nine hectares at Birmingham Business Park. The North Solihull Partnership is continuing to explore the potential for housing and employment growth in and adjacent to the Area.
62. Zone 3 covers Solihull Town Centre, another key element of the spatial strategy in the adopted Local Plan, offering one of the most accessible locations in the Borough. The adopted Local Plan provides for a significant expansion of retail and office floor space during the Plan period, and identifies opportunity sites at Touchwood, Homer Road and Mell Square, as well as other longer term development potential. The UKC Masterplan identifies the need for a connectivity package to link the assets around the Hub Area with Solihull Town Centre. A refresh of the Retail, Leisure and Office and Solihull Town Centre studies is being undertaken to inform the approach to be taken in the Local Plan Review.
63. Zone 4 covers Blythe Valley Park and the A34 Corridor. Blythe Valley Park was originally designated for high quality business use, although the adopted Local Plan has broadened this offer to include ancillary and complementary uses, and a significant element of residential development. The Plan envisaged that this would reinvigorate the business park

and create a sense of place, as well as encouraging improved public transport. The recent West Midlands Strategic Sites study has concluded that there remains a role for more strategic employment provision in the Region.

HS2 – High Speed Rail & the HS2 Interchange Station

64. The High Speed Rail (London – West Midlands) Bill (Hybrid Bill) was deposited with Parliament and received its First Reading in November 2013. It received its Second Reading in the House of Commons at the end of April 2014 with a significant majority vote and has cross party support. The Hybrid Bill will secure the powers to construct, operate and maintain the High Speed 2 rail link from London to the West Midlands.
65. The proposal for the High Speed 2 rail link and Interchange presents a major opportunity to maximise the economic and social benefits for the Borough and the wider area, which will not be delivered through the High Speed 2 proposal alone. The adopted Local Plan, whilst it sets out how High Speed 2 will be delivered locally, does not provide an adequate framework to ensure these benefits are maximised. The Local Plan Review will establish a framework capable of delivering these benefits, in the context of the area's central location and unrivalled accessibility.
66. HS2 Get Ready, the findings and recommendations of the HS2 Growth Task Force published in March 2014 made clear that action is required to secure the full potential of the investment in the High Speed 2 rail link. The report highlights the need for local Growth Strategies to bring forward development and for local delivery bodies to coordinate investment around High Speed 2 stations. It also states the importance of bringing forward improvements to connectivity, skills and business chains.



67. The Council responded by publishing The Interchange: Prospectus for a 'Garden City' approach in July 2014, which set out the vision for the Interchange Station and adjoining

- area, comprising high technology, innovation and community zones along with the station area itself.
68. The Midlands High Speed 2 Growth Strategy published in July 2015 sets out the approach to maximising the benefits of High Speed 2, with around 16,500 jobs and 1,900 new homes to meet the growing population and labour force needs around the Interchange Station. The Growth Strategy Connectivity Programme highlights the importance of a wider connectivity package to improve access to the Interchange Station and integrate the High Speed 2 rail link with surrounding businesses and communities, as well as to ensure connections to key centres across the Midlands and internationally.

Infrastructure including environment, social, economic and transport

69. The Borough needs physical, social and green infrastructure to enable and support the growth required over the plan period. New housing and economic development will put pressure on existing services and utilities, but will also create opportunities to provide infrastructure solutions to ease and remedy pre-existing issues. This includes local, strategic and cross-boundary infrastructure requirements. As part of the evidence base, the Council will be updating the Infrastructure Delivery Plan.

Local and Regional Transport Strategy

70. The Council is working with the other metropolitan authorities in the West Midlands to develop an overarching transport strategy and priorities for transport investment through the emerging West Midlands Transport Strategy Movement for Growth. The emerging strategy is proposing a balanced approach to transport investment which recognises the need to invest in all modes of transport but also the critical need to increase the proportion of people using public transport and walking and cycling. It is heavily influenced by the work done to look at the connectivity of the two High Speed 2 stations as part of the HS2 Growth Strategy.

Green Belt Assessment and Landscape Character Assessment

71. The NPPF recognises that in 'exceptional circumstances' the boundaries of the Green Belt can be altered. The need to accommodate unmet housing needs can contribute towards establishing a case for exceptional circumstances; and elsewhere in the region it has been recognised that this threshold has been met⁶.
72. It is important not to confuse these elements. A Green Belt assessment should only focus on evaluating a site's contribution towards the 5 purposes of including land in the Green Belt; and this results in a relative appraisal to compare sites against. A Landscape Character Assessment, on the other hand, identifies the quality of the landscape.
73. A Green Belt Assessment is required as a first stage of a Review of the Green Belt in the Borough for two reasons. The level of housing growth that Solihull will need to provide for as set out in the GBSLEP Strategic Housing Needs Study, together with any element of the unmet need from the HMA that the Borough may have to accommodate, means that some housing development will need to take place on land currently designated as Green Belt. In addition, if the need to maximise the potential economic and social benefits of the High

⁶ As noted at paragraph 3.10 of the Strategic Housing Needs Study.

Speed 2 Interchange and the Council's ambitions for UK Central are to be realised, then this will require the development of Green Belt land.



74. The Council has explored the potential for joint working on a Green Belt Assessment, both through GBSLEP and with other adjoining local authorities. Whilst an HMA wide assessment is not being pursued, it is clear that there will be benefits of seeking to use a common methodology even if individual authorities are preparing assessments at different times to suit the progress of their local plans.
75. A key impact of growth will be on the landscape, and a Landscape Character Assessment will be required, taking account of the effects on the wider landscape beyond the Borough's boundaries. This work will involve a desk study assessing the existing information that is available. Existing assessments include the National Character Areas which identify the Borough within the Arden Character Area, the Warwickshire Landscape Guidelines, the Warwickshire Historic Landscapes Characterisation Study, the Warwickshire Coventry & Solihull Green Infrastructure Strategy, and the Solihull Countryside Strategy and Green Infrastructure Study.
76. Following the desk study, more detailed field work may be required, focussing on those areas where significant growth or change is being considered. The Assessment will help to inform the detailed consideration of options and the development of a preferred option.

2. Do you agree with the range of cross boundary and strategic issues? Are there any others you think should be added?

4. Solihull Local Plan Today and Challenges for the Future

77. The SLP is a recently adopted development plan that, save for the issues surrounding the housing target, is an NPPF compliant local plan. Many of its policies remain fit for purpose and can be rolled forward as appropriate and robust policies for the determination of planning applications. However, some have been overtaken by events and will need to be replaced.

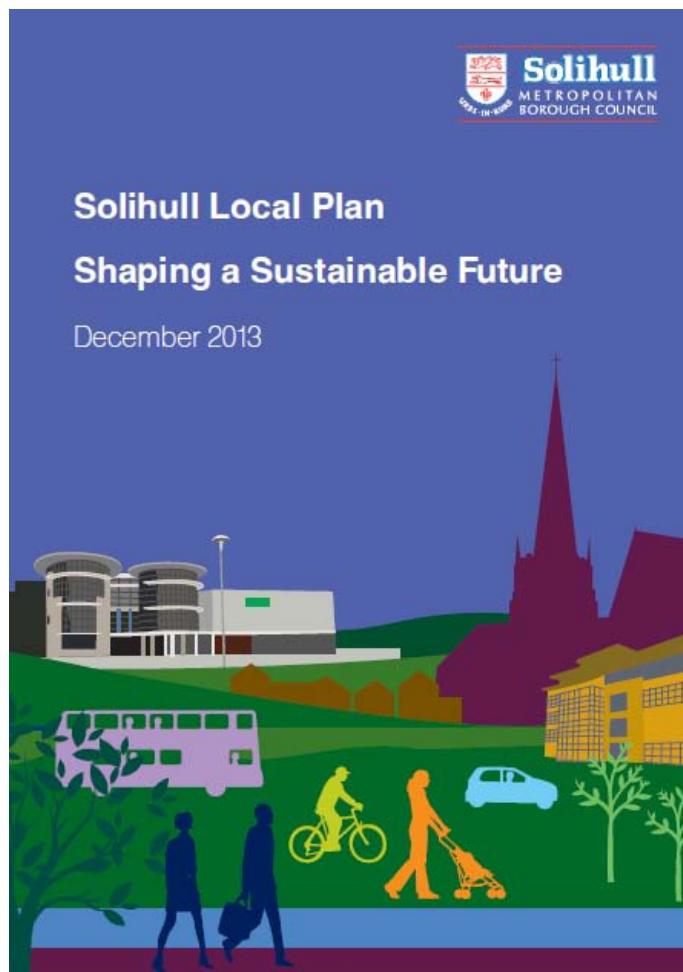
78. Before looking at the policies in detail, it is necessary to consider how the policies were developed to understand what they were seeking to achieve. This is addressed by looking at the challenges facing the Borough when the SLP was developed.

Challenges Addressed by the Solihull Local Plan

79. In developing the SLP, a series of challenges were identified which the plan then sought to address. These challenges are set out in section 3 of the plan (pages 18 – 24) and are summarised below:

- A Reducing inequalities in the Borough
- B Addressing affordable housing needs across the Borough
- C Sustaining the attractiveness of the Borough for people who live, work and invest in Solihull
- D Securing sustainable economic growth
- E Protecting key gaps between urban areas and settlements
- F Climate change
- G An imbalance in the housing offer across the Borough and a shortage of gypsy and traveller Sites
- H Increasing accessibility and encouraging sustainable travel
- I Providing sufficient waste management facilities and providing for sand and aggregates
- J Improving health and well being
- K Protecting and enhancing our natural assets
- L Water quality and flood risk

80. Other than in relation to challenge G (see below), the Council believes that these challenges remain relevant and should be retained to help develop the Local Plan Review.



81. As far as challenge G is concerned, there is still an imbalance in the housing offer across the Borough and this is a challenge that remains. However as far as gypsy and traveller sites are concerned, the Council has made significant progress in meeting the needs of this section of the community and there is no longer a shortage of gypsy and traveller sites.
82. The SLP sets out an overarching policy (P6) in relation to the provision of sites for gypsies and travellers. This establishes a need for 38 pitches (to 2027) and identifies that the provision of pitches to meet this need will be determined through a gypsy and traveller site allocations development plan document (DPD). Subsequently the Council adopted its Gypsy and Traveller Site Allocations Plan in December 2014, being the first authority to do so.
83. Since then the Council has continued its positive and proactive approach to this sensitive issue and planning permission is not only in place for most of the pitches identified in the DPD, but proposals have been implemented (including the provision of social rented pitches and other pitches the Council is making available on its own land) and occupied. The Council can demonstrate a five-year supply of deliverable sites, with scope for other sites to come forward from a later period of the DPD (beyond 2017) should the need arise.
84. Therefore it is considered that challenge G should be amended to reflect that there is no longer a shortage of gypsy and traveller sites in the Borough. It is suggested that the challenge is revised as follows:

G An imbalance in the housing offer across the Borough and to maintain a supply of gypsy and traveller Sites

3. Do you agree that the previous challenges (as amended) identified by the Solihull Local Plan are still an appropriate basis upon which to plan for the Borough? If not why not?

Additional Challenges

85. Since the SLP was prepared some important changes have taken place in the Borough and need to be taken into account. They may indicate that the review of the plan needs to address additional challenges to those set out above.



86. Some significant new developments have been implemented, particularly around the UKC area raising the economic performance of the area. Notable projects have included the extension to the airport runway; the continuing development at JLR; and the Genting "Resorts World" development at the NEC. The High Speed 2 rail link and Interchange station in Solihull is much closer to Parliamentary approval, with progress of the Hybrid Bill through Parliament; this offers significant potential economic and social benefits. It is due to be constructed between 2017 and 2026. High Speed 2, and the associated growth envisaged, will require careful mitigation to ensure that the impacts on the landscape and wider transport networks, for example, are minimised and will be acceptable.
87. There is also more clarity on the overall housing shortfall that exists in the Birmingham Housing Market Area, with the publication of the Strategic Housing Needs study and the emerging GBSLEP Spatial Plan for Growth. This is a shared issue for the HMA and the Council recognises it has its part to play (along with others) and it will ensure that the challenge is addressed in the review of the local plan. This will also be in the context set out in the NPPF under the duty to cooperate.



88. These changes suggest that three additional challenges exist:

- M Maximising the economic and social benefits of the High Speed 2 rail link and Interchange;
- N Mitigating the impacts of High Speed 2 and the growth associated with the Interchange area; and
- O Addressing the need for housing, in the context of the significant shortfall in the Housing Market Area.

4. Do you agree that the Borough faces the additional challenges identified above, and/or do you believe there are any other additional challenges that now ought to be considered?

Vision and Spatial Strategy

89. The SLP set out a vision and provided the following Borough overview:

"By 2028, Solihull will have built on its distinct reputation as an attractive and aspirational place to live, learn, work and play, with strong links to Birmingham and the wider Local Enterprise Partnership area, to the major urban area of Coventry and rural Warwickshire."

5. Do you believe the Borough overview remains appropriate? If not why not and what alternative would you suggest.

90. The Borough has developed a number of important roles building on this vision. It has a key role in attracting economic investment, particularly from high value-added sectors, that contributes significantly to employment and the regional economy. As such, it is an important driver of economic growth and employment in the GBSLEP and the wider strategic area. The Borough also provides high quality residential suburbs and communities within an attractive environment to support these key economic assets. The Local Plan

Review will have a key role in maintaining and developing this role, particularly given the opportunity presented by investment in the High Speed 2 rail link and Interchange in the Borough.

91. Solihull is already a national and international gateway with its Airport and motorway & rail networks; this will be further enhanced as HS2 is developed and the interchange becomes the gateway to the region.
92. The Local Plan Review has a critical role to play in supporting development patterns that allow people to walk, cycle and use public transport to access education, jobs, healthcare and other services and facilities. This is important for a number of reasons;
 - To allow development to be accommodated without significant increases to congestion and the consequential effects of that in terms of both air and local environmental quality;
 - To enable people to be active as part of their daily lives and thereby improve health and reduce rising levels of obesity amongst both adults and children;
 - To enable those without access to a car or who can't drive as a result of disability or choice to have the same access to jobs and services as those who have a car;
 - To support the development of streets and neighbourhoods where people informally socialise through being in the public domain e.g. playing, walking and cycling, thereby supporting the development of strong communities where people know and support each other; and
 - To reduce the carbon impacts of transport.
93. The plan's current spatial strategy has the following themes:
 - Realising the potential of the M42 Economic Gateway and Solihull Town Centre, now known as UK Central, to drive growth and employment;
 - Commitment to urban regeneration, recognising the needs and growth potential of North Solihull;
 - Focussing growth on North Solihull, with additional development in the urban areas of Solihull and its town centres;
 - Protecting the quality of the Mature Suburbs; and
 - Protecting the open countryside within the Solihull Green Belt, and especially the Meriden Gap.
94. Many elements of this spatial strategy remain relevant. However, key is whether this strategy is still appropriate and relevant to be rolled forward to meet the current challenges and to accommodate the level of growth required. The SLP was developed in the context of the Regional Spatial Strategy, with its strategy of urban and rural renaissance. The Review is being undertaken in a different context with greater emphasis on economic and housing growth.

6. Do you believe the overall vision and spatial strategy set out above remain valid? If not why not, and what alternative(s) would you suggest?

Solihull Local Plan Policies

95. An appendix to this document considers each of the SLP policies in turn to identify which need to be replaced; which need only minor amendments; and which can simply be rolled forward in their existing form. In summary this assessment results in the following schedule:

Policies to be Significantly Amended or Replaced

- P1 – Support Economic Success
- P5 – Provision of Land for Housing

7. Do you agree with the schedule of policies that need to be significantly amended or replaced? If not why not?

8. Are there other policies which you believe need to be significantly amended or replaced?

Policies Requiring Only Minor Amendments

- P2 – Maintain Strong Competitive Town Centres
- P3 – Provision of Land for General Business and Premises
- P4 – Meeting Housing Needs
- P7 – Accessibility & Ease of Access
- P8 – Managing Demand for Travel & Reducing Congestion
- P9 – Climate Change
- P12 – Resource Management
- P13 – Minerals
- P15 – Securing Design Quality
- P17 – Countryside and Green Belt
- P18 – Health and Wellbeing
- P19 – Range & Quality of Local Services

9. Do you agree with the schedule of policies that only need minor amendments? If not why not?

10. Are there other policies which you believe need minor amendments?

Policies Requiring No Change and can be Rolled Forward

- P6 – Provision of Sites for Gypsies and Travellers
- P10 – Natural Environment
- P11 – Water Management
- P14 – Amenity
- P16 – Conservation of Heritage Assets and Local Distinctiveness
- P20 – Provision for Open Space, Children's Play, Sport, Recreation & Leisure
- P21 – Developer Contributions & Infrastructure Provision

11. Do you agree with the schedule of policies that require no change and can be rolled forward in their existing form? If not why not?

12. Are there other policies which you believe that require no change and can be rolled forward in their existing form?

Additional Policies

96. In reviewing the SLP, there is opportunity to consider whether any additional policies (other than those identified above that could be amended) are required to deal with an issue in the Borough. This may especially be the case if additional challenges have been identified that cannot be addressed through amending existing policies.

13. Do you believe there are any issues that require an additional policy not yet in the local plan? If so what issue is it meant to address and what suggestion do you have for a policy?

5. What Level of Growth is Needed?

Existing Housing Supply

97. Although the housing target in the local plan was struck out as part of the legal challenge, the land supply identified by the plan remains as part of the adopted plan. This part of the housing policy identified how 11,000 dwellings were to be provided. This included an allowance for windfall development (at least up until 2028) and a number of site allocations (with capacity for 3,960 dwellings) were also identified. The relevant table⁷ in the SLP set out the land supply position as of 1st April 2012.
98. Using the same approach, an assessment has been undertaken of the land supply as of 1st April 2015 using 2011 as the start date. This shows that there is a developable supply of 9,508 dwellings. A table setting out how this figure was arrived at can be found in Appendix E.

Housing Requirement

99. The Strategic Housing Needs Study, Spatial Plan for Growth, Strategic Housing Market Assessment and associated studies will, when taken together, establish the precise level of growth that the reviewed plan will need to accommodate. At this early stage it is not possible to define this, but nevertheless the Council is keen to seek stakeholders' views on this emerging issue and (in the following section) on the range of development options the Council ought to consider for accommodating growth.
100. Before discussing the issues to be addressed at the local level, it is worth noting the context set out in the NPPF in that in considering how to deliver a wide choice of high quality homes authorities should seek to boost significantly the supply of housing. The starting point is to meet the full objectively assessed needs as far as is consistent with the policies in the NPPF. Plans should be positively prepared based on a strategy which seeks to meet requirements, including helping to meet unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. It has been described that the NPPF brought into effect major policy changes in relation to housing supply in order to boost supply that wasn't being achieved through the regional planning process. This is seen as a key shift from previous national policy.



⁷ Figure 14 page 74

101. The SLP was based on a housing target of 11,000 additional homes over the period 2006-2028, which amounted to 500 dwellings per annum. This is the figure that was struck out as a result of the legal challenge to the plan and it can no longer be considered as reliable. The 11,000 figure reflected the requirement recommended by the West Midlands Regional Spatial Strategy Phase II Revision Panel Report (Sept 2009). This was effectively a 'top down' approach to setting a local authority's target.
102. The development plan regime in place prior to the adoption of the SLP constituted the West Midlands Regional Spatial Strategy 2004 (WMRSS) and the Solihull Unitary Development Plan February 2006 (SUDP). The housing target in the UDP was for 4,000 dwellings over the period 2001 to 2011. This equated to 400 dwellings per annum and represented the figure from the WMRSS for the period to 2011. Post 2011 the WMRSS set a target of 470 dwellings per year for Solihull up to 2021.
103. Thus from 2006 to 2011 an unimpeached development plan contained the relevant housing target to be met over the period 2001 to 2011. Although the SLP sought to set the target from 2006, more recent evidence (e.g. the 2012 Household Projections and the SHNS) uses 2011 as the base date, and the review of the plan will also use this as the base date.

14. Do you agree that 2011 is the appropriate base date to consider housing delivery against? If not why not?

104. The current emerging evidence is indicating that, without any adjustments for market signals etc., the level of growth in the Borough is going to be in the region of 608⁸ dwellings per year. At this stage this should be considered a minimum figure.
105. If the review of the local plan uses a plan period up to 2033, then the housing target should cover a 22 year period (i.e. from 2011 to 2033). At 608 dwellings per year this equates to a housing target of 13,376 over the plan period. It is worth noting that the SLP planned for accommodating development needs up to 2028, and therefore simply by using 2033 as the end date, will mean that an additional 5 years' worth of development needs will have to be identified in the review of the plan.
106. It should be noted that the housing needs figure hasn't yet been translated into a Full Objectively Assessed Need, nor does it include any redistribution of the shortfall that is occurring in the wider Housing Market Area described above. **Therefore as a minimum the review of the local plan should seek to accommodate a housing target of around 13,500 dwellings.** However once more detailed evidence is available, and the SPfG concludes on redistribution of the known shortfall in the Housing Market Area, this figure may be increased.
107. Without this additional evidence and a more advanced SPfG, the Council acknowledges it is difficult to consult on the precise level of growth that should be accommodated in this current review. However, even at this early stage the Council is keen to hear stakeholders' views on the likely broad level of growth that ought to be accommodated.
108. Further consultation exercises (e.g. on a draft SPfG) and at the Preferred Option Stage of the review will provide an opportunity to consider the matter in more detail and on the basis of further evidence.

⁸ Table 2.2 from the PBA Strategic Housing Needs Study August 2015.

What Will This Level of Growth Mean?

109. If the Council plans to make provision for a housing requirement of around 13,500 dwellings, and it has been able to identify a currently known likely supply of just over 9,500 dwellings, **this will mean that an additional 4,000⁹ dwellings will need to be identified.** This is the number of dwellings that is not currently planned for in the SLP which, as a minimum, will need to be identified through the local plan review.
110. This figure will increase if either the objectively assessed needs for the Borough is higher than the currently projected need; or if any of the housing shortfall occurring in the HMA is accommodated in the Borough. The following chapter identifies potential broad options in order to explore how this level of growth can be fulfilled.

15. Based on the emerging evidence, do you believe that it is appropriate to plan for a housing requirement of 13,500 dwellings over the plan period? If not why not?

16. Do you believe there is scope to go beyond this level of growth? If so what level of growth should be provided and why?

Employment Land

111. The quantum of business land identified in the SLP was informed by a November 2011 study for Solihull that updated an earlier joint CSW study on employment land needs. To avoid releasing land from the green belt unnecessarily, the SLP utilises a plan, monitor, manage approach that identifies sufficient land to enable a continuous 5-year supply of available land throughout the plan period. Any shortfall in supply would be met in areas easily accessible from North Solihull where unemployment is persistently high.
112. The NPPF requires the planning system to support sustainable economic growth to create jobs and prosperity, meet global competition and a low carbon future and requires the Council to plan proactively to meet the development needs of businesses and support a modern economy.
113. The SLP Review will set out a clear economic vision and strategy to reflect these aims and make provision for local and inward investment to meet need over the rolled forward plan period. A robust evidence base is needed, working with neighbouring authorities, the LEP and the business community, to understand business needs, changes in markets and barriers to investment. This will inform an assessment of quantitative and qualitative land needs for economic development. The process will be influenced by the regional Strategic Employment Sites Study and the more general LEP employment land requirements study, referenced in an earlier chapter and also by a local employment land study..

⁹ The SHNS study (at table 2.2) identified a deficit (by comparing projected need with estimated supply capacity) of 2,654 dwellings for Solihull. This was over the period of the study, i.e. to 2031. If the review of the Solihull Local Plan uses an end period of 2033, this will result in an additional 2 years worth of projected needs to be taken into account (i.e. $2 \times 608 = 1,216$. This increases the 2,654 the figure identified in the SHNS to 3,870.

Retail Development

114. The SLP seeks to maintain strong and competitive town centres that will be the focus for retail, commercial and other development. Solihull Town Centre is to be developed and sustained as a place of quality and distinction reflective of its role as the civic heart of the borough and a main focus of commercial activity and public transport. The Local Plan sets out the quantum of retail and office development planned for to the end of the plan period. This was informed by the Solihull retail, leisure and offices study dated November 2009 that was updated in November 2011.

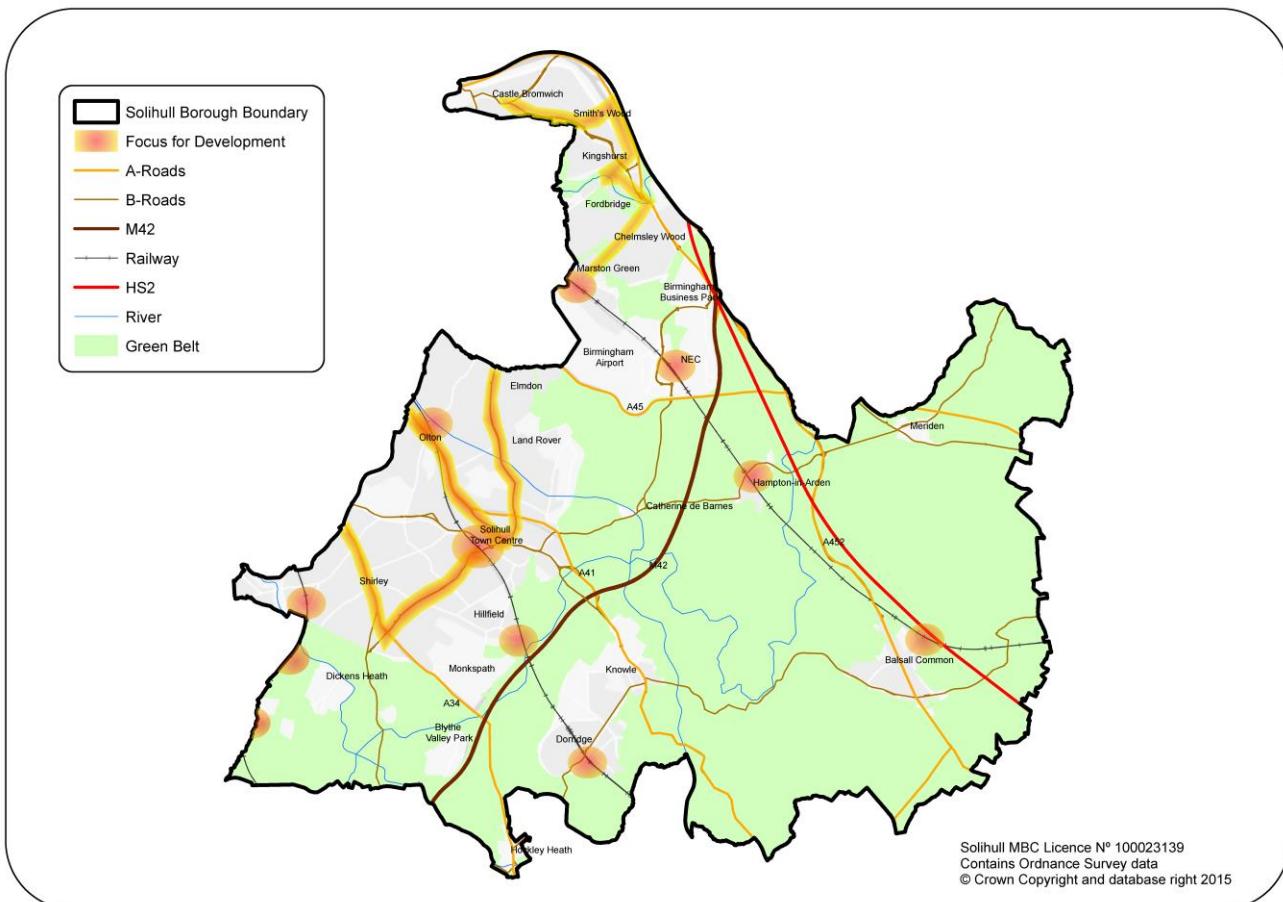


115. The NPPF requires positive planning policies to promote competitive town centre environments and to set out policies for the management and growth of centres over the plan period. A refreshed retail study for Solihull will be commissioned to inform the rolling forward of the level of commercial development that will be needed to be planned for in the Borough and in particular Solihull Town Centre, as referenced an earlier chapter.

6. Where should the Growth Take Place?

116. It is clear from the previous section that additional growth, of at least 4,000 additional dwellings, will need to be identified in the review of the plan. There are likely to be various options (or a combination of such options) of how this growth can be accommodated. For instance if the option to accommodate 2,000 dwellings as part of the HS2 interchange can be delivered, then 2,000 additional dwellings would need to be identified through the other options.
117. At this stage the Council cannot be specific about what the precise implications may be for each of the options, but it is keen to hear stakeholders views on what broad options ought to be considered. The next stage of the plan-making process can then assess the merit of each of the options in order to arrive at a preferred option. The broad options identified are set out in the following paragraphs.
118. Following a description of each of the options, a summary table is provided identifying the opportunities and challenges for each of the options. This is provided to assist assessing whether each of the options may be appropriate. As part of this consultation views are invited on whether there are any other opportunities or challenges that ought to be considered when assessing each option.
119. Some individual development opportunities may fall under more than one of the broad options highlighted below.

Growth Option A - High Frequency Public Transport Corridors and Hubs



120. The SLP focussed growth in the Borough in areas with high accessibility, such as Solihull town centre and Chelmsley Wood town centre, and along key public transport corridors (in particular those with a high frequency service) as a major element of the spatial strategy. This was reflected in a number of the housing allocations in North Solihull, Shirley and Solihull.
121. In considering this option it is also worth noting that the provision of development in an area, if it has a critical mass, can result in changes to public transport accessibility (by for instance allowing routes to become more viable and/or at greater frequency). Therefore it should not necessarily be the case that this option should only consider existing accessible locations, but also those that could be made more accessible through the provision of additional development or other initiatives. However this may be difficult and challenging to achieve and should only be considered as a realistic option when robust evidence can demonstrate its deliverability.
122. One of the challenges that the Borough faces is the quality of public transport links between north Solihull and the south of the Borough. Development potential under this option may present an opportunity to address this issue.
123. The SHNS has considered six scenarios for accommodating the shortfall in the HMA, and concludes that there is insufficient brownfield land to develop, as existing supply already maximises brownfield development. The report indicates that options based on public transport corridors could potentially deliver enough land close to rail stations to meet the shortfall, subject to considerable infrastructure investment.
124. The study looked at the ten stations in the Borough, plus others close to the boundary, notably on the Stratford line. It found over 8,300 hectares within reasonable cycling distance (3.75km) or 1,300 hectares within walking distance (1.2km), free from absolute constraints, but largely constrained by Green Belt designation. The report noted that Widney Manor station lay on the edge of the Green Belt, offering potential for growth to the north and east. The SHNS concluded that the proximity of rail stations could help to guide the potential selection of new urban extensions across the HMA.
125. The SHLAA 2012 assesses sites within the above catchments which show potential sites in the Green Belt, notably around Berkswell, Dorridge, Hampton-in-Arden, Shirley, Whitlock's End, Widney Manor and Wythall stations.

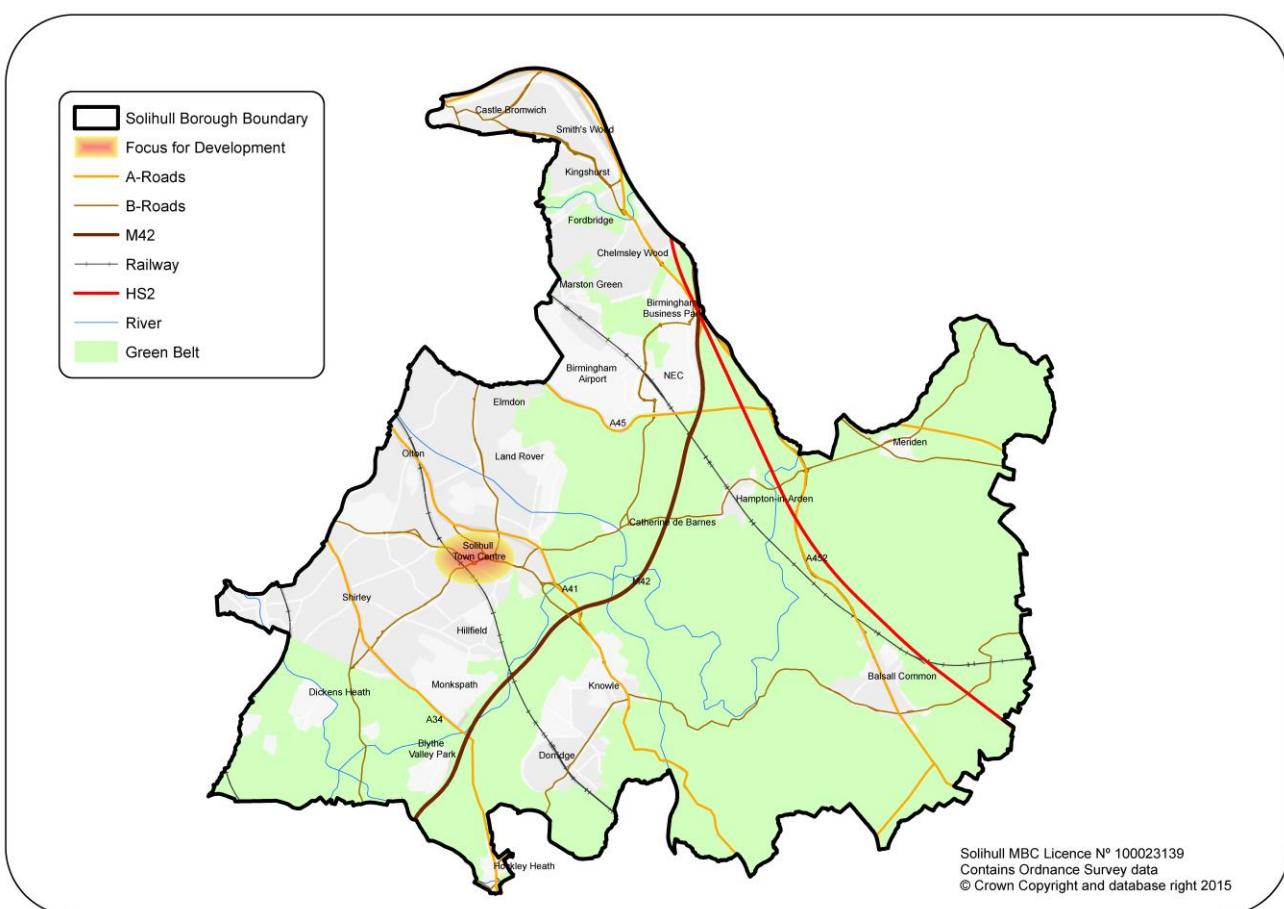


| <i>Opportunities</i> | <i>Challenges</i> |
|---|--|
| <ul style="list-style-type: none"> • Can provide for a sustainable pattern of development in some locations. • Could provide for development to take place close to the urban edge closer to where the need arises. • Can facilitate the extension/expansion | <ul style="list-style-type: none"> • Limited scope adjacent to locations in the urban area. • May require adjustments to the Green Belt boundary for developments beyond the urban area with impact on the purposes of including land in the Green |

| <i>Opportunities</i> | <i>Challenges</i> |
|---|---|
| <p>of high frequency public transport corridors if the quantum of development is sufficient to make a difference.</p> <ul style="list-style-type: none"> Where local public transport services are present or the scale of development is significant enough to support new local services it provides the opportunity for new development to offer a genuine choice of transport modes. | <p>Belt.</p> <ul style="list-style-type: none"> Capacity of public transport to accommodate growth in some locations. Additional infrastructure investment may be required. |

17. Do you believe that focussing development around public transport hubs and corridors is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

Growth Option B - Solihull Town Centre



126. The SLP identified the town centre as a focus for growth and provided for significant retail, office and residential development. The allocations included around 950 new homes over the period to 2028, some 60,000m² of retail floorspace and some 35,000m² of office floorspace. Opportunity sites were identified at Touchwood, the Homer Road triangle and Mell Square, with other longer term opportunities shown on the Solihull town centre spatial strategy diagram.

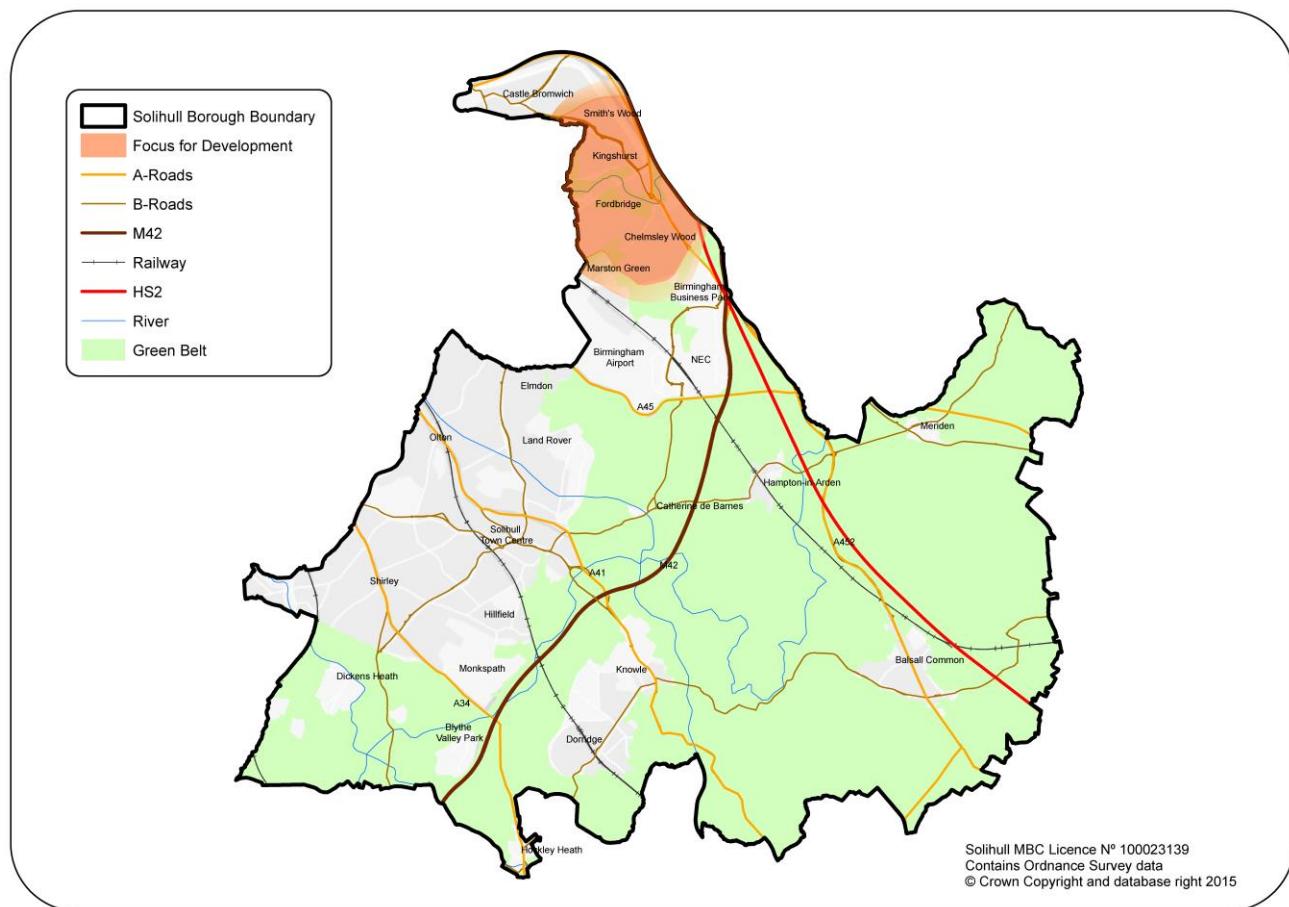


127. The town centre offers one of the most sustainable locations in the Borough for growth, with its range of facilities and services and high frequency public transport services to destinations around and beyond the Borough.

| <i>Opportunities</i> | <i>Challenges</i> |
|---|--|
| <ul style="list-style-type: none"> • One of the most sustainable and accessible locations in the Borough. • Could provide for development to take place within the urban area closer to where the need arises. • Help to sustain the day and evening economy. • Maintain a mix of land uses. • Promote a higher density of development. • Will offer a genuine choice of transport modes. | <ul style="list-style-type: none"> • Limited additional capacity. • Potential viability issues, especially as large scale provision dependent on redevelopment schemes led by retail/office demand. • Availability of school places. • Residential development likely to be focussed on non-family or elderly persons accommodation. |

18. Do you believe that focussing development around in the town centre is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

Growth Option C - North Solihull/ Chelmsley Wood



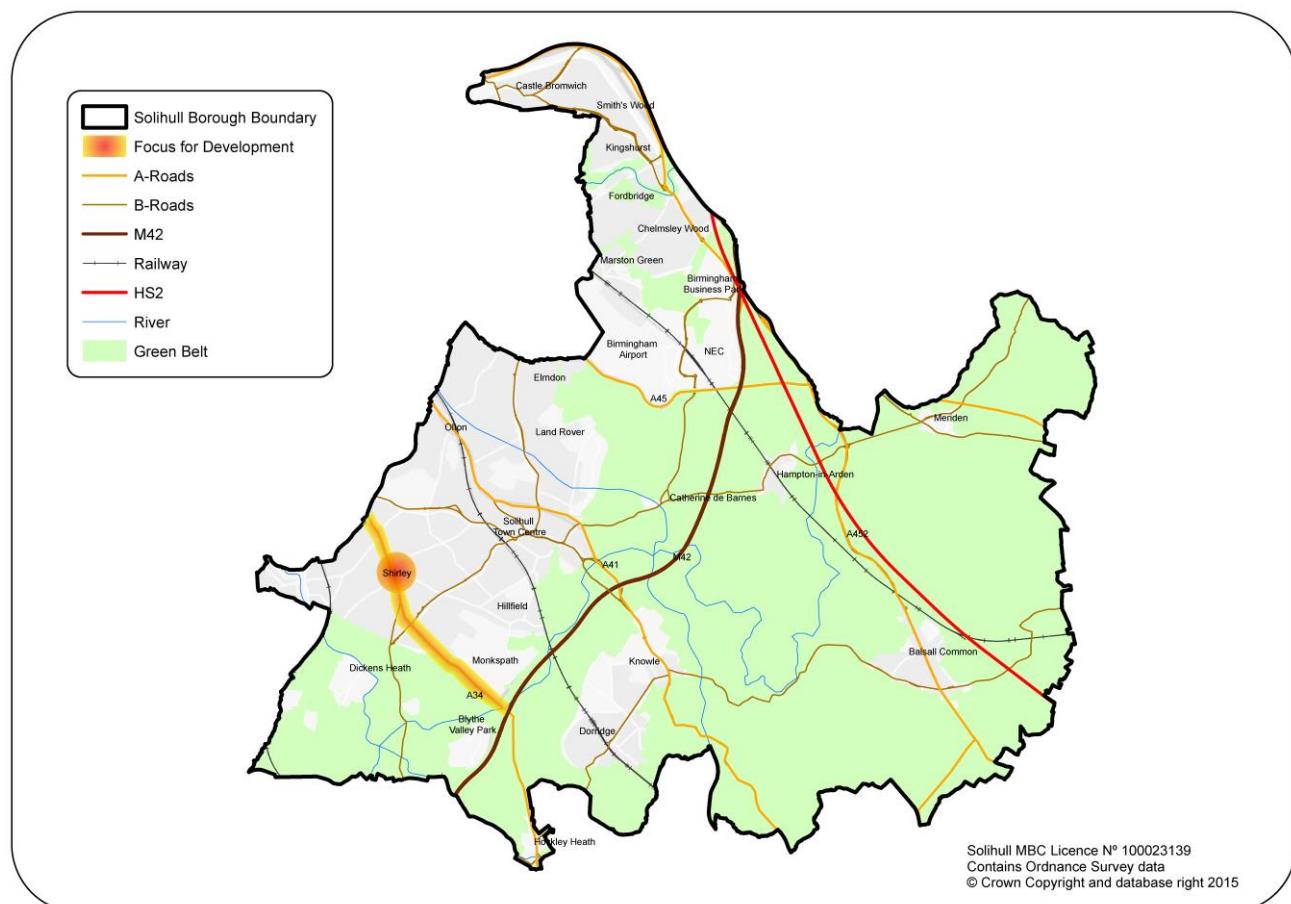
128. The SLP focussed on the regeneration of North Solihull as one of the Council's top five major projects aimed at reducing the inequalities between the area and the rest of the Borough. Employment and housing opportunities within or near to the North Solihull Regeneration Area were prioritised, with sites for up to 660 new homes allocated, although one of the sites has subsequently been earmarked for a non-housing use.
129. The North Solihull Partnership is currently investigating the potential for additional housing development in and adjacent to the Regeneration Area, but it is recognised that large-scale potential sites may be limited and the focus may shift from the area seeking to accommodate significant new growth.
130. Chelmsley Wood town centre offers a sustainable location for growth, with its range of facilities and services and high frequency bus services to destinations around and beyond the Borough.



| <i>Opportunities</i> | <i>Challenges</i> |
|---|--|
| <ul style="list-style-type: none"> • Can provide for a sustainable pattern of development. • Where local public transport services are present or the scale of development is significant enough to support new local services it provides the opportunity for new development to offer a genuine choice of transport modes. • Could provide for development to take place within the urban area closer to where the need arises. • Will enable a wider range of dwellings to be available within the area. • Assists in on-going regeneration & investment in the area with consequential social and economic benefits. | <ul style="list-style-type: none"> • Limited additional scope within regeneration area without further adjustments to the Green Belt boundary. • Viability may be challenging. |

19. Do you believe that focussing development in and around North Solihull & Chelmsley Wood is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

Growth Option D - Shirley Town Centre and the A34 Corridor



131. The SLP included the sustainable growth of Shirley town centre and recognised the A34 Stratford Road as a potential growth area, as shown on the spatial strategy diagram. Sites

were allocated for mixed uses providing for up to 730 new homes, together with a number of business sites.

132. Significant development has taken place in Shirley town centre through the mixed-use Parkgate scheme that has delivered new retailing opportunities and a range of residential accommodation. There is opportunity through the review of the local plan to consider the strategic role of the town centre, and how this may evolve over the plan period. This should build upon what has been achieved to date and set out a clear vision for the future and what key projects may be needed to support the centre.



133. Blythe Valley Park was designated as a mixed use site, recognising the potential for residential development to reinvigorate the park by supporting a broader range of on-site facilities. Subsequently, a Vision Document for Blythe Valley Park has been endorsed by the Council to shape future development, and a planning application is expected before the end of 2015.
134. TRW on Stratford Road south of Shirley is allocated for B1, B2 and B8 uses and has a substantial area of land available for development. As with other employment sites, there is potential to deliver a wider range of uses, recognising the development that has already taken place for a hotel and a residential care home.
135. The SHLAA 2012 assesses sites within the A34 Corridor which show potential sites in the Green Belt to the south of the corridor.

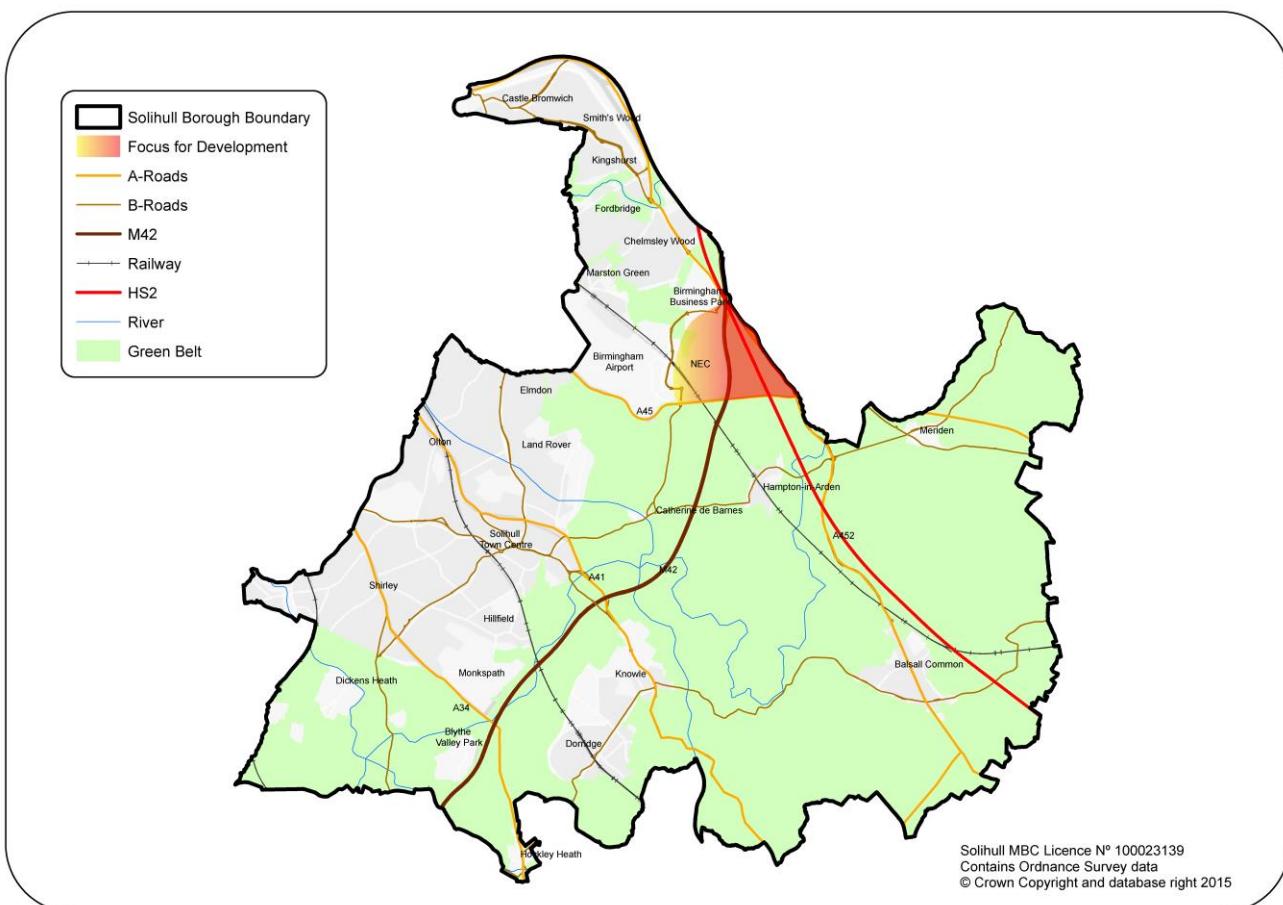
| <i>Opportunities</i> | <i>Challenges</i> |
|--|---|
| <ul style="list-style-type: none"> • Can provide for a sustainable pattern of development. • Where local public transport services are present or the scale of development is significant enough to support new local services it provides the opportunity for new development to offer a genuine choice of transport modes. • Could provide for development to take place within the urban area closer to where the need arises. • May further assist regeneration of the centre as further boost to its vitality. • A wider range of uses within key sites in | <ul style="list-style-type: none"> • May require adjustments to the Green Belt boundary. • Limited additional capacity within the urban area. |

| <i>Opportunities</i> | <i>Challenges</i> |
|----------------------|-------------------|
| the area/corridor. | |

20. Do you believe that focussing development in Shirley town centre and along the A34 corridor is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

21. How should Shirley town centre evolve over the plan period, and what key projects do you think may be necessary to support any changing role that it may serve?

Growth Option E - The UKC Hub & HS2



- 136. The UK Central Masterplan identifies opportunities for major growth within the Hub Area around the NEC, Birmingham Business Park, the Airport, Jaguar Land Rover and the proposed High Speed 2 Interchange station. The subsequent Prospectus for the Interchange Area indicates a potential area and capacity of 140 hectares, 20,000 jobs and around 2,000 new homes.
- 137. The Growth Strategy has looked at the potential in further detail and indicates that around 16,500 jobs and 1,900 new homes will be provided.
- 138. The SHNS identifies the importance of the UK Central initiative for the HMA whilst recognising that it will only start to deliver space for new jobs from 2027. The report concludes that around 30% of the HMA shortfall should ideally be distributed toward the east and south-east of Birmingham in locations with easy and sustainable commuting distance of Solihull, Bromsgrove and North Warwickshire.



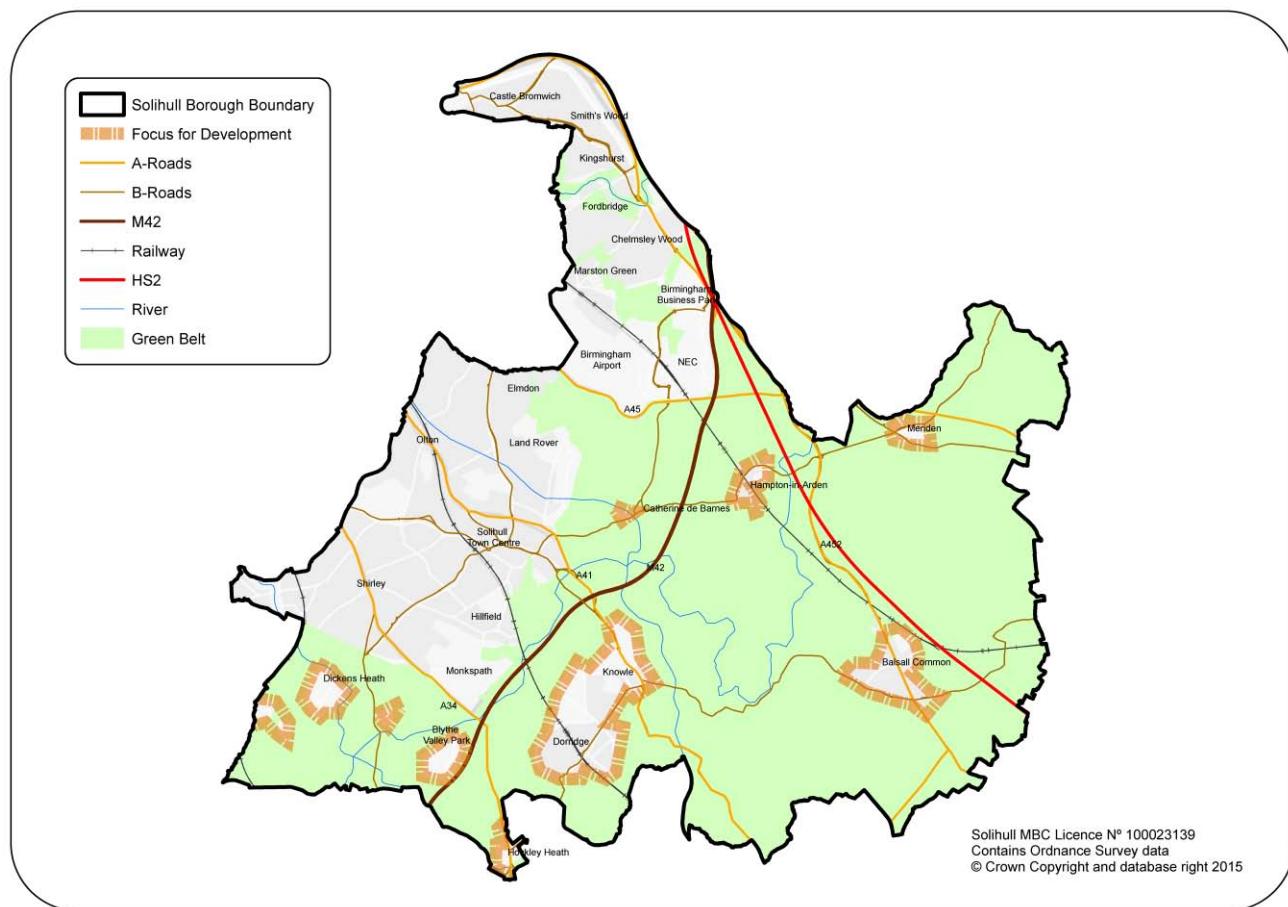
(Source: UKC: The Interchange – Prospectus for a Garden City Approach)

139. The proposed Local Area Plan has already demonstrated the Council's ambitions for this area which will be a key growth area in the review of the local plan.
140. As part of the planning process, it is also important to consider the wider effects of development in the area, and what mitigation may be possible.

| <i>Opportunities</i> | <i>Challenges</i> |
|--|--|
| <ul style="list-style-type: none"> • Enables more efficient and effective use of a Green Belt site that would be developed in any event by the HS2 station and car parking. • Can provide for a sustainable pattern of development. • Could provide for development to take place within the urban area closer to where the need arises. • Potential to provide a vibrant mixed use community in line with garden city principles. | <ul style="list-style-type: none"> • Delivery would be towards the end of the plan period. • Would require adjustments to the Green Belt boundary, with impacts on the Meriden Gap. • Complex infrastructure needs/delivery. • Education provision. • Mitigating impact on the wider transport network. |

22. Do you believe that focussing development in the area around the HS2 interchange is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

Growth Option F - Limited Expansion of Rural Villages/Settlements



141. The SLP strategy focusses growth in accessible locations but recognises the need for development to meet the Borough's local housing needs. Five sites are allocated delivering up to 650 new homes in the settlements of Dickens Heath, Cheswick Green and Hampton-in-Arden.
142. The successful legal challenge to the adoption of the SLP resulted in two sites in Tidbury Green remaining outside the Green Belt. Both of these sites have been subject to appeals during 2015. The Secretary of State has now granted permission on one of the sites for 190 dwellings and a decision on the other site, that may accommodate 200 dwellings, is expected shortly. The existing settlement is poorly served by services and public transport but there is potential for improvements to the infrastructure which could be enabled by the additional development.
143. Neighbourhood planning offers the potential to deliver some small-scale housing to meet local needs for affordable and other housing.
144. New development in and around a settlement may provide the opportunity to improve other parts of its area, either through direct mitigation or via using monies raised through the Community Infrastructure Levy; particularly in conjunction with a neighbourhood plan.

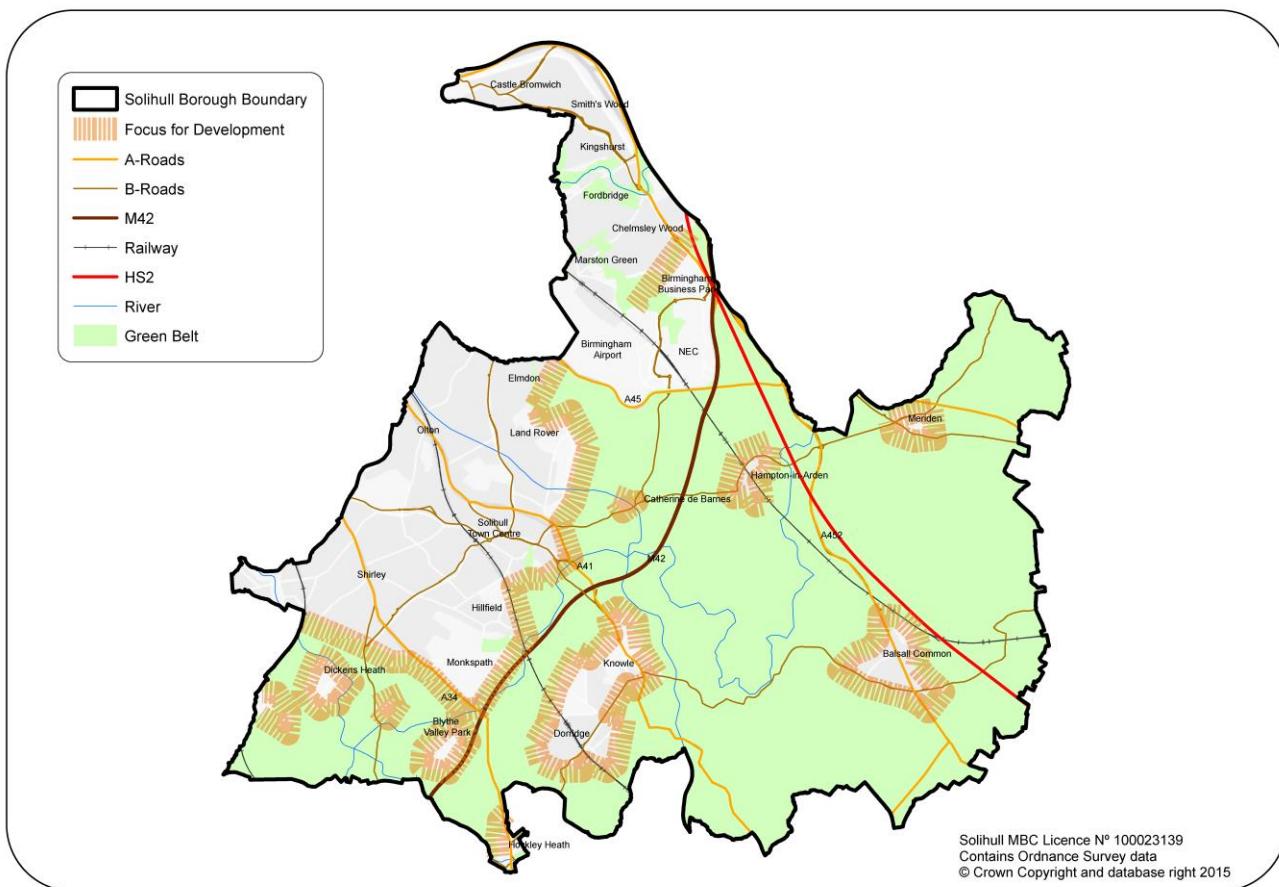


145. The SHLAA 2012 assesses sites on the edge of rural settlements which show potential sites in the Green Belt around many of the Borough's rural villages.
146. Settlements that may be considered under this option are those that are either inset from the Green Belt, or have significant parts of them excluded from it, i.e. Balsall Common, Blythe Valley Park, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in- Arden, Hockley Heath, Knowle/Dorridge, Meriden and Tidbury Green.

| <i>Opportunities</i> | <i>Challenges</i> |
|--|---|
| <ul style="list-style-type: none"> • Additional development at villages & settlements enables existing & new services to be more viable, but may be limited if scale of development limited. • Assists in meeting local needs. • Neighbourhood Planning could assist in identifying appropriate sites. • Broaden range and diversity of housing that is available. | <ul style="list-style-type: none"> • Would require adjustments to the Green Belt boundary, but less likely to have significant impacts on the purposes of including land in the Green Belt compared with more extensive options. • May not deliver the scale of growth required to be provided. • Limited public transport accessibility in most rural locations which are very unlikely to offer a genuine choice of transport modes. |

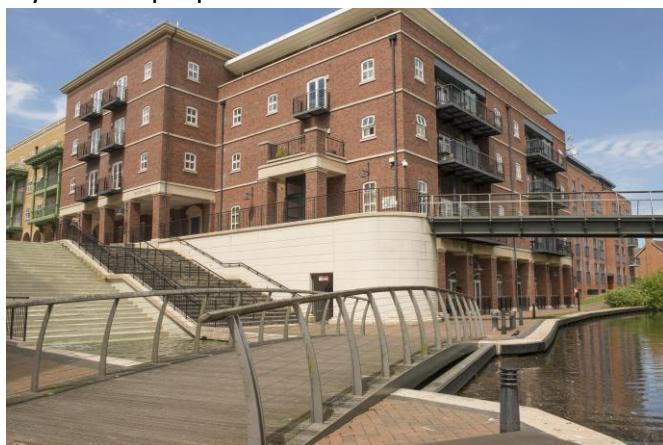
23. Do you believe that focussing development based on a limited expansion of rural settlements is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

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



147. The SLP provides a local interpretation of the regional spatial strategy which focusses on urban renaissance and growth around major towns, whilst resisting urban extensions.
148. The SHNS references a number of potential urban extensions/significant expansion of settlements in the Borough that arose through the SHLAA that was prepared for the SLP. All of which are in the Green Belt with many eroding settlement gaps and having severe impacts on the already fragmented landscape. It highlights large 1,000 dwelling proposals south of Shirley/A34, east of the Solihull town centre and north-west of Bentley Heath, with smaller up to 500 dwellings proposals around Knowle and Dorridge. The report considered that up to 3,000 new homes could be provided, notwithstanding Green Belt and other constraints that have yet to be comprehensively assessed.
149. The report concluded that additional urban extensions offered the most likely option to enable the HMA shortfall to be met, whilst recognising that issues of capacity of local markets to absorb new housing at one time could limit the potential. It also recognised that High Speed 2 investment and associated local transport improvements may present the market with a step change in demand for additional homes close to the Interchange, although this would be dependent on the timing of the delivery of infrastructure to better connect High Speed 2 with the wider HMA.
150. Larger-scale expansion of rural settlements offers the increased and significant opportunity to seek additional infrastructure to support the immediate area either through direct mitigation or via using monies raised through the Community Infrastructure Levy; particularly in conjunction with a neighbourhood plan.

151. A new stand alone settlement would be expected to make provision for at least 5,000 dwellings. The SHNS does not identify any recent proposals for a new settlement in the Borough; indeed across the HMA only 2 live proposals for such developments were identified, both of which are in Lichfield.



152. The SHLAA 2012 assesses sites on the edge of the main urban areas of the Borough and elsewhere which show potential sites in the Green Belt to the south of the A34 corridor, to the east of Solihull, around Knowle and Dorridge, and on the edge of Balsall Common.

153. Settlements that may be considered under this option are those that are either inset from the Green Belt, or have significant parts of them excluded from it, i.e. Balsall Common, Blythe Valley Park, Catherine de Barnes, Cheswick Green, Dickens Heath, Hampton-in-Arden, Hockley Heath, Knowle/Dorridge, Meriden and Tidbury Green. Urban areas that may be considered under this option may include east/south east of Solihull, south of Shirley and south east of Chelmsley Wood

| <i>Opportunities</i> | <i>Challenges</i> |
|---|--|
| <ul style="list-style-type: none"> • To significantly boost the boost of housing. • Additional development at villages & settlements enables existing & new services to be more viable. • May enables higher frequency public transport to rural settlements more viable, but this may not be sufficient to provide genuine choice in the mode of transport.. • Urban extensions may offer the opportunity to extend high frequency services. • Could provide for development to take place close to the urban edge closer to where the need arises. | <ul style="list-style-type: none"> • Would require large-scale adjustments to the Green Belt boundary which impacts on the purposes of including land in the Green Belt. • May erode existing gaps between settlements. • Exacerbate a fragmented landscape. • Likely to have delivery later in the plan period. |

24. Do you believe that focussing development in a new settlement, through a large scale urban extension or via a significant increase of a rural settlement is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

Additional Options

154. This document seeks to identify reasonable options that ought to be considered when deciding how to accommodate additional growth, but there may be others that ought to be taken into account.

25. Are there any additional options you believe should be considered? If so what are they and what do you believe are the opportunities and challenges that they may provide?

Infrastructure Requirements

155. Some infrastructure is provided as part of a specific development, especially when it is required to mitigate a particular impact as a direct result of the development. This will continue to be pursued when considering individual applications.



156. To a greater or lesser extent, virtually all development relies on infrastructure in some form, even if this is only due to its contribution towards the cumulative impact of a larger number of small developments. The Council is pursuing the implementation of the Community Infrastructure Levy that will assist in funding infrastructure that cannot be directly related to an individual development.
157. As part of this consultation, the Council is keen to hear views on the type and extent of strategic infrastructure (i.e. that may not be as a direct result of a single development) that may be required to support the level of growth identified in this consultation, or to support the options for growth identified above.

26. What infrastructure requirements do you believe are necessary to support to the level of growth, or the options for growth identified in this consultation?

A. Evidence Base

158. The Council has already identified some of the studies that will need to be provided to support the review of the plan, and these are highlighted below.

Strategic Housing Needs Study (SHNS)

159. As part of joint working with nearby authorities (which assists in the Duty to Cooperate), the Council joined in with the commissioning of a Strategic Housing Needs Study for a wider area. This was undertaken on behalf of the local planning authorities that fall within the Birmingham Housing Market Area (HMA)¹⁰. It is this HMA that Solihull is part of.
160. The NPPF is clear that local plans should ensure that needs for housing should address the housing market area and that authorities should work with their neighbours to produce an appropriate assessment where HMAs cross administrative boundaries.
161. Peter Brett and Associates (PBA) were commissioned to produce an assessment of housing needs across the HMA. The final study ('stage 3') was published in August 2015. This work provides the basis for identifying the strategic housing need across the Housing Market Area (up to 2031) and compares this to existing known supply from allocations in local authorities' local plans.
162. Comparing projected need and known supply shows that some authorities can accommodate their own needs, and more; whilst others cannot accommodate their own needs. Across the HMA as a whole this results in a shortfall of some 37,500 dwellings across the region over the 20 year period up to 2031.
163. The study then investigates a number of potential scenarios for addressing the shortfall. These include scenarios that are currently 'constrained' due to either absolute constraints (such as floodplains) that cannot be overcome, or policy constraints (such as the Green Belt) which can be reviewed in certain circumstances.
164. The study does not identify a preferred option or options. This step (together with any redistribution of growth within the HMA) will be undertaken via the duty to cooperate and SPfG.
165. As the SHNS acknowledges, it is not a full Strategic Housing Market Assessment (SHMA), nor does it represent the Full Objectively Assessed Needs (FOAN) for each of the constituent authorities. These are left for studies to be undertaken at the local level. However the SHNS does provide the basis for establishing a FOAN for Solihull, to be developed through a more detailed SHMA.

Strategic Housing Market Assessment (SHMA)

166. A full SHMA, produced in accordance with the NPPF and Planning Practice Guidance (PPG) will be prepared. This will build upon the SHNS and will identify the scale and mix of housing and the range of tenures that are likely to be needed in the Borough over the plan period. It will also establish the Fully Objectively Assessed Need for the Borough which the

¹⁰ A list of local authorities falling with the HMA is provided in an appendix to this document, together with a plan indicating its boundary.

Courts have said is the starting point in planning for an areas housing needs. The plan itself will then consider how far it can go in meeting these needs in full, as far as is consistent with the policies in the NPPF

Strategic Housing and Economic Land Availability Assessment (SHELAA)

167. This will be a study to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing and economic uses over the plan period. It will seek to demonstrate what capacity there is in the urban area to ensure that if Green Belt land is required, this will only be the case after other land has been considered. The opportunity is being taken to combine land availability work for both housing and economic sites rather than separate studies (sometimes known as SHLAAs and SELAAs)
168. As part of preparing the SHELAA there will be a 'call for sites' to enable landowners, or others promoting development of sites, to put forward their sites for potential inclusion in the SHELAA. This will ensure all potential sites can be considered in a structured manner. Consultation on this 'Scope, Issues and Options' document marks the start of the call for sites and submissions outlining potential sites are welcomed. See appendices for further details.

Sustainable Economic Development

169. An employment land study will be commissioned to guide the quantum of business land that needs to be planned for within the borough, in what formats and in what type of location from a market and policy perspective. Existing identified sites will be reviewed to establish whether the range and nature of uses enabled on them remain appropriate and whether there are any important gaps in provision for business space.
170. A study will be undertaken to update forecasts of quantitative and qualitative need for additional retail and office floorspace in the borough and to assess retailer demand. Essentially, the study will provide a guide to how much retail and office floorspace to plan for in main centres, particularly in Solihull Town Centre, and will identify any gaps in provision for leisure uses. The study will inform a refresh of the Solihull Town Centre Study (May 2009) that will provide an up to date strategy for the further development of the town centre as the civic heart of the borough and an important accessible and inclusive location for a broad variety of development.

UK Central

171. The Council's ambitions for UK Central as set out in the UK Central Masterplan are helping to shape various elements of evidence, such as the Strategic Housing Needs study detailed above and the GBSLEP Employment Land Requirements study in course of preparation. Further evidence will be developed to support the UK Central Masterplan and in particular the growth proposed around the High Speed 2 Interchange.

Spatial Plan for Growth

172. GBSLEP is preparing a Spatial Plan for Growth for the GBSLEP area, following the first iteration published in October 2013. A draft SPfG will be published for consultation in 2016, to be informed by various pieces of evidence including the Strategic Housing Needs study

and work on employment needs. The SPfG will set out how the shortfall in housing need across the housing market area will be met and provide strategic input to the Local Plan Review.

Green Belt Assessment

173. Future development is likely to require land to be released from green belt, so a formal assessment will be required. This will assess how land performs against the 5 purposes¹¹ of including land in the Green Belt set out in the NPPF. The results will be a relative assessment that allows sites to be compared against each other.
174. This Green Belt Assessment would then be used in conjunction with other criteria (location of flood plans, accessibility criteria etc.) as part of a Green Belt Review to identify potential locations for land to be released from the Green Belt.

Viability Appraisal

175. A viability appraisal will be undertaken to ensure that the preferred option to be pursued through the plan making process is deliverable. The appraisal will consider both the viability of the plan as a whole; and allocated sites and other development expected to come forward. This will be in the context of existing policies that may be rolled forward and any new/revised policies.
176. The Council is currently pursuing the introduction of the Community Infrastructure Levy (CIL) and it is hoped that this will be in place during 2016. Therefore the viability appraisal required to support the review of the plan will need to ensure that CIL rates are taken into account and this may indicate that revisions are required to the CIL Charging Schedule.

Sustainability Appraisal

177. A sustainability appraisal, incorporating strategic environmental assessment, will be prepared alongside and integrated with the development of the Local Plan Review. The appraisal will highlight the sustainability implications of the options to be considered and the proposals to be included in the draft plan. It will provide a key input into the decisions that will be made during the development of the Local Plan Review.

Habitat Regulations Assessment

178. A habitat regulations assessment screening exercise will also be required, to assess whether the implementation of the Local Plan Review is likely to have a significant effect on any sites designated under the Habitats Directive, known as Natura 2000 sites. These include Special Areas of Conservation, Special Protection Areas, Offshore Marine Sites and Ramsar sites. Although there are no sites designated in the Borough, the screening exercise will need to assess for any significant effect on sites beyond the Borough boundary. The screening exercise will determine whether or not a full appropriate assessment is required for the Local Plan Review. This is a specific requirement of the regulations and will be in addition to other environmental and ecological evidence.

¹¹ As set out in paragraph 80 of the NPPF; namely check unrestricted sprawl of large built-up areas; prevent neighbouring towns merging; safeguarding the countryside from encroachment; preserving the setting and special character of historic towns; and assisting urban regeneration by encouraging the recycling of derelict and other urban land.

Infrastructure Delivery Plan

179. An Infrastructure Delivery Plan was produced in 2012 to support the SLP. This will be updated as the review of the local plan proceeds.

Other Evidence

180. Evidence is being developed to support the emerging West Midlands Transport Strategy Movement for Growth, Midlands Connect and the Solihull Connected strategy. This will be augmented by an update to the Solihull Accessibility Study for the Local Plan Review. Further evidence will be required on flood risk and the environment.

Other Strategies

181. In addition to the evidence that is prepared specifically for a local plan, there are also allied strategies & studies produced primarily for other purposes, but nevertheless have a cross over (at least in part) with land use objectives & pursuing sustainable development. These can also make an important contribution towards gaining an understanding of the issues involved and then underpinning the local plan strategy and policies. This will include the following strategies/studies that have been prepared or are being prepared.

Solihull Connected

182. The Council is also developing a local transport strategy and investment programme, 'Solihull Connected'. This will set out a vision for transport in Solihull for the next 20 years along with a short, medium and long term investment plan. The ambition set out in the Green Paper is to create a balanced transport investment programme that recognises the need to cater for cars, but places an increasing emphasis on walking, cycling and public transport. This approach aims to accommodate the increasing demand for travel as a result of growth, whilst ensuring the quality of Solihull is protected and that transport effectively supports the delivery of wider agendas such as those around climate change and health.
183. 'Solihull Connected' sets out the following high level investment priorities for the Borough;
- M42, Junction 6, following the Government's announcement as part of autumn statement, 2014;
 - High Speed 2 Interchange station site access;
 - Metro: Birmingham City Centre - Eastside – Chelmsley Wood – HS2 Interchange;
 - Sprint bus route: Birmingham City Centre - A45– HS2 Interchange;
 - A45 Coventry Road/Damson Parkway Junction Improvement;
 - M42 Over bridges; and
 - Public Transport Improvements: HS2 Interchange – A45 Coventry Road – Wheatsheaf, Sheldon– Solihull Town Centre – Blythe Valley.

Solihull Joint Strategic Needs Assessment (JSNA)

184. The JSNA is an ongoing process that identifies the future health and wellbeing needs of the people of Solihull. It is a resource of local and national information for those who commission, provide or use health and social care services in Solihull.
185. Following the principles of the 2010 Marmot Review into health inequalities in England the Borough's JSNA also provides evidence of the wider social determinants of health - the conditions in which people are born, grow, live, work and age and which can lead to health inequalities.
186. The Borough's JSNA is the means by which the Solihull Health and Wellbeing Board describes the future health, care and wellbeing needs of the local population, its overall vision, key priorities and the actions to meet those needs. These are provided in the current Solihull Health & Wellbeing Strategy 2013-16.

Solihull Health & Wellbeing Strategy

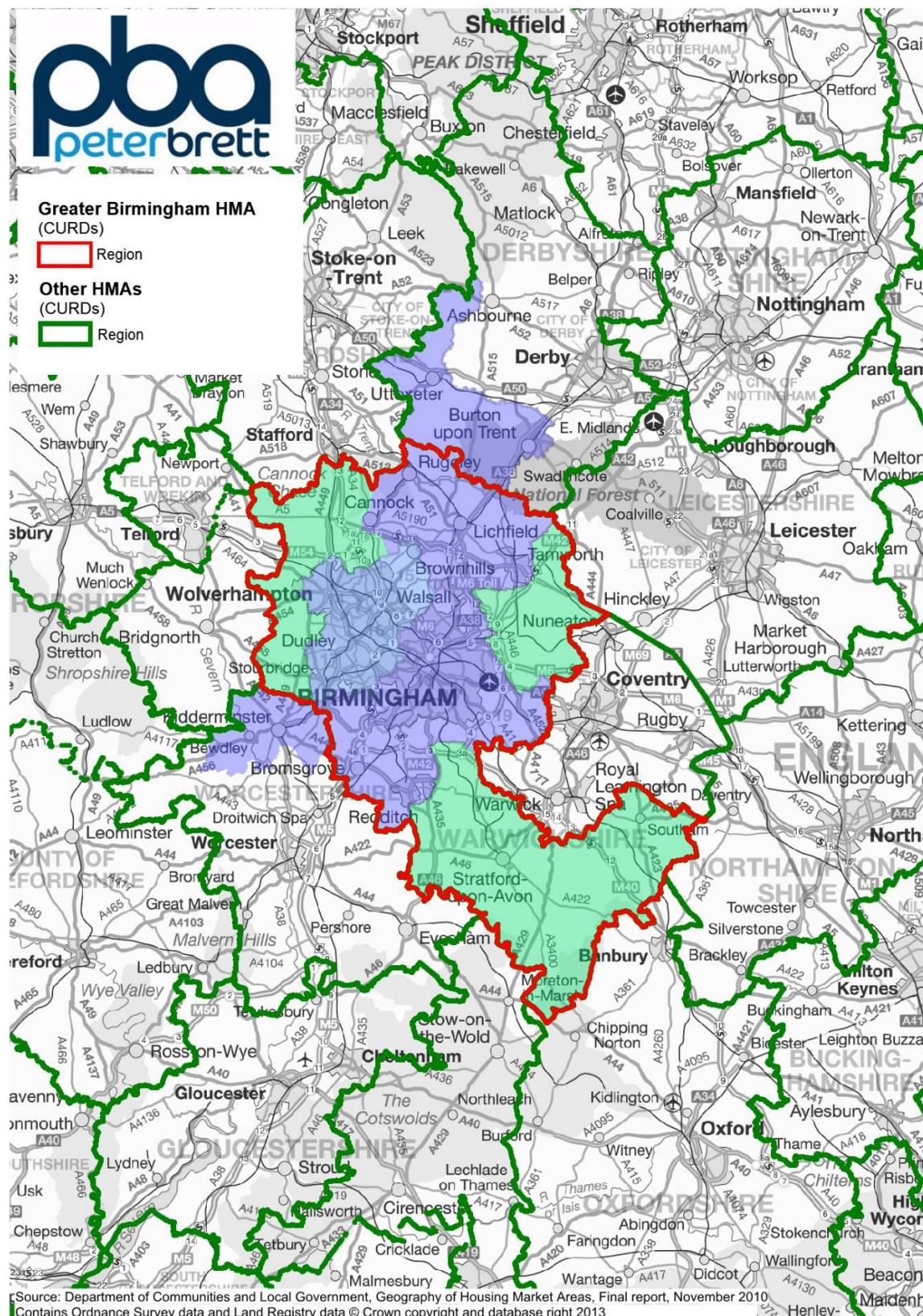
187. The Health and Social Care Act 2012 specifies that the main role of the Health & Wellbeing Board is to promote the health and wellbeing of the local population by coordinating the commissioning of health and wellbeing services and promoting the integration of services. Solihull's Board achieves this through its health and wellbeing strategy which is based on an assessment of need, and aims to improve the health and wellbeing of the population of Solihull from pre-birth to end of life, reduce inequalities and improve the quality of health, education and social care services.
188. Solihull Council and Solihull Clinical Commissioning Group have an equal responsibility to prepare the strategy through the Solihull Health and Wellbeing Board, and the current strategy is currently being refreshed. The Health & Wellbeing Strategy promotes prevention, early intervention, re-ablement and rehabilitation; supported wherever possible by community based public health programmes, education, health care and social care. The Board is responsible for promoting integrated commissioning and partnership working across the National Health Service, education, housing, social care, and public health in collaboration with other local services.

B. Housing Market Area

189. The Strategic Housing Needs Study considers what the appropriate Housing Market Area¹² is for the West Midlands and concludes that the following authorities fall with the HMA (at least in part):
- Birmingham City Council^{*1}
 - Bromsgrove District Council^{*1}
 - Cannock Chase District Council^{*1}
 - Dudley Metropolitan Borough Council^{*2}
 - Lichfield District Council^{*1}
 - North Warwickshire District Council
 - Redditch Borough Council^{*1}
 - Sandwell Metropolitan Borough Council^{*2}
 - Solihull Metropolitan Borough Council^{*1}
 - South Staffordshire District Council
 - Stratford-on-Avon District Council (in part only)
 - Tamworth Borough Council^{*1}
 - Walsall Metropolitan Borough Council^{*2}
 - Wolverhampton City Council^{*2}
190. The authorities with a *1 by their name form part of the Greater Birmingham and Solihull Local Enterprise Partnership. Two other authorities (East Staffordshire Borough Council and Wyre Forest District Council) are part of the LEP, but not part of the HMA.
191. The authorities with a *2 by their name form part of the Black Country Local Enterprise Partnership.

¹² Housing Market Areas seek to bring together those places which households consider as close substitutes for one another. The PPG sets out potential indicators when considering what the HMA pattern should be. These include migration patterns and travel to work areas. In relation to migration, areas that form an HMA will be reasonably self contained so that a high proportion of house moves (typically 70%) occur within the area.

192. The map below indicates the extent of the Housing Market Area (as edged in red). Those authorities shaded blue are part of the Greater Birmingham and Solihull Local Enterprise Partnership. Those shaded green are part of the MHA but not part of the GBSLEP.



C. Review of Solihull Local Plan (2013) Policies

193. The table in this appendix reviews each of the policies in the existing Solihull Local Plan to identify which are still fit for purpose and up-to-date, and which may/will need to be at least updated if not replaced. This will be largely dependent upon (a) whether there has been a material change in circumstances (e.g. new/amended national policy or related initiatives or (b) whether the evidence base is up-to-date and remains fit for purpose, or whether it has become 'time expired'.
194. For each policy (or sub policy) the table identifies what change in circumstances there may have been, the suitability of the existing evidence base and a brief assessment as to whether the policy remains fit for purpose in its existing state; whether it needs minor amendments or whether it needs replacing.
195. The third column in the table indicates the following:
- Green (G) – Retain in existing form
 - Amber (A) – Minor amendments only required
 - Red (R) – Replace

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|---|--|---|---|-----|
| General Local Plan horizon and Spatial Strategy | <p>Need to plan beyond 2028 to 2031, or more likely to 2033. Will increase pressures for development.</p> <p>Spatial strategy will no longer be based on RSS but on emerging GBSLEP Spatial Plan for Growth, UK Central Master Plan and Combined Authority priorities.</p> | A further iteration of the GBSLEP Spatial Plan for Growth is being prepared for consultation in 2016. | The SPfG will provide the strategic direction for growth in the Borough | R |
| Sustainable Economic Growth | | | | |
| P1 – Support Economic Success | <p>UKC proposals including the Hub and Interchange Sites need to be dealt with in the Review.</p> <p>Forthcoming Airport Master Plan may also require amendments to Policy P1.</p> | <p>Evidence base relating to BVP/BBP to be updated as part of a general Employment Land Study. The last employment land review included a section on RIS.</p> | <p>UKC proposals need to be reflected in P1.</p> <p>Wording of the Policy will also need to change to support appropriate mixed use opportunities. Need to demonstrate that economic assets are being considered in a joined up, integrated</p> | R |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|--|--|--|---|-----|
| | | | manner. UKC Interchange Site is effectively a new key asset that needs to be reflected in the policy. | A |
| P2 – Maintain Strong Competitive Town Centres | Capacity figures quoted in P2 may be out of date. Waitrose will be built by the time the Plan is adopted and Hub related accessibility work has been done in and around Solihull Town Centre. Parkgate scheme at Shirley has commenced trading since the SLP was adopted. | DTZ Retail leisure and Office Study needs refreshing to update figures and to take on board Resortsworld, retailing proposals at the HS2 Interchange and the changing nature of the retail parks that are being occupied by High St stores . | Policy is aligned with NPPF but retail and office figures need updating. Also need to reflect relationship to UKC more generally including accessibility work in Station Rd and Lode Lane. Consideration should be given to how Shirley Town Centre functions following completion of Parkgate and the likelihood of Powergen being bought forward as largely residential development. | A |
| P3 Provision of Land for General Business and Premises | Land supply figures may be out of date. | Employment Land Study (ELS) is needed to define how much general business land should be identified and safeguarded. | Potential to provide greater clarity in parts of the policy in terms of when supporting uses are suitable on business sites. Potential to consider (in the context of an ELS) whether some sites should accommodate alternative uses (e.g. residential), at least in part. | A |
| Providing Homes for All | | | | |
| P4 – Meeting Housing Needs | November 2014 National policy change and amendments to PPG in relation to | Solihull Strategic Housing Market Area Assessment update required. | An updated SHMA can be used to update the Meeting Housing Needs SPD (July 2014) | A |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|--|---|--|--|-----|
| | <p>thresholds for requiring affordable housing. High Court challenge declared changes unlawful, but matter to proceed to Court of Appeal so may revert back to November 2014 position.</p> <p>The PPG includes detail related to the Starter Homes Exception Site policy.</p> | | <p>rather than needing to amend policy.</p> <p>Minor amendment required to reflect Starter Homes Exception Site policy.</p> | Y |
| P5 – Provision of Land for Housing | <p>High Court challenge treats housing numbers as not adopted.</p> <p>Work at Housing Market Area level has resulted in the starting point for Borough's housing target. Further work under the Duty to Cooperate will establish the Borough's housing target.</p> <p>The SHMA should identify the NPPF compliant full objectively assessed need.</p> | <p>Existing SHMA out-of-date as starting point for OAN. SHMA to be updated in light of the Strategic Housing Needs Study.</p> <p>SHLAA will need to be updated to demonstrate a more recent 'call for sites' and to demonstrate that all brownfield/urban options have been considered through detailed urban capacity work.</p> | <p>The review of the plan will need to establish a replacement housing target. In turn this will generate the need to identify additional housing sites.</p> | R |
| P6 – Provision of Sites for Gypsies and Travellers | <p>The Gypsy and Traveller Site Allocations Plan was adopted in December 2014. It addresses need over the period 2012 to 2027.</p> <p>Change to national planning policy guidance on 31 August 2015 keeps much of</p> | <p>The 2012 Gypsy and Traveller Accommodation Assessment (GTAA) is still relevant as it sets out the Council's pitch requirements to 2027.</p> <p>No current evidence assessing need beyond 2027.</p> | <p>The criteria to be used in the allocation of future sites and in the determination of planning applications are still applicable as it complies with national policy.</p> <p>The DPD adopted in December 2014 addresses need to</p> | G |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|--------|---|--|---|-----|
| | the same emphasis on planning to meet identified needs, but introduces new guidance with regard to determining planning applications. | GTAAs should be reviewed and updated "from time to time". The Site Allocations Plan states that the Council will update the GTAA "in due course (circa 5 years)". Therefore a GTAA update should be pursued around 2017. | 2027. The Council has demonstrated a positive and proactive approach in dealing with gypsy and traveller accommodation which has resulted in all current need having been met. The Council remains committed to ensuring that a supply of pitches is maintained and will commence an update of the 2014 DPD starting with a refresh of the GTAA. | |

Improving Accessibility and Encouraging Sustainable Travel

| | | | | |
|-------------------------------------|--|---|--|---|
| P7 – Accessibility & Ease of Access | Guidance on Transport Assessments withdrawn, but may be adopted locally. | Local Transport Plan being replaced by WM Strategic Transport Plan. Midlands Connect, HS2 Connectivity Package. Solihull Connected Green Paper published for consultation with final strategy due April 2016. Update Accessibility Study for growth areas/housing sites and some modelling may be required | Only minor amendments likely to be required. | A |
|-------------------------------------|--|---|--|---|

P8 – Managing Demand for Travel & Reducing Congestion (MB/EW)

As P7 above.

As P7 above.

As P7 above.

A

Protecting and Enhancing our Environment

| | | | | |
|---------------------|---|--|--|---|
| P9 – Climate Change | Code for Sustainable Homes has been withdrawn, but still BREEAM | CAMCO study will be out of date. Studies on District Heat Mapping being carried out at | Policy to be updated in light of changes in relation to Code for Sustainable Homes | A |
|---------------------|---|--|--|---|

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|---------------------------|---|---|--|-----|
| | applicable. Deregulation Act 2015 (S43) removes ability to set energy requirements above building regulations in Local Plans for dwellings, but not non-domestic buildings. Government's zero-carbon timeline unclear, but thrust of PPG is to not expect higher than CfSH Level 4. Introduction of a zero carbon homes policy expected in late 2016. | LEP level, with potential for Solihull examples. DECC and other government statistics can be used. | and likelihood for policy basis to progress to 'promote and encourage' rather than 'should/require.' | |
| P10 – Natural Environment | Little change has occurred at national policy level. | | | G |
| P11 – Water Management | PPG (Mar 2015) encouraging use of technical standards for sustainable drainage systems where practical (i.e. viable). | Water Cycle study will need updating to reflect increased development requirements. Level 1 Strategic Flood Risk Assessment (CSW wide) likely to require updating to reflect updated EA Catchment Management Plans/Local Flood Risk Management Strategy. Sequential Test (and Exceptions Test/Level 2 SFRA) likely to be required once sites identified. | Changes to PPG helpfully provide context to the policy position of using sustainable drainage systems unless impractical to do so. | G |
| P12 – Resource Management | New Waste Management Plan for England & NPP for Waste. Main change | Extrapolate existing figures on waste arisings and update existing capacity to | Need for list of strategic waste management sites and guidance on types of | A |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|-----------------------------------|--|--|--|-----|
| | relates to presumption against waste management development in the green belt and need for sequential approach for sites for inappropriate development, and encouraging co-location of heat producing plants with high demand users | identify if gap occurs. | operation acceptable | |
| P13 – Minerals | Closure of Daw Mill has resulted in cessation of extraction from deep coal seams in eastern part of Borough and removed key source of material (colliery waste) used for restoration of sand and gravel quarries in Borough. Line of HS2 has implications for existing preferred areas for sand and gravel extraction in adopted Plan | Local Aggregates Assessment for Metropolitan Area will provide evidence for production levels. | Only minor amendments required in relation to considerations around line of HS2 | A |
| P14 – Amenity | Essentially a Development Management focussed policy to give guidance to application of 4 th bullet point of the NPPF core planning principles. | No evidence update required. | No amendments identified as necessary. | G |
| Promoting Quality of Place | | | | |
| P15 – Securing Design Quality | Essentially a Development Management focussed policy to give guidance to application of 4 th bullet point of the NPPF core planning principles and Section | Urban Characterisation Study used for SLP still relevant and applicable. Settlement Studies reflect a snapshot in | Minor amendments required to deal with changes at national level detailed in column 1. Potential for more | A |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|---|--|--|---|-----|
| | <p>& section 7 of the NPPF.</p> <p>Code for Sustainable Homes and Lifetime Homes standard now withdrawn. New National Technical Standards introduced which are optional. Government guidance states that LPAs should not set out any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings; but national standards incorporated in Building Regulations can be applied.</p> <p>New national space standards have been introduced and will replace any local space standards previously applied.</p> | <p>time from 2009 and include figures based on the 2001 census. However still relevant in the context of setting out design evidence for policy.</p> <p>North Solihull Design Code still applicable.</p> <p>Optional new technical standards should only be required through any new local plan policies if they address a clearly evidenced need, and where their impact on viability has been considered.</p> <p>Appeal and development examples to be reviewed in the context of whether further more specific advice on design/layout is required.</p> | <p>specific policy and/or amended/additional supplementary planning document to deal with design.</p> | |
| P16 – Conservation of Heritage Assets and Local Distinctiveness | English Heritage has now been split into 2 organisations; Historic England taking on the planning and policy advice function. | <p>Heritage Assessment of proposed sites will need to be undertaken as part of considering potential sites.</p> <p>Historic Environment record Database will also need to be referred to.</p> <p>Warwickshire Landscape Guidelines: Arden still applicable.</p> <p>Warwickshire Historic Landscape Characterisation and Warwickshire Historic Farmstead</p> | No amendments identified as necessary. | G |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|-------------------------------------|---|--|---|-----|
| | | Characterisation also still applicable. | | |
| P17 – Countryside and Green Belt | <p>New NPP for Waste requires sequential approach for sites involving inappropriate development in green belt.</p> <p>Recent High Court Judgment (relating to Pertemps site in Meriden) regarding expansion of businesses clause in policy P17.</p> | <p>Future development is likely to require land to be released from green belt, so a formal assessment will be required. This will assess how land performs against the 5 purposes of including land in the Green Belt set out in the NPPF. The results will be a <u>relative</u> assessment that allows sites to be compared against each other.</p> <p>This Green Belt Assessment would then be used in conjunction with other criteria (location of flood plans, accessibility criteria etc.) to identify potential locations for land to be released from the Green Belt.</p> <p>This will need to be considered in the context of other factors (e.g. housing needs) to establish if an 'exceptional circumstances' case is met for changes to boundary. Land will not be realised out of the Green Belt unless exceptional circumstances have been demonstrated.</p> | <p>Minor amendment to policy wording likely to provide improved clarity regarding reasonable expansion of established businesses in the Green Belt.</p> | A |
| Supporting Local Communities | | | | |
| P18 – Health and Wellbeing | Little change at national policy level. | Health & Wellbeing Strategy also to be | Only minor amendments | A |

| Policy | Change in Circumstances | Evidence Base | Notes | RAG |
|--|--|--|---|-----|
| | Reference to Lifetime homes standard in the policy will need to be removed as this has now been withdrawn. | updated in next 12 months. ONS and local statistics can also inform evidence base. | identified as being necessary, although opportunity for consideration to be given to developing policy on hot food takeaways. | |
| P19 – Range & Quality of Local Services | NPPF indicates that LPAs should define the extent of town centres. The definition of centres in the NPPF includes all traditional centres including local centres. | Existing studies do not define extent of local centres. Potential for this to be addressed in refresh of retail study. Settlement Studies includes a section on local services and facilities, but this represented a snapshot in time from 2009 and was based on 2001 census data. | Minor amendment required to confirm boundary of centres. | A |
| P20 – Provision for Open Space, Children's Play, Sport, Recreation & Leisure | PPG17 Companion Guide (2002) was cancelled with launch of PPG. Sport England has developed own guidance notes. | Playing pitch Assessment may need update given change in FA guidelines on junior pitches. Indoor Facilities study considered still relevant. Demand-side of Green Spaces Strategy not been updated since 2006. | No justification to amend policy wording identified. | G |
| Delivery and Monitoring | | | | |
| P21 – Developer Contributions & Infrastructure Provision | Outcome of CIL examination expected shortly. | Infrastructure Delivery Plan will require updating. | No justification to amend policy wording identified | G |

D. Housing Completions 2001 – 2015

196. The following table sets out housing completions for each year from 2001, which was the start date for the plan (the Unitary Development Plan 2006) that preceded the Solihull Local Plan (2013).

| Year | Additional Dwellings Provided (Gross) | Dwellings Lost Through Demolitions or Conversions | Net Additional Dwellings Provided |
|-------|---------------------------------------|---|-----------------------------------|
| 01/02 | 663 | 32 | 631 |
| 02/03 | 413 | 32 | 381 |
| 03/04 | 483 | 71 | 412 |
| 04/05 | 606 | 88 | 518 |
| 05/06 | 916 | 59 | 857 |
| 06/07 | 877 | 50 | 827 |
| 07/08 | 671 | 75 | 596 |
| 08/09 | 653 | 163 | 490 |
| 09/10 | 533 | 283 | 250 |
| 10/11 | 323 | 138 | 185 |
| 11/12 | 488 | 135 | 353 |
| 12/13 | 396 | 60 | 336 |
| 13/14 | 419 | 286 | 133 |
| 14/15 | 711 | 48 | 663 |

197. The totals in the above table have been grouped together for the years 2001 to 2006, 2006 to 2011 and 2011 to 2015 in the following table.

| Year | Additional Dwellings Provided (Gross) | Dwellings Lost Through Demolitions or Conversions | Net Additional Dwellings Provided |
|--------------|---------------------------------------|---|-----------------------------------|
| 2001 to 2006 | 3,081 | 282 | 2,799 |
| 2006 to 2011 | 3,057 | 709 | 2,348 |
| 2011 to 2015 | 2,014 | 529 | 1,485 |

198. The Solihull Unitary Development Plan (UDP) (2006) was the development plan in force in the Borough prior to the adoption of the Solihull Local Plan in 2013. The UDP incorporated a housing target from the Regional Spatial Strategy of at least 400 dwellings a year between 2001 and 2011, i.e. a minimum total of 4,000 dwellings during the plan period.

199. The totals in the above table have been grouped together for the years 2001 to 2011 (which covers the period of the UDP) in the following table.

| Year | Additional Dwellings Provided (Gross) | Dwellings Lost Through Demolitions or Conversions | Net Additional Dwellings Provided |
|--------------|---------------------------------------|---|-----------------------------------|
| 2001 to 2011 | 6,138 | 991 | 5,147 |

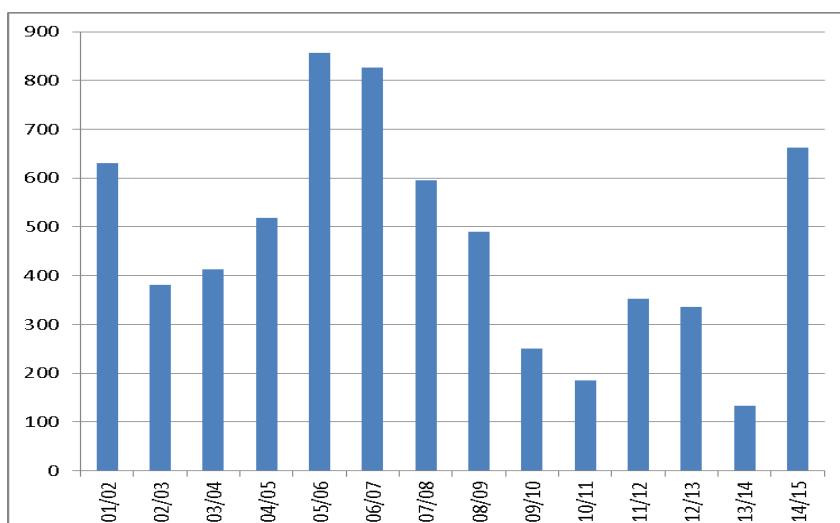
200. From the above table it can be seen that from 2001 to 2011 there were 5,147 net additional dwellings provided in the Borough against a target of 4,000 during the same period.

201. The annual averages over the same periods are as follows

| Year | Additional Dwellings Provided (Gross) | Dwellings Lost Through Demolitions or Conversions | Net Additional Dwellings Provided |
|--------------|---------------------------------------|---|-----------------------------------|
| 2001 to 2006 | 616 | 56 | 560 |
| 2006 to 2011 | 611 | 142 | 470 |
| 2011 to 2015 | 504 | 132 | 371 |

| Year | Additional Dwellings Provided (Gross) | Dwellings Lost Through Demolitions or Conversions | Net Additional Dwellings Provided |
|--------------|---------------------------------------|---|-----------------------------------|
| 2001 to 2011 | 614 | 99 | 515 |

202. The net housing completions over the period 2001/02 to 2014/15 are shown in the following graph.



E. Existing Housing Supply

203. The table below updates figure 14 in the SLP (which set out the expected future land supply) as of 1st April 2015 using 2011 as the start date.

| <i>Source</i> | <i>Capacity</i> |
|--|-----------------|
| Housing completions (2011-2015) | 1,485 |
| Sites with planning permission (started) | 866 |
| Sites with planning permission (not started) | 1,177 |
| North Solihull Business Plan sites | 174 |
| Sites identified in the Strategic Housing Land Availability Assessment | 163 |
| Local Plan proposed sites ¹³ | 2,943 |
| Windfall housing land supply ¹⁴ (2015 to 2033) | 2,700 |
| Total Capacity | 9,508 |

¹³ A number of the proposed sites have now been built out or have the benefit of planning permission. A schedule of these is provided in another appendix. This line only includes those that have not yet been the subject of a planning approval. Those with permission or built out will be included in the totals in the earlier rows of the table.

¹⁴ The adopted plan includes provision for 150 dwellings per year over the period 2012 to 2028. For the purposes of this exercise it has been assumed that this rate will continue beyond 2028 to 2033.

F. Solihull Local Plan Allocated Sites

204. The following table sets out the sites that are allocated in the Solihull Local Plan which have yet to come forward, i.e. they haven't yet been the subject of a planning approval.

| <i>Site</i> | <i>Capacity</i> |
|--|-------------------|
| 1 - Land rear of Cooks Lane, Kingshurst | 70 |
| 3 - Simon Digby, Chelmsley Wood | 200 |
| 6 - Chester Road/Centurion PH and adjoining land, Fordbridge | 35 |
| 8 - Solihull Town Centre | 950 |
| 9 - Chelmsley Lane/Coleshill Road, Marston Green | 80 |
| 10 - Blythe Valley Park, Stratford Road, Shirley | 950 ¹⁵ |
| 11 - Powergen, Stratford Road, Shirley | 373 ¹⁶ |
| 14 - Middlefield, Knowle | 110 ¹⁷ |
| 19 - Riddings Hill, Balsall Common | 65 |
| 24 - Land off Meriden Road, Hampton in Arden | 110 |
| Total Capacity | 2,943 |

205. The site at Conway Road (Fordbridge) (number 2 in the SLP schedule) is not now included as it is to accommodate the WMG Academy for Young Engineers and will not therefore be available for residential development. All of the other sites allocated in the plan (which are not included in the above table) have now either been built, are under construction, or now have the benefit of planning permission.

¹⁵ The estimated capacity identified in the SLP was for 600 dwellings. However recent indications from the developers are that a development of 950 dwellings is to be pursued. This increase is largely as a result of the emerging proposals including a 250 unit extra care scheme.

¹⁶ The estimated capacity identified in the SLP was for 130 dwellings. However recent pre-application consultation by the intended developers was on the basis of a development accommodating 373 units.

¹⁷ The estimated capacity identified in the SLP was for 115 dwellings. However a recent planning application has been submitted on the basis of a development accommodating 110 units.

G. Solihull Local Plan (2013) Evidence Base

206. The SLP was supported by the following pieces of evidence (the document names have a hyper link to each of the documents for ease of access):

Sustainable Economic Growth

- Birmingham Airport Masterplan (SLP010)
- Realising the Economic Potential of the M42 Corridor (SLP011)
- Solihull Town Centre Study (SLP012)
 - Study Maps
 - Direction Paper 1 – Development and Property (SLP012a)
 - Direction Paper 2 – Retail Policy (SLP012b)
 - Direction Paper 3 – Town Centre Health (SLP012c)
 - Direction Paper 4 – Public Sector Assets (SLP012d)
 - Direction Paper 5 – Movement/Accessibility (SLP012e)
 - Direction Paper 6 - Urban Design (SLP012f)
- Solihull Retail, Leisure and Offices Study (SLP013)
 - 2009 appendices (SLP013a)
 - 2011 appendices (SLP013a)
- Coventry, Solihull and Warwickshire Employment Land Study (SLP015)
- Solihull Employment Land Study (SLP016)
- A Local (Economic) Assessment for Solihull (SLP017)
 - Executive Summary (SLP017a)

Providing Homes for All

- Affordable Housing Viability Study (SLP018)
- North Solihull Strategic Framework (SLP019)
 - Addendum (SLP019a)
- Strategic Housing Market Assessment (SLP020)
- Strategic Housing Land Availability Assessment (SLP021)
 - Introduction
 - Balsall Common
 - Bentley Heath
 - Bickenhill
 - Castle Bromwich
 - Catherine de Barnes
 - Chadwick End
 - Chelmsley Wood
 - Cheswick Green
 - Dickens Heath
 - Dorridge
 - Elmdon and Lyndon
 - Hampton in Arden
 - Hockley Heath
 - Kingshurst and Fordbridge
 - Knowle
 - Marston Green
 - Meriden
 - Monkspath

- Olton
- Shirley
- Smiths Wood
- Solihull
- Tidbury Green
- Non-Housing Site Options
- Non-Housing Site Options Map
- Rural Housing Needs Survey (SLP022)
- Independent Living and Extra Care Housing Strategy (SLP023)
- Gypsy and Traveller Accommodation Assessment (SLP024)
 - Final Report (SLP025)

Improving Accessibility and Encouraging Sustainable Travel

- East Birmingham / North Solihull Mobility and Access Project (SLP026)
- North Solihull Regeneration Zone Strategic Transport Framework (SLP027)
- Birmingham Airport Surface Access Strategy (SLP028)
- Solihull Strategic Accessibility Study (SLP029)
- Solihull Walking Strategy (SLP030)
- Solihull Cycling Strategy (SLP031)
- Centro Integrated Public Transport Prospectus (SLP032)
- West Midlands Local Transport Plan 2 (SLP033)
 - Appendices (SLP033a)
 - Bus strategy (SLP033b)
- West Midlands Local Transport Plan 3 (SLP034)
 - Appendices (SLP034a)
 - Addendum (SLP034b)
 - Implementation Plan (SLP034c)
- Regional Network Report for the West Midlands – Highways (SLP035)
- Solihull Congestion Monitoring Report (SLP036)
- Transport and Infrastructure Assessment Qualitative Evidence Review (SLP037)
 - PRISM Modelling (SLP037a)
 - Junction Assessments (SLP037b)
- Development Site Appraisal (SLP038)
- Smarter Route Studies - A34, A41 and A452 (SLP039)

Protecting and Enhancing our Environment

- Renewable and Low Carbon Energy Resource Assessment (SLP040)
- West Midlands Renewable Energy Capacity Study (SLP041)
 - Solihull map
- Archaeological Resource Assessment of the Aggregates producing Areas of Warwickshire and Solihull (SLP042)
- Habitat Appropriate Assessment Screening Report (SLP043)
- Habitat Appropriate Assessment Further Screening Report (SLP044)
- Green Infrastructure Study (SLP045)
 - Appendices
 - Figures 1-4
 - Figures 5-7
 - Figures 8-12
- Nature Conservation Strategy (SLP046)

- Warwickshire Coventry and Solihull Habitat Biodiversity Audit and Wildlife Sites Project – This is a reference database. [SLP047]
- Strategic Flood Risk Assessment (SFRA) Level 1 (SLP048)
 - SFRA Summary (SLP48a)
- Flood Risk Sequential Test Report - Full Report (SLP049)
 - Test Maps Surface Water 1 in 30
 - Test Maps Flood Zone 2
 - Test Maps Flood Zone 3
- Water Cycle Study for Solihull (SLP050)
 - Appendix A
 - Appendix B
 - Appendix C
- Strategic Flood Risk Assessment (SFRA) Level 2 (SLP051)
 - Comments Received
 - Appendix A - Mapping Figures A-1 to A-2
 - Appendix A - Mapping Figures A-3 to A-4
 - Appendix A - Mapping Figures A-5A to A-5B
 - Appendix B - Environmental Agency Correspondence
 - Appendix C - Figure B-1 - Flood Contour Plan
 - Appendix C - Figure B-2 - Flood Contour Plan
- West Midlands Landfill Capacity Study (SLP052)
- Waste Treatment Facilities and Capacity Study (SLP053)
 - Appendices
- Waste: A Future Resource for Businesses (SLP054)
- West Midlands Waste Capacity Database (SLP055)
 - Waste Management Facilities Map
- Regional Approach to Landfill Diversion Infrastructure (SLP056)
 - Appendices
- Waste Management Strategy for Solihull (SLP057)
- Minerals Safeguarding in Solihull (SLP058)

Promoting Quality of Place

- North Solihull Design Code – Placemaking in North Solihull (SLP059)
- Warwickshire Landscape Guidelines: Arden (SLP060)
- Warwickshire Historic Landscape Characterisation (SLP061)
- Warwickshire Historic Farmstead Characterisation (SLP062)
- Urban Characterisation Study (SLP063)
- Heritage Assessment of Sites (SLP064)
- Supplementary Heritage Assessment - Site 32 (Hornbrook Farm) (SLP065)
- Supplementary Heritage Assessment - Site 1 (Foxglove Crescent) (SLP066)
- Historic Environment Record (HER) Database [SLP067] This is a reference database
- Countryside Strategy 2010-2020 First Review (SLP068)
- Solihull Green Belt Review (SLP069)
 - Map 1
 - Map 2
 - Map 3
 - Map 4
 - Tables 1-4
- Green Belt Submissions Assessment (SLP070)
 - Brooklands Hospital, Marston Green

- Strawberry Fields, Meriden

Supporting Local Communities

- Solihull Green Spaces Strategy (SLP071)
 - Executive Summary (SLP071a)
- North Solihull Green Space Review (SLP072)
- Indoor Sports Facilities Strategy and Report (SLP073a)
- Playing Pitch Assessment Strategy and Report (SLP073b)
- Solihull Joint Strategic Needs Assessment 2009 - 2010 (SLP074)
- Solihull Settlements Study (SLP075)
 - Appendices

Delivery and Monitoring

- Infrastructure Delivery Plan January 2012 (SLP076)
- Infrastructure Delivery Plan September 2012 (SLP077)

H. Abbreviations and Glossary

207. The glossary is based on that provided in the NPPF and has been supplemented by local additions or other technical terms used in this document.
208. Whilst not all the terms in the glossary or abbreviations may have been used in this document an expanded version has been provided so that it may be of benefit when reading associated documents, or comments on this consultation that may use these terms.

Abbreviations

| | |
|--------|--|
| AMR | Annual Monitoring Report |
| ANITA | Airport and NEC Integrated Transport Access |
| BBP | Birmingham Business Park |
| BVP | Blythe Valley Park |
| CFMP | Catchment Flood Management Plan |
| CfSH | Code for Sustainable Homes |
| CIL | Community Infrastructure Levy |
| CLG | Department for Communities and Local Government |
| CROW | Countryside and Rights of Way |
| CSWDC | Coventry & Solihull Waste Disposal Company |
| CTC | City Technology College |
| DECC | Department of Energy and Climate Change |
| DPD | Development Plan Document |
| EA | Environment Agency |
| EIP | Examination in Public |
| ERDF | European Regional Development Fund |
| ESCO | Energy Services Company |
| FOAN | Fully Objectively Assessed Needs |
| FRA | Flood Risk Assessment |
| FWMA | Flood Water Management Act |
| GBSLEP | Greater Birmingham and Solihull Local Enterprise Partnership |
| GHG | Greenhouse Gas |
| GI | Green Infrastructure |
| GTAA | Gypsy and Traveller Accommodation Assessment |
| GVA | Gross Value Added |
| HBA | Habitat Biodiversity Audit |
| HMA | Housing Market Area |
| HS2 | High Speed 2 Rail link |
| ICT | Information and Communications Technology |
| IDP | Infrastructure Delivery Plan |
| JSNA | Joint Strategic Needs Assessment |
| LBAP | Local Biodiversity Action Plan |
| LDF | Local Development Framework |
| LEP | Local Enterprise Partnership |
| LFMP | Local Flood Management Plan |
| LFRMS | Local Flood Risk Management Strategy |
| LLFA | Lead Local Flood Authority |
| LNR | Local Nature Reserve |
| LPA | Local Planning Authority |

| | |
|---------|---|
| LTP | Local Transport Plan |
| LWS | Local Wildlife Site |
| MBC | Metropolitan District Council |
| NEC | National Exhibition Centre |
| NERC | Natural Environment and Rural Communities |
| NIA | Nature Improvement Area |
| NPPF | National Planning Policy Framework |
| NSSF | North Solihull Strategic Framework |
| OAN | Objectively Assessed Needs |
| ONS | Office for National Statistics |
| PCT | Primary Care Trust |
| PFRA | Preliminary Flood Risk Assessment |
| PPG | Planning Practice Guidance |
| PPS | Planning Policy Statement |
| RBMP | River Basin Management Plan |
| RIS | Regional Investment Site |
| RLCERAF | Renewable and Low Carbon Energy Resource Assessment and Feasibility |
| ROW | Rights of Way |
| RSS | Regional Spatial Strategy |
| SELAA | Strategic Economic Land Availability Assessment |
| SFRA | Strategic Flood Risk Assessment |
| SHELAA | Strategic Housing and Economic Land Availability Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SHNS | Strategic Housing Needs Study |
| SLP | Solihull Local Plan |
| SMBC | Solihull Metropolitan Borough Council |
| SME | Small and Medium Enterprises |
| SPD | Supplementary Planning Document |
| SPfG | Spatial Plan for Growth |
| SSSI | Site of Special Scientific Interest |
| STW | Severn Trent Water |
| SUDS | Sustainable Urban Drainage Systems |
| UKBAP | UK Biodiversity Action Plan |
| UKCIP | UK Climate Impacts Programme |
| WAST | Woodland Access Statement |
| WFD | Water Framework Directive |
| WMAS | West Midlands Ambulance Service |
| WMP | West midlands police |
| WMS | Waste Management Strategy |
| WRZ | Water Resource Zone |

Glossary

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

Aged or veteran tree: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Air Quality Management Areas: Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Article 4 direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order.

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Birds and Habitats Directives: European Directives to conserve natural habitats and wild fauna and flora.

Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Coastal Change Management Area: An area identified in Local Plans as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Community Forest: An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

Community Infrastructure Levy: A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Community Right to Build Order: An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Competent person (to prepare site investigation information): A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Decentralised energy: Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development plan: This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Economic development: Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Ecological networks: These link sites of biodiversity importance.

Ecosystem services: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Edge of centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Environmental Impact Assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

European site: This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Heritage Coast: Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic environment record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Inclusive design: Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.

Instrumentation operated in the national interest: Includes meteorological and climate monitoring installations, satellite and radio communication, defence and national security sites and magnetic calibration facilities operated by or on behalf of the Government, delegated authorities or for defence purposes.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Hazards: Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

Minerals of local and national importance: Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including hydrocarbons), tungsten, kaolin, ball clay, potash and local minerals of importance to heritage assets and local distinctiveness.

Mineral Safeguarding Area: An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

National Trails: Long distance routes for walking, cycling and horse riding.

Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Older people: People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Priority habitats and species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Safeguarding zone: An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to safeguard such sites.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shoreline Management Plans: A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Special Areas of Conservation: Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas: Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Site investigation information: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 (2001) Code of Practice for the Investigation of Potentially Contaminated Sites). The minimum information that should be provided by an applicant is the report of a desk study and site reconnaissance.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Supplementary planning documents: Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Town centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

I. Links to Documents Mentioned in this Consultation

209. Direct links are provided to the documents listed below, and where available a further link has been provided to the host web site which may include further information concerning the document.
- **Community Infrastructure Levy – Charging Schedule -**
http://www.solihull.gov.uk/Portals/0/Planning/CIL/SD1c_CIL_Draft_Charging_Schedule_ON_LY.pdf and <http://www.solihull.gov.uk/cil>
 - **Gypsy and Traveller Site Allocations DPD (Dec 2014) -**
http://www.solihull.gov.uk/Portals/0/Planning/Gypsy/Gypsy_and_Traveller_Site_Allocation_s_Plan.pdf and
<http://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/gypsyandtraveller>
 - **Hampton in Arden Neighbourhood Plan (Pre Submission Draft August 2015) –**
<http://www.hamptoninarden.org.uk/pdfs/neighbourhoodPlan.pdf> and
<http://www.hamptoninarden.org.uk/plan.html>
 - **HS2 Get Ready – A Report to the Government by the HS2 Growth Taskforce**
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/294851/h_s2-get-ready.pdf
 - **HS2 Growth Strategy -** <http://centreofenterprise.com/wp-content/uploads/2015/07/Midlands-HS2-Growth-Strategy.pdf> and
<http://centreofenterprise.com/hs2-growth-strategy/>
 - **Local Area Plan Consultation (SMBC Nov 2014) -**
http://www.solihull.gov.uk/Portals/0/Planning/LAP/Local%20_Area_Plan_October_2014.pdf
 - **Midlands Connect -**
http://www.wmita.org.uk/media/1069/midlandsconnect_a4brochure_final_lowres.pdf
 - **Movement for Growth – West Midlands Strategic Transport Plan – Public Consultation Draft** - <http://www.wmita.org.uk/media/8701/large-document-layout-final-draft-low-res-seperate.pdf>
 - **National Planning Policy Framework and Planning Policy Guidance -**
<http://planningguidance.planningportal.gov.uk/>
 - **Solihull Connected (Green Paper consultation)-**
http://www.solihull.gov.uk/Portals/0/ParkingTravelRoads/SolihullConnected/Solihull_Connected_LRP.pdf
 - **Solihull Health and Wellbeing Strategy -**
http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/PublicHealth/Health_and_Wellbeing_Strategy.pdf
 - **Solihull Joint Strategic Needs Assessment -**
<http://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/PublicHealth/JSNA.pdf> and
<http://www.solihull.gov.uk/About-the-Council/Statistics-data/JSNA>
 - **Solihull Local Plan (2013) -**
http://www.solihull.gov.uk/Portals/0/Planning/LDF/Local_Plan_Final.pdf
 - **Spatial Plan for Growth (initially known as Spatial Plan for Recovery and Growth)**
Consultation Draft September 2013 - <http://centreofenterprise.com/wp-content/uploads/2013/09/SPRG-Final-version.pdf> and
<http://centreofenterprise.com/sprgcon/>

- **Strategic Housing Needs Study** – <http://centreofenterprise.com/wp-content/uploads/2015/09/SHNS-Phase-3.pdf> and <http://centreofenterprise.com/shns/>
- **UKC – The Interchange – Prospectus for a Garden City Approach** - <http://www.investinukcentral.com/downloads/?upf=dl&id=407>
- **UKC Masterplan** (initially known as M42 Economic Gateway) - <http://www.investinukcentral.com/downloads/?upf=dl&id=379> and <http://www.investinukcentral.com/downloads/>

J. Call for Sites – Strategic Housing and Economic Land Availability Assessment (SHELAA)

210. An assessment of land availability identifies a future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period. The assessment of land availability includes the Strategic Housing Land Availability Assessment requirement as set out in the National Planning Policy Framework.
211. The assessment of land availability is an important step in the preparation of Local Plans. The National Planning Policy Framework identifies the advantages of carrying out land assessments for housing and economic development as part of the same exercise, in order that sites may be allocated for the use which is most appropriate.
212. The PPG advises that:
- "Plan makers should issue a call for potential sites and broad locations for development, which should be aimed at as wide an audience as is practicable so that those not normally involved in property development have the opportunity to contribute. This should include parish councils and neighbourhood forums, landowners, developers, businesses and relevant local interest groups, and local notification/publicity. It may be possible to include notification of a call for sites in other local authority documentation (such as notification of local elections) to minimise costs."*
213. The Council undertook a SHLAA in 2012 to inform the preparation of the SLP 2013 (a link to the assessment is given in an earlier appendix). The Council has retained the database of sites that were submitted at the time and these will be considered again as part of the process of undertaking the current assessment. Letters will be sent to all those who previously put forward a site asking them to confirm whether the site is still available. However this is also an opportunity to put forward new sites for consideration and the Council is keen to receive details of any additional or amended sites that ought to be considered.
214. Please be aware that although all submitted sites will be carefully considered, suggesting land at this stage is not a guarantee that the land will be considered suitable for development.
215. Please complete the form at www.solihull.gov.uk/lpr if you wish to put forward a site. The information you will need to provide includes:
- The name, address, telephone number, and email address of the person promoting the site (and similar details of an agent if one is being used)
 - Name and contact details of the landowner (if different)
 - Site location (with a plan outlining the boundary of the site)
 - Site area
 - Suggested potential type of development e.g. economic development uses – retail, leisure, cultural, office or warehousing etc.; or residential – by different tenures, types and needs of different groups such as older people housing, private rented housing and people wishing to build their own homes;
 - The scale of development envisaged

- Any known constraints
- An indication of when the land would be available (e.g. now, within 5 years, between 5 and 10 years' time, between 10 and 15 years' time or beyond 15 years' time).

216. All suggestions should be lodged with the Council by **22nd January 2016**.

K. Responding to the Consultation

217. This appendix lists all of the consultation questions set out in this document for ease of reference. Please use the consultation response form that is available from the Council's web site (using this link: www.solihull.gov.uk/lpr) when making your response.

Evidence Base

1. Do you believe that the extent of evidence studies identified in paragraph 31 is sufficient to provide a sound evidential basis for reviewing the plan? If not what additional work do you believe is necessary?

Cross Boundary and Strategic Issues

2. Do you agree with the range of cross boundary and strategic issues identified in Section 3? Are there any others you think should be added?

Challenges to be Addressed

3. Do you agree that the previous challenges (as amended) identified by the Solihull Local Plan are still an appropriate basis upon which to plan for the Borough? If not why not?
4. Do you that agree that the Borough faces the additional challenges identified in paragraph 87, and/or do you believe there are any other additional challenges that now ought to be considered?

Vision and Spatial Strategy

5. Do you believe the Borough overview remains appropriate? If not why not and what alternative would you suggest.
6. Do you believe the overall vision and spatial strategy set out in paragraph 91 remain valid? If not why not, and what alternative(s) would you suggest?

Policies to be Significantly Amended or Replaced

7. Do you agree with the schedule of policies that need to be significantly amended or replaced? If not why not?
8. Are there other policies which you believe need to be significantly amended or replaced?

Policies Only Requiring Minor Amendments

9. Do you agree with the schedule of policies that only need minor amendments? If not why not?
10. Are there other policies which you believe need minor amendments?

Policies Requiring No Change and can be Rolled Forward

11. Do you agree with the schedule of policies that require no change and can be rolled forward in their existing form? If not why not?

-
12. Are there other policies which you believe that require no change and can be rolled forward in their existing form?

Additional Policies

13. Do you believe there are any issues that require an additional policy not yet in the local plan? If so what issue is it meant to address and what suggestion do you have for a policy?

What Level of Growth is Needed?

14. Do you agree that 2011 is the appropriate base date to consider housing delivery against? If not why not?
15. Based on the emerging evidence, do you believe that it is appropriate to plan for a housing requirement of 13,500 dwellings over the plan period? If not why not?
16. Do you believe there is scope to go beyond this level of growth? If so what level of growth should be provided and why?

Where Should the Growth Take Place?

17. Do you believe that focussing development around public transport hubs and corridors is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
18. Do you believe that focussing development around in the town centre is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
19. Do you believe that focussing development in and around North Solihull & Chelmsley Wood is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
20. Do you believe that focussing development in Shirley town centre and along the A34 corridor is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
21. How should Shirley town centre evolve over the plan period, and what key projects do you think may be necessary to support any changing role that it may serve? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
22. Do you believe that focussing development in the area around the HS2 interchange is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
23. Do you believe that focussing development based on a limited expansion of rural settlements is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?

24. Do you believe that focussing development in a new settlement, through a large scale urban extension or via a significant increase of a rural settlement is an appropriate option, if not why not? Are there any other opportunities or challenges that you think ought to be taken into account in assessing this option?
25. Are there any additional options you believe should be considered? If so what are they and what do you believe are the opportunities and challenges that they may provide?

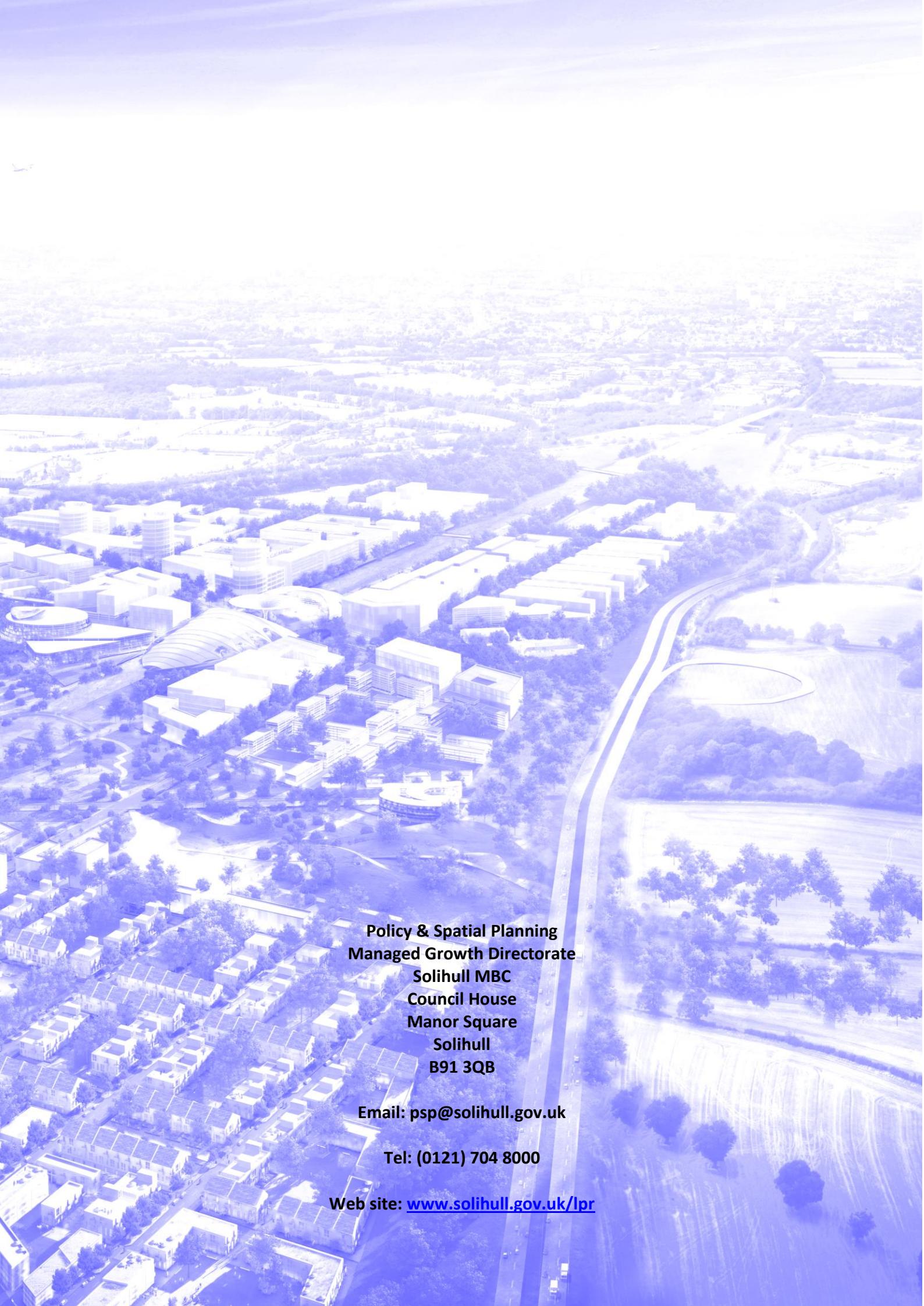
Infrastructure Requirements

26. What infrastructure requirements do you believe are necessary to support to the level of growth, or the options for growth identified in this consultation?

How we will use your personal information

218. The information you provide will be used by the Council to help prepare the review of the local plan and will be shared with other employees or agencies (such as the Planning Inspectorate) who may be involved with the process. Additionally, your personal details may be shared with other Solihull MBC departments and partner organisations to ensure our records are kept accurate and to keep you informed of future consultation documents. Please note that the Council is obliged to make representations available for public inspection, this means that with the exception of telephone numbers, email addresses and signatures, your comments and other personal details that you provide will be publicly available for inspection at the Council's principal offices and will also be published on the internet. Should you have any further queries please contact Spatial Planning on 0121 704 8000 or email psp@solihull.gov.uk.

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