



Reviewing the Plan for Solihull's Future

Solihull Local Plan Review

Scope, Issues
and Options Consultation -
Draft Summary of Representations

March 2016



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1. Introduction

Background

1. In July 2015 the Council resolved to undertake a review of its local plan. Although the Solihull Local Plan (SLP) was only adopted in December 2013, the need for an early review was triggered by three factors.
2. 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.
3. 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.
4. 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.
5. The first stage in undertaking the review was the publication in November 2015 of a "*Scope, Issues and Options Consultation*¹". This was open for consultation from 30th November 2015 to 22nd January 2016.
6. The consultation document set out the following key issues/questions:
 - That to meet the Borough's own housing needs a housing target of 13,500 dwellings over the plan period should be accommodated. This would mean that it would be necessary to identify sites for at least a further 4,000 dwellings over and above those planned to be built under the SLP. But this should be considered a minimum figure.
 - Recognition that under the duty to cooperate Solihull may have to accommodate some of the 37,500 dwelling shortfall that is occurring in the Housing Market Area.
 - The HS2 rail link and interchange presents a major opportunity to maximise the economic and social benefits for the Borough and wider area, which will not be delivered through the HS2 proposal alone.

¹ Full consultation document:

http://www.solihull.gov.uk/Portals/0/Planning/LPR/LPR_Scope_Issues_and_Options_Consultation_Full.pdf.

A summary document was also published:

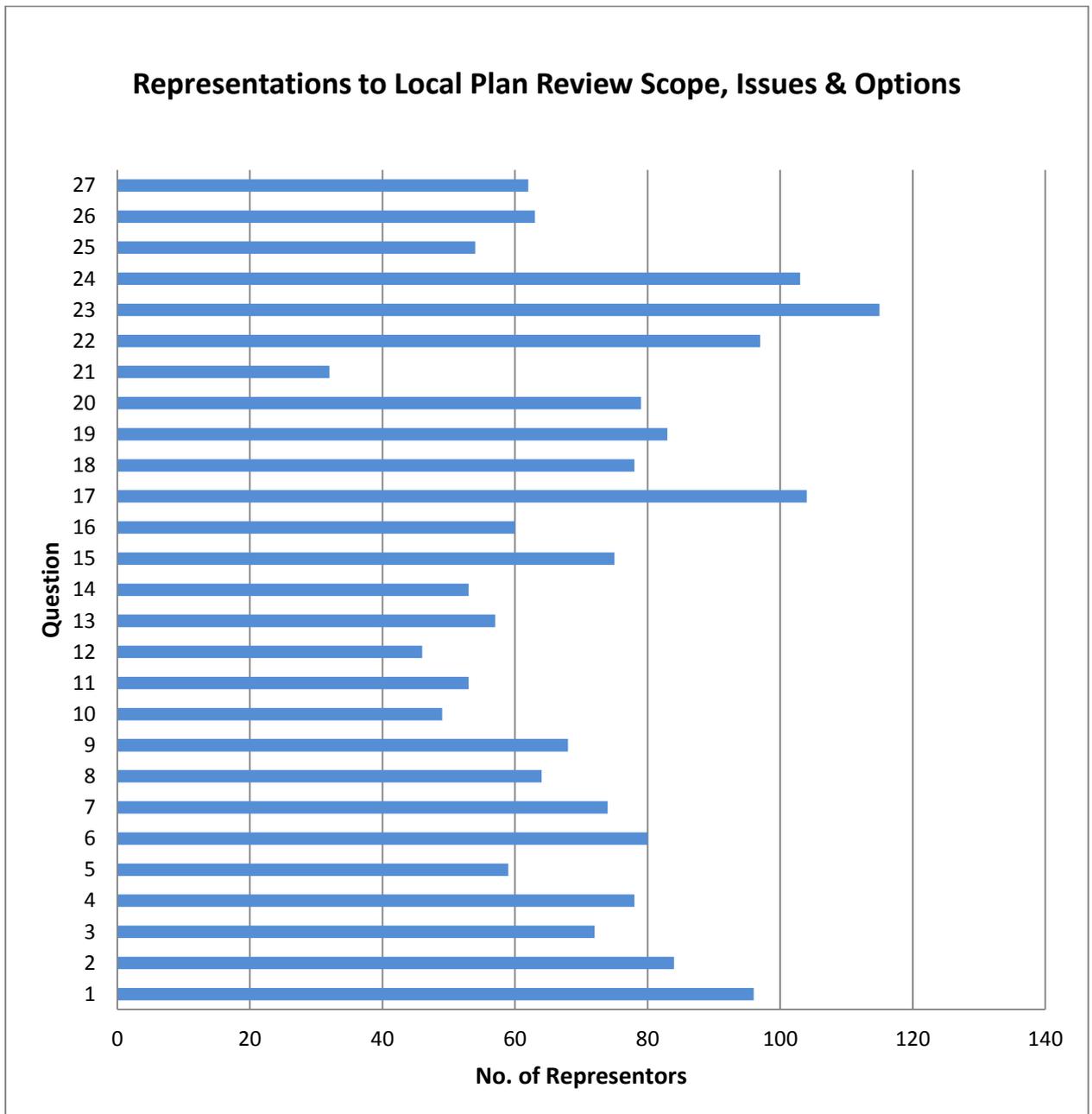
http://www.solihull.gov.uk/Portals/0/Planning/LPR/LPR%20Scope_Issues_and_Options_Consultation_Summary.pdf.

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- That the vision for UK Central represents one of the most significant opportunities for growth; in particular in the area around the Hub (including the HS2 Interchange site).
 - The need for a comprehensive review of the Green Belt through a Green Belt Assessment.
 - The identification of 7 broad potential options for accommodating growth and what opportunities and challenges these options may provide. The broad options sought views on focussing development in the following areas:
 - High frequency public transport corridors and hubs.
 - Solihull Town Centre
 - North Solihull/Chelmsley Wood
 - Shirley Town Centre and the A34 corridor
 - UKC Hub & HS2 Interchange
 - Limited expansion of rural villages and settlements
 - New settlements, large scale urban extensions or significant expansion of rural villages and settlements.
7. The consultation document invited respondents to comment on 27 questions, or to make any other comments they wished to at this stage.
8. This document sets out a summary of the representations received as a result of the consultation.

Publicity for the Consultation

9. In addition to using the Council's planning policy consultation database (which allows all those with an interest in planning policy to register to be informed about consultations) other communication channels were used, including social media. The consultation and notifications included:
- 1,000+ direct letters/emails
 - 'Stay Connected' email alert sent to approximately 2,000 subscribers.
 - Numerous tweets via Solihull Council and Policy and Spatial Planning accounts (15,000+ followers), many of which were retweeted to more followers
 - Facebook posts to 4,000+ recipients
 - Press release picked up by Solihull Observer and Solihull News
 - Button promoting the consultation on www.solihull.gov.uk homepage
 - Press notices/articles
 - Displays and documents in libraries & Connect Centres
 - Dedicated banner graphic on www.solihull.gov.uk homepage
 - Parish Council briefings (both group & individual)
 - Resident Associations briefings
 - A Public Heath and Local Plan Workshop
10. The Parish Council's and Resident Associations that took up the offer of the briefings included:

- Balsall Common Residents Association
 - Balsall Parish Council
 - Berkswell Parish Council
 - Chadwick End Parish Council
 - Cheswick Green Parish Council
 - Dickens Heath Parish Council
 - Hampton Parish Council
 - Hockley Heath Parish Council
 - Hockley Heath Residents Association
 - Kingshurst Parish Council
 - Knowle Society
 - Knowle, Dorridge & Bentley Neighbourhood Forum
 - Marston Green & Bickenhill Parish Council
 - Meriden Parish Council
 - Tidbury Green Parish Council
11. During the consultation period, the LPR web page was viewed on 3,755 occasions by 1,462 unique visitors.
12. Over 170 representations were made to the consultation. These have been summarised by each representor and then summaries have been prepared under each question/subject area. This document sets out these summaries by topic for ease of reference. Where a number of representors have made a comment or it has been substantiated it is noted as a 'key' issues, whereas one off, less substantiated comments have been made these are noted under 'other' issues.
13. The graph below shows the no. of representations received in relation to each question.



2. Evidence Base

Q1 – Evidence Base

Do you believe that the extent of evidence studies identified on p.10 is sufficient to provide a sound evidential basis for reviewing the plan? If not, what additional work do you believe is necessary?

Representations received (96):

4, 6, 8, 13-16, 23, 25, 29, 31-33, 35, 37, 40, 42, 43, 48, 49, 51, 52, 54-56, 58, 61-63, 66, 69, 73, 75-77, 79, 81, 82, 86-88, 90, 92-94, 98-103, 105, 107-109, 112-118, 120-123, 125-130, 138-144, 146, 151, 152, 155-157, 159-165, 168, 170.

Key Issues raised by Representations:

- Mixed response with nearly a quarter supporting evidence proposed but 15% opposed.
- Significant concern about lack of full objectively assessed housing need, and fact that Strategic Housing Needs Study does not provide this.
- Concern about lack of clarity about mechanism for resolving wider unmet housing needs across housing market area.
- Significant concern that the key evidence studies have not been updated for the consultation and that these should be progressed urgently.
- Support for preparation/updating of key studies including Strategic Housing Market Assessment, Housing and Employment Land Availability Assessment and Green Belt Assessment, providing the latter is comprehensive and uses an accepted methodology.
- Concern that content and consistency of various evidence studies will be of key importance.
- Evidence should look to longer time horizon where appropriate, e.g. Green Belt Assessment should assist establishment of new Green Belt boundaries to at least 2050.
- Lack of updated scoping report raises concerns about robustness of evidence behind sustainability appraisal.

Other issues:

- Infrastructure Delivery Plan should take account of education, health and social care demands, and cross boundary requirements, and should support implementation of the Plan.
- Evidence base should include GBSLEP employment studies, assessments/strategies for main town centres, implications of wider economic strategy for high quality executive homes, rural housing needs, gypsy and traveller assessment update, review of deletion of Balsall Common bypass, climate change update, multi-agency geographic information for the countryside, Solihull Green Infrastructure study, Habitat Biodiversity Audit habitat connectivity mapping database, water cycle study, water framework directive assessment, watercourse modelling studies, historic environment assessment, impact of location of takeaways on children's health, Birmingham/Solihull Playing Pitch strategy and fuller evidence on open space, sports facilities and recreation.

- Review should take account of NPPF changes, Highways England Delivery Plan, GBSLEP Spatial Plan and Strategic Economic Plan, adjoining housing market area assessments and LEP studies, Midlands Connect, South Midlands Route strategy, West Midlands Transport Plan, Warwickshire Coventry Solihull Green Infrastructure strategy, Solihull Countryside Strategy, Environment Agency Surface Water Management Plan and give greater emphasis to Solihull Connected.
- More detail on nature and scope of evidence studies would assist master planning of Borough's key assets.
- Plan should emphasise importance of input through consultation as well as evidence.
- UK Central documentation is promotional and GBSLEP Spatial Plan has no status, and are not evidence.

3. Cross Boundary and Strategic Issues

Q2 – Cross Boundary and Strategic Issues

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

Representations received (84):

1, 4, 5, 8, 10, 12-16, 23, 25, 29, 31, 32, 35, 42, 43, 48, 49, 52, 55, 56, 58, 62, 63, 69, 73, 75-77, 79, 80, 84, 86-88, 90, 95, 97, 99, 101-103, 105, 107-109, 113-118, 120-123, 125-130, 138-144, 147, 155-157, 159, 162-165, 168, 170.

Key Issues raised by Representations:

- More than a quarter of representations support issues identified with small percentage opposing.
- Support for recognition of housing needs shortfall in housing market area & constraints that many authorities face.
- Updated evidence required to inform housing needs target for Solihull & should take account of contribution to wider housing market area needs.
- Should recognise that there are authorities other than Birmingham that may require assistance in meeting needs, e.g. Coventry & Tamworth.
- Need to ensure that cross boundary issues are fully considered with neighbouring authorities, especially North Warwickshire & Coventry around UK Central Hub issues & definition of Meriden Gap.
- Should recognise that Green Belt releases required across the housing market area, including in Solihull, but not release Green Belt without full justification.
- Plan should recognise that Solihull in strong position to meet unmet housing needs across the housing market area, based on evidence in Strategic Housing Needs Study steering a significant proportion of needs towards Borough.
- Concern that Duty to Cooperate approach to wider housing needs is unduly negative, reflecting political rather than evidence based drivers.
- Support identification of Green Belt & importance of gaps between settlements as key issues.
- Support recognition of strategic importance of UK Central, including growth potential of Airport, NEC & Birmingham Business Park.

Other issues:

- Welcome recognition of importance of GBSLEP Spatial Plan for Growth.
- Fails to reflect Combined Authority vision.
- Cross-boundary issues should not influence Plan, which should provide for needs proportionate to existing population.
- Green Belt should only be used for strategic housing sites around HS2 Interchange where exceptional circumstances exist.

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- UK Central & HS2 Interchange proposals conflict with Local Plan & NPPF protection for Green Belt & insufficient evidence to justify employment growth which should be located in North Solihull, Solihull town centre & Shirley/A34 corridor.
 - Unlikely that housing will come forward at HS2 Interchange until very late in Plan period, so growth will be required elsewhere in Borough.
 - Need to recognise wider land use requirements associated with Airport growth, such as car parking.
 - Cross-boundary assessment of need for high value executive housing & provision in Solihull required to support wider economic strategy.
 - Questions whether social housing included in housing growth figures.
 - Should be greater focus on identifying needs rather than opportunities.
 - Should recognise need to promote 'green' growth.
 - Support growth as long as impacts on strategic highway network can be mitigated.
 - Need for more detail in transport strategy on mitigation of cross-boundary issues for cyclists & pedestrians.
 - Infrastructure element should include natural environment & importance of green/blue infrastructure corridors, & reflect work of Warwickshire Coventry Solihull Local Nature Partnership.
 - Should consider sport strategically to avoid duplications & strengthen stability of clubs.

4. Challenges to be Addressed

Q3 – Previous Challenges Still Appropriate

Do you agree that the previous challenges (as amended) identified by the Solihull Local Plan on p.22 are still an appropriate basis upon which to plan for the Borough? If not, why not?

Representations received (72):

4, 5, 6, 8, 11, 13-16, 23, 25, 29, 31-33, 35, 42, 43, 48, 49, 55, 56, 58, 62, 63, 67, 69, 75, 76, 77, 79, 86, 90, 99, 102-109, 114-118, 121-123, 125-127, 129, 130, 138-142, 144, 155-157, 159, 162-165, 168, 170.

Key Issues raised by Representations:

- Main response was from development interests reminding the Council of the challenges and complexities of establishing development needs in the Review focussed mainly on housing and covering quantum nature/type.
- Conversely, another main issue is challenge of protecting the environment, particularly the green belt/rural character and building into the Review an emphasis on sustainability/climate change.
- Other issues related to the challenge of providing adequate infrastructure to support development and to the review of green belt boundaries to enable development and to cover missing subjects in the Review such as tourism.
- Meeting Solihull/HMA housing and/or employment needs, including relationships between market/affordable housing, employment growth/housing, and types/balance/quality of housing needed (e.g. elderly provision, small/large households, quality housing).
- Securing protection of attractive rural character, green belt/gaps between settlements (including using brownfield before greenfield issue).
- Addressing transport and other infrastructure requirements to support development such as access to services/facilities/broadband, including in rural settlements.
- Green Belt boundaries/function should be reviewed to enable development.
- Provision should be made for tourism needs.
- Greater emphasis on climate change/protection of natural assets.
- Provision should be made for JLR needs/diverse economic base /review of employment sites.

Other issues:

- Definitions need clarity e.g. affordable housing, sustainable economic development, key gap (green belt context).
- Any challenge relating to sand and gravel needs to be clear.
- Balsall Common By Pass line needs reinstating to provide development potential.
- Economic growth too reliant on car industry.
- Spatial planning has strong role in reducing inequality and in climate change.

- Close working needed to ensure conformity with Neighbourhood plans.
- Needs of rural east should be considered in terms of employment, housing, services and public transport.
- Accessibility and alternatives to the car should be considered.
- Council should adhere more strictly to its policies.

Q4 – Additional Challenges

Do you agree that the Borough now faces the additional challenges identified on p.25, and/or do you believe there are any other additional challenges that ought to be considered?

Representations received (78):

4, 5, 8, 11, 13-16, 23, 25, 29, 31-33, 35, 42, 43, 48, 49, 55, 56, 58, 62, 63, 69, 73, 75-77, 79, 82, 88, 90, 95, 97, 99-109, 113-118, 120-123, 125-127, 129, 130, 138-142, 144, 155-157, 159, 162-165, 168, 170.

Key Issues raised by Representations:

- Main response was from development interests seeking to ensure the Review considers various documentation/evidence/duties in arriving at the quantum/type of development to be planned for.
- Others seek mitigation of development impacts (particularly where related to HS2), protection of green belt/rural character and consideration of infrastructure provision.
- Full housing need should be addressed by the Review. Various documents/studies support increased housing/employment need in Solihull. Examples put forward are HMA requirements through Duty to Co-operate, Birmingham's overspill issue, NPPF aspirations to boost housing, FOAN for Solihull and need to provide for a broad range of housing (including quality/type/tenure/affordability).
- Maximising HS2 benefits (including associated development) should embrace economic/environmental/social considerations. Benefits should be for everyone (including for example North Solihull residents). Mitigation of impacts is needed.
- In delivering sustainable development need to maintain/Protect green belt/rural character/Meriden Gap (including by prioritising brownfield sites over greenfield).
- Adequate infrastructure/services (for example, transport/public services/shops/broadband) required to support development or consider areas with under-used infrastructure.
- Need to address development/expansion/support for Airport/NEC/JLR.
- Consider provision for sport and leisure/health and wellbeing.

Other Issues

- Addressing housing need should not be at the expense of green space in urban areas.
- Need to address firm green belt boundaries on the ground and safeguard land for long term needs.
- Construction traffic for HS2 needed to east of Balsall Common. Reintroduce bypass and provide housing with access to station. Or HS2 and new station not needed. If station built should be in alternative location put forward by CPRE. Or HS2 will make it more difficult to protect/enhance natural assets.
- Housing need requires full consideration before overspill is accommodated. Market forces won't be provided for without intervention. Or impact of Touchwood on viability of Mell Square.

- Combined authority and elected mayor. New investment in Region. Or reduction in public spending will affect ability to meet challenges. Or Climate change and other government policy needs to be reflected.
- Challenges are also opportunities. Or Amend M and N to refer to other sustainable locations for growth within UKC Hub. Or a balance will be needed between M and N.
- Eastern Green development impacts on utilities/facilities/infill development along A45/Millisons Wood. Clarity needed on additional challenges. Not clear what it means for Meriden residents getting into Solihull.

5. Vision and Spatial Strategy

Q5 – Borough Overview

Do you believe the Borough overview on p.25 remains appropriate? If not, why not and what alternative would you suggest?

Representations received (59):

4-6, 8, 11, 13-16, 23, 25, 31, 33, 35, 42, 43, 48, 49, 55, 56, 58, 62, 63, 69, 75, 76, 79, 86, 100, 103, 105, 107-109, 114-118, 121, 122, 126, 129, 130, 138, 140, 141, 144, 150, 155-157, 159, 163-165, 170.

Key Issues raised by Representations:

- Extend time horizon to 2033, or at least 15 years from adoption of Local Plan Review.
- Emphasise need to balance employment provision with housing provision.
- Refer to identity of semi-rural areas and maintaining countryside views.
- Inequality is key – Solihull is increasingly a Borough of two halves.
- Refer to environmental issues, such as climate change and maintaining Solihull's distinctive natural and built environmental quality.
- Include health and well-being.
- Consider impact of growth on M42 traffic.
- Support economic growth of key assets of national concern, i.e. Airport, NEC and JLR.

Q6 – Vision and Spatial Strategy

Do you believe the overall vision and spatial strategy set out in Chapter 4 remain valid? If not, why not, and what alternative would you suggest?

Representations received (80):

4-8, 13-16, 23, 25, 29, 31, 33, 35, 40, 42, 43, 46, 48, 49, 55, 56, 58, 62, 63, 69, 74-77, 79, 88, 90, 95, 97, 99-101, 103-105, 107-109, 113-118, 120, 121-123, 125-127, 129, 130, 140-144, 155-157, 159, 161-168, 170.

Key Issues raised by Representations:

- Mixed response with about a fifth of representations indicating vision & spatial strategy remain valid but more than a fifth saying no longer appropriate.
- Vision should recognise new Plan period & look beyond 2033, so that Plan can meet longer term population growth & future challenges.
- Should reflect increased emphasis on economic & housing growth; reflect the strategic importance of the Borough, & the Combined Authority focus on skills & connectivity.
- Significant increase in housing & other needs means Green Belt releases will be required, necessitating review of spatial strategy.
- Significant level of concern that specific protection of Meriden Gap no longer appropriate, as has same status as other Green Belt, Green Belt releases will be required and Meriden Gap includes some sustainable locations for growth.
- Economic growth & provision for housing needs important, but should not be at expense of Borough's wider qualities, or continued protection for Green Belt & the Meriden Gap.
- Growth around HS2 Interchange would be in conflict with protection for Meriden Gap.
- UK Central element should reflect need for housing across the Borough to support its economic potential, & include opportunities associated with the HS2 Interchange.
- Should recognise importance of key economic assets & support their future growth.
- Support recognition that urban renaissance strategy no longer applicable, which means spatial strategy must be reconsidered & informed by needs & potential of UK Central to drive growth.
- Emphasis on North Solihull regeneration no longer appropriate, as significance of regeneration diminished & scale of growth needed requires alternative strategy.
- Changing spatial strategy focus would undermine regeneration of North Solihull.
- Vital that spatial strategy continues to promote Solihull town centre as focus for retail & leisure.
- Should focus growth in locations where more sustainable modes of transport are a genuine alternative & reflect commitment to reducing car travel.
- Growth & associated increase in traffic will result in deterioration in quality of life.
- Should continue to protect the quality of the mature suburbs, especially open space, but make clear that does not preclude appropriate urban extensions.

- Should recognise importance of high value housing for attracting inward investment.
- Support recognition of potential for growth at rural settlements which should adopt a holistic approach & reflect need to improve local facilities.
- Should avoid significant growth in rural settlements.
- Support continued emphasis on reduction of carbon impacts, but spatial strategy should address challenges of climate change & inequality.
- New theme required to protect, enhance & restore natural assets in view of increasing challenge from levels of growth.
- Should make provision for specific needs including growing elderly population, sport & recreation, & tourism.

6. Policies to be Significantly Amended or Replaced

Q7 – Policies to be Significantly Amended or Replaced

Do you agree with the schedule of policies on p27 that need to be significantly amended or replaced? If not, why not?

Representations received (74):

4-8, 11, 13-16, 23, 29, 31, 33, 35, 42, 43, 47-49, 51, 52, 55, 56, 58, 62, 63, 69, 75, 76, 79, 88, 90, 93, 99-101, 103, 105, 107-109, 113-118, 120-123, 125-127, 129, 130, 139-141, 144, 150, 152, 155-157, 159, 162-165, 170.

Key Issues raised by Representations:

- Significant number agree that policies P1 Support Economic Success and P5 Provision of Land for Housing need to be significantly amended or replaced.
- Other policies were also identified as requiring significant amendment or replacement as follows: P2 Maintain Strong Competitive Town Centres; P3 Provision of Land for General Business; P4 Meeting Housing Needs; P7 Accessibility and Ease of Access; P8 Managing demand for Travel and Reducing Congestion; P9 Climate Change; P10 Natural Environment; P14 Amenity; P15 Securing Design Quality; P17 Countryside and Green Belt; P18 Health and Well Being; P20 Provision for Open Space; Children's Play, Sport, Recreation and Leisure and P21 Developer Contributions and Infrastructure Provision.
- Some respondents consider Green Belt policy / boundary needs amendment, particularly in light of future development pressures and significant amendment required to Policy P5.

Other issues:

- Support for brownfield development rather than Green Belt.
- Need more focus on maintaining the identity of small rural settlements and continue to develop area with a built up identity.
- Inadequate public transport in rural areas.

Q8 – Additional Policies to be Significantly Amended or Replaced

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

Representations received (64):

4-6, 8, 11, 13-16, 23, 29, 31, 33, 35, 42, 43, 47-49, 53, 55, 56, 58, 62, 63, 69, 75, 76, 79, 88, 103, 105, 107-109, 114-118, 120-122, 125, 126, 129, 130, 138-141, 144, 152, 155-157, 159, 162-165, 170.

Key Issues raised by Representations:

- Over two-thirds of those responding to this question consider that there are other policies requiring significant amendment or replacement.
- Policy areas identified as requiring amendments are summarised as follows: (*see also representations to Q7*)

Policy	No. of representations	Reason
P2 Maintain Strong Competitive Town Centres	1	May need to focus retail development elsewhere e.g. UK Central
P3 Provision of Land for General Business	12	Lack of completed / updated evidence. Amendments to P1 and P5 will have implications for P3. Previous allocations have not come forward.
P4 Meeting Housing Needs	17	Need to take account of changes in Housing and Planning bill and updated employment and housing need evidence. Needs link to schools and health and well being.
P6 Provision of Sites for Gypsies and Travellers	3	Amendments to reflect recent Government changes.
P7 Accessibility and Ease of Access	3	Need to ensure social and environmental costs of increased housing and economic success are not overlooked. Need to take account of Solihull Connected and WM transport Strategy.

Policy	No. of representations	Reason
P8 Managing demand for Travel and Reducing Congestion	5	Need to ensure social and environmental costs of increased housing and economic success are not overlooked. Policy should be tightened.
P9 Climate Change	6	Need to reflect Government sign up to the Paris Protocol and more stringent targets.
P10 Natural Environment	4	May require amendments based on national changes.
P11 Water Management	3	May require amendments based on national changes.
P14 Amenity	1	Need to ensure social and environmental costs of increased housing and economic success are not overlooked.
P15 Securing Design Quality	2	Need to reflect abolition of lifetime homes standards/building for life.
P17 Countryside and Green Belt	17	Changes to P1 and P5 will require Green Belt boundary changes and releases. Protection of Green Belt needs greater precedence. Needs to be greater certainty for businesses in the Green Belt. Green Belt assessment needed and need to review washed over settlements.
P18 Health and Well Being	5	Strengthen link between planning and public health. More stringent policy on hot food takeaways. Need to include provision for sport and leisure needs and Sport England's new strategy.
P19 Range and Quality of Local Services	1	No specific reason cited.

Policy	No. of representations	Reason
P20 Provision for Open Space, Children's Play, Sport, Recreation and Leisure	2	Need to ensure social and environmental costs of increased housing and economic success are not overlooked. Need clear methodology in the policy.
P21 Developer Contributions and Infrastructure Provision	3	Infrastructure plan should be updated in light of new evidence.

- Less than a third of those responding to this question do not consider any other policies require significant amendment / replacement.
- New policies on broadband, cycling, schools, tourism and the development of brownfield sites before Green Belt sites are suggested.

Other issues:

- Reinstatement of Balsall Common bypass.

7. Policies Requiring Only Minor Amendments

Q9 – Policies requiring Minor Amendment

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

Representations received (68):

4-6, 8, 13-16, 20, 22, 23, 25, 31, 33-35, 37, 40, 42, 43, 47-49, 52, 55, 62, 69, 75, 76, 79, 88, 90, 101, 103, 105, 107-109, 113-118, 120, 123, 125, 126, 129, 130, 139-142, 144, 146, 152, 155-157, 159, 161, 163-165, 170.

Key Issues raised by Representations:

- Of those responding to this question, almost half agree with the schedule of policies identified for minor amendments (although some respondents include a caveat that some policies listed require more than minor amendment)*.
- A third disagree with the schedule of policies identified and / or identify policies requiring more than minor amendments*.
- Circa one fifth make general comments about the type of amendments required.
- Policies P3, P4 and P17 are frequently cited as requiring more than minor amendment.
- Need to clarify what constitutes minor amendment.
- All policies should be reviewed to avoid further challenges to the plan in future.

** see also key issues raised in Q7 and Q8.*

Q10 – Additional Policies Requiring Minor Amendment

Are there other policies which you believe need minor amendments?

Representations received (49):

4, 6, 8, 13-16, 23, 24, 31, 33, 35, 42, 43, 48, 49, 55, 62, 69, 75, 76, 79, 90, 103, 107-109, 114-118, 125, 129, 130, 139-142, 144, 155, 156, 159, 163-165, 170.

Key Issues raised by Representations:

- The majority of respondents to this question consider that other than those identified, there are no other policies requiring minor amendments (apart from those already cited as requiring significant amendment in Q7 – Q9).
- Other policies identified as needing minor amendment include:
 - Policy P6 Provision of sites for Gypsies and Travellers - Non-compliance with national policy. Local plans must set out criteria for assessing planning applications, regardless of need.
 - Policy P10 Natural Environment - Remove reference to the West Midlands Sustainability Checklist as this is never referred to, and instead include a reference to best practice and guidance.
 - Policy P11 Water Management - Should consider impacts of 2015/6 flooding on water related policies.
 - Policy P16 Conservation of Heritage Assets and Local Distinctiveness – Needs to be strengthened to protect local character of Knowle, Dorridge and Bentley Heath.
 - Policy P20 - Minor amendments required to provide greater clarity with regard to open space requirements for new developments and to provide sufficient sport and play space.
- Additional policy issues identified include, tourism, recycling, more brownfield development, protection of the countryside and the identity of rural areas.

8. Policies Requiring No Change and can be Rolled Forward

Q11 – Policies Requiring No Change

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?

Representations received (53):

4, 6, 8, 11, 13-16, 22-24, 31, 33, 35, 42, 43, 48, 49, 55, 62, 66, 69, 75, 76, 79, 90, 103, 107-109, 114-118, 125, 128-130, 138, 140-142, 155-157, 159, 163-165, 170.

Key Issues raised by Representations:

- The majority of respondents agree with the schedule of policies requiring no change and consider they can be rolled forward in their existing form.
- Policies identified as requiring change include:
 - P6 Provision of sites for Gypsies and Travellers - Non-compliance with national policy. Local plans must set out criteria for assessing planning applications, regardless of need.
 - P10 Natural Environment – Should be amended to extend protection of ancient and notable trees, absolute protection for ancient trees and woodlands. May need updating to reflect any new recommendations from the updated Water Cycle Study and Strategic Flood Risk Assessment. Need more explicit links to health and well being.
 - P11 Water Management – Should recognise the benefits provided by trees and woodlands in delivering positive water quality and flow outcomes. May need updating to reflect any new recommendations from the updated Water Cycle Study and Strategic Flood Risk Assessment.
 - Policy P16 Conservation of Heritage Assets and Local Distinctiveness – Needs updating to reflect current good practice, also out of date references in supporting text need amendment. Needs to be strengthened to protect local character of Knowle, Dorridge and Bentley Heath.
 - P20 Provision for Open Space, Children's Play, Sport, Recreation and Leisure – evidence referred to in the Policy is out of date. Need to ensure provision of sufficient sport and play space. Need more explicit links to health and well being.
 - P21 Developer Contributions and Infrastructure Provision – needs changing and updating, particularly with regard to broadband provision.
- New evidence or guidance may necessitate a review of the policies identified.
- Protection of the Countryside should be given greater prominence and the need for policies to include greater respect for smaller communities.
- All policies need review.

Q12 – Additional Policies Requiring No Change

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

Representations received (46):

4, 6, 8, 13-16, 23, 25, 31, 33, 35, 42, 43, 48, 49, 55, 62, 69, 75, 76, 79, 90, 103, 107-109 , 114-118, 125, 129, 130, 140, 141, 156, 157, 159, 163-165, 170.

Key Issues raised by Representations:

- A large majority of respondents identify no other policies (other than those listed) that can be rolled forward in their existing form.
- The wording regarding the Motorway Service Area on the M42 should be retained.
- All policies must be reviewed, not rolled forward.
- New evidence and guidance may necessitate changes to those identified.

9. Additional Policies

Q13 – Additional Policies Required

Do you believe there are any issues that require an additional policy not yet in the Local Plan? If so what issue are it meant to address and what suggestion to you have for a policy?

Representations received (57):

4-6, 8, 11-16, 21, 23, 25, 29, 31-33, 35, 42, 43, 48, 49, 55, 62, 69, 75, 76, 79, 90, 103, 107-109, 114-118, 125, 127, 129, 130, 139-142, 144, 156, 159, 160, 162-165, 170.

Key Issues raised by Representations:

- Additional policy suggestions include:
 - Inequality and poverty.
 - Green corridors or other measures to link animal populations and secure ease of movement through the built environment.
 - Superfast broadband in new developments.
 - Memorandum of understanding between authorities in the Housing Market Area regarding meeting the housing shortfall.
 - The use of brownfield sites instead of countryside.
 - Respect for the natural environment and focus building away from existing rural communities.
 - Social and cultural well being. Policy is needed on Community and Cultural Facilities.
 - Reintroduction of bypass at Balsall Common.
 - Identification of sites for storage of caravans to address need and reduce visual impact.
 - Development within village envelopes and custom built housing. Settlements washed over by the Green Belt should be excluded from the Green Belt.
 - Infrastructure to support housing growth.
 - Law and order.
 - Policy document giving weight to Parish Councils.
 - Policy to guide development and provision of car showrooms.
 - Criteria relating to rural exception sites and brownfield sites in the Green Belt.
 - A specific UK Central policy to set out key aspirations for the whole UK Central area and the key sites within it.
 - Provision for C2 uses within the plan.
 - Reducing the need to travel and prioritise local journeys over long distance, high speed travel.
 - Increasing energy performance of requirements on new and existing buildings to mitigate climate change.

- Specific policy for Jaguar Land Rover which recognises existing operations and supports future growth of the business.
- Preservation of mature trees and replace those lost with native species.
- Any planned housing development in Balsall Common to be delayed until completion of HS2 construction.
- Policy to identify specific sites for high value, executive housing to support growth aspirations of the region.
- Tourism.
- The elderly.
- High Speed 2.
- Health improvement reflected as a theme throughout and specific reference to mental health and well being.

10. What Level of Growth is Needed

Q14 – 2011 as Appropriate Base Date

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

Representations received (53):

5, 7, 8, 13, 16, 25, 31-33, 35, 42, 43, 48, 49, 55, 62, 76, 79, 86, 88, 90, 99-101, 103, 105-109, 113-118, 120-122, 125, 126, 129, 150, 155-157, 159, 162-165, 170.

Key Issues raised by Representations:

- Mixed response received:
 - Support for 2011 base data as coincides with HMA Strategic Housing Needs Study and last census.
 - Objection that 2011 is out-of-date and new evidence should be considered.
- View that shortfall in delivery from 2006-2011 should be carried over.
- View that shortfall in delivery from 2011-2015 should be addressed early in the Plan and not spread over the full period.

Other issues:

- Combined Authority Mayor will control social and economic welfare.
- Have regard to Duty-to-Cooperate with Coventry and Warwickshire HMA evidence.
- Question whether 2011 is a typo.

Q15 – Housing Requirement of 13,500

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?

Representations received (75):

1, 4, 5, 7, 8, 10, 13-16, 25, 31-33, 35, 42, 43, 46, 48, 49, 53, 55, 57, 58, 62, 69, 76-79, 88, 90, 92, 95, 97, 99-103, 105-109, 112-118, 120-122, 125, 129, 138, 142, 150, 151, 155, 156, 158, 159, 162-168, 170.

Key Issues raised by Representations:

- Significant response that 13,500 is not the full objectively assessed need, and should be regarded as a minimum.
- Further evidence required on impact of future jobs growth, market signals, suppressed household formation rates, historic building rate and affordability.
- Significant response that Solihull should provide additional housing to contribute towards HMA shortfall.
- Estimates of FOAN provided by house builders ranging from 15,300 to 23,700; not including HMA shortfall and other needs.

Other issues:

- View that Coventry's shortfall should be accounted for.
- Caution that existing housing supply may not be deliverable over the Plan period.
- Concern that evidence for housing need in general is not robust or transparent.
- Concern that rural areas have taken their share of growth.

Q16 – Additional Level of Growth

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

Representations received (60):

5, 7, 8, 10, 13-16, 25, 31-33, 35, 42, 43, 48, 49, 55, 57, 58, 62, 69, 75, 76, 78, 79, 88, 90, 92, 95, 97, 99-103, 105-109, 113, 120-122, 125, 126, 129, 138, 156, 157, 159, 162-167, 170.

Key Issues raised by Representations:

- Should go beyond 13,500 dwellings as the FOAN will be higher, and housing requirement will be further increased by meeting some of the HMA's shortfall.
- Suggested additional growth ranges from 500 – 17,500.
- Green Belt is not an absolute constraint and some Green Belt release should be considered.
- Growth should not significantly affect the character of Solihull.

Other issues:

- Consider wider housing solutions such as bringing empty properties back into use.
- Strategy should consider housing needs beyond 2033 as well.
- Connectivity between Solihull town centre and Airport/NEC/Birmingham Business Park needs improvement.
- Growth should be directed to urban parts of West Midlands.

11. Where Should the Growth Take Place?

Q17 – Option A – Public Transport Hubs & Corridors

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?

Representations received (104):

4-8, 13-16, 23, 25, 29, 31, 33, 35, 40, 42, 43, 45, 46, 48, 49-51, 55, 58, 61-63, 65, 68-70, 74-79, 85, 86, 88-91, 94, 95, 97, 101-103, 105, 107-118, 120-122, 125, 126, 128-135, 137-142, 144, 145, 148-150, 153, 155-160, 162-167, 170.

Key Issues raised by Representations:

- Development industry representors tended to either oppose or support the option depending on whether it lends supports or detracts from locations/sites being promoted.
- The option was generally considered to be sustainable, particularly in urban areas. Many felt the option would not meet the scale of growth required without other options or that the option provides insufficient scope for development near hubs.
- Some representors oppose development in some locations relevant to Option A. These include: Whitlocks End/Stratford Line, Dorridge, Balsall Common/Berkswell, Hampton, Dickens Heath, Tidbury Green and Catherine De Barnes. Reasons cited by respondents include: threat to rail park and ride, unsuitable local roads, lack of/need for public transport, lack of supporting infrastructure/jobs/services, settlement size too small, loss of green belt, inconsistency with SHNS, effects on adjoining district.
- Some representors support development in some locations relevant to Option A. These include: Warings Green, Balsall Common/Berkswell, NEC Bickenhill, Solihull, North Solihull, Olton, Shirley, Widney Manor, Whitlocks End, Dorridge, Hampton, Meriden, Marston Green and at motorway junctions. Reasons cited include: scope for variety of uses, no green belt loss, suitable for development/suitable post HS2, would support UKC, supports a station node/public transport, fits with SHNS report. Would reflect car use.
- A number of representors considered Option A sustainable for reasons of: support for public transport accessibility/frequency and other infrastructure, consistency with SHNS and NPPF changes, support for employment, would connect residents to the City and would support rail use.
- A number of representors considered Option A to be reliant on other hubs/options (typically A, B, C, D, F, G) to meet capacity needed. Various caveats/points were made to qualify this: should avoid if adversely affects communities or puts development in overcrowded locations. Land around hubs is restricted. Parking/other infrastructure needed and could encourage car use. Consider scope for public transport improvements elsewhere to spread development. Consider educational/medical facilities/demand for smaller households. Reflect connected corridors.
- Need to consider DfT Circular O2/2013 in choosing development areas (particularly regarding BVP relative to M42).

- Balanced approach needed focussing on various accessible Solihull locations and on smaller settlements to boost services.
- Some Option A areas are at risk of flooding.

Other Issues:

- Only use hubs with infrastructure capacity. Capacity limited in mature suburbs. Need to retain character.
- Rural areas have poor hubs relying on car access. Rural bus services already being cut.
- Should develop near public transport but operators reluctant to provide services until development well established.
- High frequency transport not well defined. Effective services are needed where people want to go. Travel to work is a cross boundary issue requiring analysis. Most drive because it is more convenient. Housing in rural areas could add pressures on road network.
- Each site should be assessed for sustainability. Not all hub sites score positively.
- Avoid nature conservation sites/set out nature conservation constraints.
- Option A damaging to rural settlements and not SHNS compliant.
- A range of housing sites needed to meet scale of development. Green Belt land in sustainable locations should be released to meet need.
- Develop in main settlements with infrastructure/services and proportionate growth at smaller settlements.
- Will only minimise traffic if development near public transport links with high frequency public transport to multiple destinations.
- Dispersed nature of development makes connectivity to key destinations challenging. Limited scope to provide adequate public transport in some areas.
- Evidence needed before choosing options. Housing figures too low.
- Limited development potential in urban area should extend along public transport corridors (including A34).
- Large areas would have no beneficial development should also focus on areas that could be made more sustainable. Greater potential in the green belt.
- Sustainable but green belt release needed on urban edge near town centre to deliver housing levels.
- Allocations should be sites of least environmental value with policies to address concerns.
- SEA all options. Produce a hierarchy: Urban area, corridors, and car-based developments.
- Should be informed by Solihull Connected Study.
- Qualitative landscape assessment needed in regard to Para 124.

Q18 – Option B – Solihull Town Centre

Do you believe that focussing development in and around Solihull 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?

Representations received (78):

4, 5, 8, 13-16, 23, 25, 31, 33, 35, 42, 43, 45, 46, 48, 49, 55, 58, 62, 65, 67, 70, 75-77, 79, 85, 86, 88, 89-91, 102, 103, 105, 107-111, 114-118, 120-122, 125, 126, 128-130, 138-142, 145, 148, 150, 155-157, 159, 160-167, 170.

Key Issues raised by Representations:

- Some unconditional support for the option but overall mainly qualified support based on lack of opportunities to deliver enough housing/employment development.
- Also opposition or concerns that the option would not deliver the range/type of housing or development needed i.e. would be too many small households (e.g. for elderly/single persons) and concern for the impact of development on the town centre environment.
- Capacity concerns with the option in isolation including that option will not provide sufficient land/capacity to meet growth needs. Will require other options/green belt land to meet housing/development needs (typically F&G).
- Support because potentially accessible/sustainable option in terms of providing access to services or to employment (including employment in Birmingham) or to other services/facilities (e.g. access to evening economy, apartments for young professionals, residential in place of offices) and supports vitality/viability.
- Concern over the range and general nature of housing such as the type of housing will not deliver an adequate range of residential or there may not be sufficient sites and premises/residential would need to be maximised on mixed use sites/ high density needed. May only enable small households.
- Concern for town centre environment including that sufficient transport links needed or should not damage/encroach onto parkland/open spaces or other attractive features. Good design/master plan required and sites of least impact should be chosen governed by policies. Urban greening needed. Opposed to high rise.
- Opposes option because town centre is constrained in some way and land availability is complex. Unrealistic option or too much retail and only smaller developments should be enabled or only use options that protect natural assets/biodiversity.
- Opposes option because housing/ employment needs should be accommodated in appropriate locations elsewhere over the Review period (e.g. North Solihull or rural areas north and east, Dickens Heath).
- Opposes town centre focus because would burden services/infrastructure. Or, Supports option as infrastructure already exists.
- Should consider DfT Circular 02/2013² in regard to town centre noting impacts on Junction 5 of M42. Concern regarding growth levels in the town centre as a risk to J5.

² DfT Circular 02/2013 – The Strategic Road Network and the Delivery of Sustainable Development

-
- Need to distribute growth to main settlements with supporting facilities. Allow proportionate growth of small settlements.

Other Issues

- Chosen option should protect primacy of town centre.
- Evidence is needed before options can be chosen.
- Centre must change and develop. Should be mix of retail and residential.
- Locates housing with jobs but need to ensure demand for business space does not push up rents. Multi-storey apartments needed.
- Alderbrook is culverted at Homer Road. Redevelopment could provide attractive feature. Blue/Green infrastructure provision is challenging. Remove barriers to biodiversity.
- Strategy also needed for Shirley/Chelmsley Wood Town centres. Chelmsley Wood centre could benefit from nearby development (NEC/HS2).
- Needs more residential over retail.
- SEA all options. Have a hierarchy: intensification of urban area, corridors down to car based.
- Develop brownfield sites.
- Main focus should be urban areas but may not be attractive to developers.

Q19 – Option C – North Solihull & Chelmsley Wood

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?

Representations received (83):

4, 5, 8, 13-16, 23, 25, 26, 29, 31, 33, 35, 42, 43, 45, 46, 48, 49, 55, 56, 58, 62, 63, 65, 67, 70, 72, 75-77, 79, 85, 86, 88-91, 102, 103, 105, 107-111, 114-118, 120-123, 125, 126, 128-130, 138-142, 145, 148, 150, 155-157, 159, 160, 162-167, 170.

Key Issues raised by Representations:

- Mixed response, although many recognising limited capacity.
- Has already taken significant growth & further development likely to be on valuable green space or sites of ecological value.
- Insufficient capacity to address Borough's needs, will not meet market housing needs & significant viability issues for delivery.
- Would not reflect growth needs that are focussed in south/south-west of Borough.
- Supports regeneration objectives & should be part of wider solution utilising brownfield & town centre opportunities with accessibility to employment opportunities at UK Central Hub area.
- Should be prime focus for development given investment already made, infrastructure availability & potential to ease pressure for development elsewhere.
- Could explore potential to extend growth to the east with North Warwickshire BC.
- UK Central Hub area more appropriate for growth as has greater capacity & infrastructure can be provided to improve wider connectivity.
- Job creation & skills should be priority rather than more housing, with opportunities associated with Birmingham Business Park.
- Concerns about loss of schools & green space, increased congestion & environmental impacts from Airport, major roads & rail link.
- Concern that additional growth could overburden existing infrastructure.
- Should reappraise Green Belt & consider release where does not fulfil Green Belt functions, as developers will deliver if unable to develop Green Belt land elsewhere.

Other issues:

- Strategic Flood Risk Assessment should be updated to reflect risk of flooding in area & fragmentation of green/blue infrastructure avoided.
- Sites with least environmental value should be brought forward with assessment against clear set of criteria.
- Appropriate option based on approach of urban intensification & development along transport corridors.
- Would require positive involve from public sector & renewal of housing stock which is questionable.

- Would contain growth west of M42.
- Could address need for housing other than social housing.

Q20 – Option D – Shirley Town Centre & A34 Corridor

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?

Representations received (79):

4, 6, 8, 13-16, 23, 25, 29, 31, 33, 35, 42, 43, 45, 46, 48, 49, 50, 55, 58, 62, 65, 67, 70, 75-77, 79, 83, 85, 86, 89-91, 99, 102, 103, 105, 107-112, 114-118, 121, 122, 125, 126, 128-130, 138-142, 145, 148, 150, 155, 156, 157, 159, 162-167, 170.

Key Issues raised by Representations:

- General support for the option as infrastructure already in place and accessibility to services, facilities and employment. Also some strategic benefits. Some concerns, mainly from development industry that would not meet growth needs in terms of quantity and type of development without significant incursion into green belt in/near corridor or would need to be supported by other options.
- Some opposition because of increased congested A34 or lack of facilities such as open space. Also some concern over possible loss of green belt creating sprawl and less sustainable.
- Insufficient capacity to meet overall growth needs, particularly in Shirley Town Centre. Reasons sited include: lack of suitable sites without intruding into green belt, type/choice of housing (likely to be apartments/small households), harm to established housing areas, road congestion/insufficient infrastructure.
- Overall support for option as: infrastructure exists, development could bring improvements/protect communities elsewhere or enable better use of services/facilities and assist regeneration, connectivity good, land available, proximity to employment, supports sustainability or vitality/viability of centre.
- Support for use of green belt/green belt review in/near A34 corridor to support/increase scope of option. Reasons include: would not harm Meriden Gap, enables sustainable developments, could support public transport, significant opportunities south west of A34 (near BVP).
- Option needs the support of other options or combination of options to meet growth needs.
- Specific opposition to option because: A34 congested/pollution and planned development will worsen matters (e.g. BVP, TRW Solihull Business Park). Insufficient provision already open space. Large areas not a transport hub.
- Option would benefit from development/redevelopment of employment or commercial sites for housing or mixed use, Suggestions include; Solihull Gate, TRW, Blythe Valley Park, Fore.
- Supports option from a transport perspective: Will support connectivity for Warwickshire residents/Metro along A34 could alleviate traffic congestion/Shirley needs good public transport.

- Option should form part of an aim to focus development in urban areas. Reasons include existing services/infrastructure (including transport), accessibility to Birmingham.
- Concern over loss of green belt in/near A34 corridor. Reasons include urban sprawl, remoteness from facilities, not sustainable
- Should consider DfT Circular 02/2013 regarding development in Shirley Town Centre and along A34 noting impacts at Junction 4 of M42.

Other issues

- Opposed to option because need to resolve traffic/pedestrian conflict to ensure both sides of A34 flourish. Study needed on whether focus of activity west of A34 is not more practical and overcomes access issues on east side.
- Recent developments weighted towards elderly but need is for starter homes.
- Can't consider option without evidence. Consultation worthless on low housing figure.
- Opposes employment land use to support this limited option. Sector approach needed that embraces Dickens Heath area/Land at Earlsmere House, Warings Green Road would contribute to this option and help meet housing need/. Development around NEC and Airport more important.
- Develop windfall opportunities around Town centre/corridor.
- Town centre boundary needs review. Should embrace high profile businesses. Should include Sainsbury's in centre. A strategic plan is needed for centre.
- Supports option if development conducted sensitively.
- Should use multi-storey development to increase density subject to design/noise.
- Supports option subject to need for parking & similar facilities and should not result in increased car use to reach hubs.
- Release land from the green belt to meet housing need. Distribute growth to the main settlements with access to services and facilities. Allow for proportionate growth of smaller settlements.
- Few sites designated as significant nature conservation sites along A34 corridor. Options that avoid harm to natural assets/contribute to enhancement of natural assets should score positively for biodiversity and be considered favourably.
- Supports options D and G given high concentration of jobs in the area.
- Flood risk from Cole and Kingshurst Brook should be taken into account. Update SFRA including level 2 if needed to explore management options.
- Select sites of least environmental value governed by policies that address concerns.
- SEA all options. Intensify urban area, then developments along corridors, and ultimately reduce sprawl and car based low density traffic generating developments.
- Consider brownfield developments.
- Improved transport links to Dickens Heath. Potential at TRW for mixed development. Need to consider natural environment and landscape quality of A34 to improve public realm and encourage active transport modes.

- Supports option for Shirley Town Centre but Monkspath, Dickens Heath, Blythe Valley Park and Cheswick Green are less well connected to public transport.

Q21 – Shirley Town Centre – How Should Centre Evolve & Key Projects

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?

Representations received (32):

4-6, 13-16, 25, 31, 35, 45, 46, 48, 49, 62, 63, 76, 83, 103, 109-111, 126, 142, 148, 156, 162-165, 170.

Key Issues raised by Representations:

- Broad range of mainly positive suggestions put forward. Strong focus on improving the general environment that is influenced by the congested A34. Also support for more residential development around the centre, particularly in mixed use schemes.
- A number of suggestions made on improving centre's vitality and viability through more leisure facilities, including boosting the evening economy. Need for improved parking facilities also an issue linked particularly linked with a need for modern retail/commercial development.
- Improve centre's general environment to create a better place to visit/improve viability. Suggestions include: improve public realm, more pedestrian space, resolve hostile ambiance for pedestrians/cyclists, more open space with housing, better use community space, provide a central focus, better natural/built environment.
- Support for creating space for/using brownfield sites for new housing developments including in mixed commercial/retail/ housing schemes.
- Support for more or improved leisure/entertainment facilities to strengthen/improve the centre (examples forwarded include swimming pool, velodrome and creating a strong evening economy).
- Support for improved and convenient/safe car parking facilities, examples include, integrated parking in retail/commercial schemes, decked car-parking.
- Resolve the harmful/divisive affects of the A34. Specific suggestions include: resolve pedestrian/traffic conflict, measures to improve traffic flow.
- Create improved retail facilities/shopping experience, examples: build a major retail scheme, redevelop centre to create upmarket niche shopping, modernise smaller shops, and encourage small independent shops.
- Detailed study of uses and needs to see what is needed then identify appropriate locations for development/evolve as a growing service centre with retail and other services that support housing development.
- Alleviate threats to the centre such as from out of centre retail parks, develop Powergen and other unused sites attractively, avoid development in the park, rationalise extent of retail.
- Improve transport/improved transport links relating to the centre, including: links to business parks, improved connection to Solihull Rail Station.
- Make more provision for housing of the right type (affordable, for young) or for start up business units/other business.
- Major growth should be resisted/should only be modest growth.

- Concern that Parkgate has impacted negatively on the centre (High St viability issue).
- DfT Circular 02/2013 should be considered in regards the evolution of the centre noting impacts on Junction 4 of M42.

Other issues

- Provide a coordinated marketing plan for the centre.
- Flexibility over business rates needs incentives to encourage greater occupancy.
- Reduce the number of charity shops.
- Provide more housing behind the A34 corridor.
- Consultation is important where transport links poor.
- Poor turnout on local issues.
- SEA all options. Adopt hierarchy of development locations from intensification of urban areas to low density car based solutions.
- Part of a strategy with other options/combination of options needed

Q22 – Option E – HS2 Interchange

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?

Representations received (97):

4-6, 8, 12-16, 23, 25, 27, 29, 31, 33, 35, 40, 42, 43, 45, 46, 48-52, 55, 56, 58, 62, 63, 67, 70, 75-77, 79, 80, 85, 86, 88-91, 97, 101-103, 105, 107-111, 113-118, 120-122, 125-130, 138-145, 148, 150, 152, 155-157, 159-168, 170.

Key Issues raised by Representations:

- Substantial support for this option with more than a third of representations in favour and a small proportion against.
- Highly appropriate location due to proximity of employment growth & opportunities for planned community encompassing a range of infrastructure needs.
- Represents major opportunity for significant growth & will generate significant movements, so essential to ensure minimises need to travel, maximises use of sustainable travel modes & does not exacerbate congestion.
- Plan should be ambitious & should not be tightly constrained on Interchange, but should include wider UK Central Hub area focussing on needs & potential of key economic assets, & include land to south of A45 at the Motorcycle Museum & for Airport needs.
- Landowning Consortium for HS2 Interchange site working closely with Solihull MBC to prepare a mixed-use scheme which meets three pillars of sustainability.
- Recognise that will make more effective use of Green Belt land assuming HS2 goes ahead, but should be investigated regardless.
- Plan should not target growth to single location, so essential option is part of a wider range of growth options spread across the Borough.
- Significant concerns that location not sustainable as car based & more suited to employment use, or deliverable within Plan period, as dependent on HS2 timetable & will require significant infrastructure, so any housing will be at tail end of period & mostly long-term.
- Plan should focus on meeting needs arising from growth around UK Central Hub, with wider Borough needs across the whole UK Central master plan area.
- Inappropriate as in Meriden Gap & extends Birmingham conurbation closer to Packington & Hampton.
- Should only consider if HS2 proceeds, if not restrict development to west side of M42 along transport corridors.
- Need to understand & mitigate growth beyond HS2 Related development on strategic road network, especially increased trips on M42 & A45, & consider wider implications for highway improvements, such as reinstatement of Balsall Common bypass line.
- Should consider transport links to North Solihull to ensure accessibility to jobs/workforce.

- Housing should include both social & affordable housing & meet local needs rather than those of London commuters.
- Should be included in Green Belt Review & establish firm Green Belt boundaries that can endure whilst protecting the Meriden Gap & nearby settlements.
- North Warwickshire BC conveyed significant local concerns over the potential impact of this proposal on the local, rural highway network and rural settlements from increased traffic flows and levels. Measures need to be considered to address any potential adverse impacts, in parallel with maximising connectivity to the HS2 Interchange station.

Other issues:

- NEC is an important location for growth regardless of options selected & could accommodate broader range of uses, including residential, on brownfield land with more efficient use of car parks.
- Location has a number of environmental concerns as adjacent major roads & rail line, Airport & waste facilities.

Q23 – Option F – Limited Expansion of Rural Settlements

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?

Representations received (115):

2, 4-6, 8, 13-17, 19, 23, 25, 27, 29, 31-33, 35, 36, 38-40, 42, 43, 45, 46, 48-50, 54, 55, 57, 58, 62, 64, 67, 68, 70, 74-77, 79, 81, 85, 86, 88-91, 94-98, 101-105, 107-111, 113-122, 124-126, 128-142, 145, 147-150, 153, 155-160, 162-167, 170.

Key Issues raised by Representations:

- Considerable support for Option F from housebuilders and landowners with the following caveats:
 - Considered alongside other options, scale of housing need will require more significant extensions as well.
 - Small developments may be insufficient to lever the necessary infrastructure to support new housing.
 - Support to focus development around high frequency public transport hubs/corridors in rural settlements.
 - Development may make some rural areas more sustainable.
- Significant number of sites around settlements submitted for housing and some mixed use as part of Call for Sites SHELAA exercise.
- Concern from local residents and representatives that Option F will:
 - Result in unacceptable loss of Green Belt and erode the Meriden Gap.
 - Exacerbate existing road congestion and traffic issues and increase car dependency.
 - Be unsustainable due to lack of suitable infrastructure, services and amenities to support this level of growth.
- Some support from local residents and representatives for infilling and small sites in rural settlements, e.g. Knowle, Dorridge and Bentley Heath.
- View that excessive building has already taken place in rural areas, especially south-west of Borough.
- Concern regarding poor public transport connectivity of some rural areas to town centres and employment hubs.
- Less impact on the Green Belt than Option G.

Other issues:

- Development should be steered towards sites of least environmental value and away from areas of flood risk and high biodiversity.
- Concern that local character and identity of rural settlements will be adversely impacted and could lead to sprawl/merging of settlements.
- DfT Circular 02/2013 should be considered in regards to the development of rural settlements.

- Small-scale sites should be brought forward by Neighbourhood Planning.
- Need to SEA all options to provide a hierarchy of preferred growth options.
- Noise impact if build within flight path and close to HS2.

Q24 – Option G – New Settlement, Large Scale Urban Extension or Significant Increase of Rural Settlements

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?

Representations received (103):

3, 4, 6, 8, 13-18, 23, 25, 27, 29, 30, 31, 33, 35, 36, 38, 39, 42, 43, 45, 46, 48-50, 55, 58, 62, 67, 68, 70, 74-79, 81, 85, 86, 88, 89-91, 96-99, 101-105, 107-113, 120-122, 124-126, 130-142, 145, 148-151, 153, 155-160, 162-167, 170.

Key Issues raised by Representations:

- Considerable support for Option G from housebuilders and landowners.
- Provides opportunity for improvements to local infrastructure.
- The Option is one that should be considered. It could also be taken forward alongside other Options.
- Option may be the only way long term growth can be accommodated.
- More support for urban extensions and expansion of larger rural settlements, rather than expansion of smaller rural settlements, as this will be more sustainable.
- Limited support for a new settlement, including suggestion that reclaimed quarry land is used.
- Significant number of sites around settlements submitted for housing and some mixed use as part of Call for Sites SHELAA exercise.
- Concern from local residents and representatives that Option G will:
 - Exacerbate existing road congestion and traffic issues, increase car dependency and harm village character.
 - Be unsustainable due to lack of suitable infrastructure, services and amenities to support this level of growth.
 - Be unnecessary given expansion at UK Central and HS2 Interchange.
- View that excessive building has already taken place in rural areas, especially south-west of Borough.
- This Option will have most impact on the Green Belt and the gaps between settlements.

Other issues:

- Development should be steered towards sites of least environmental value and away from areas of flood risk and high biodiversity.
- DfT Circular 02/2013 should be considered in regards to the development of rural settlements.

Infrastructure requirements will need to be given significant consideration.

Q25 – Additional Options

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?

Representations received (54):

4, 13-16, 25, 27, 29, 31-33, 35, 42, 43, 48, 49, 58, 61, 62, 67, 75-79, 90, 91, 100, 103, 105, 107, 109, 110, 125, 126, 129, 138, 142, 150, 153, 155-157, 159, 162-165, 168, 169, 170.

Key Issues raised by Representations:

- A combination of Options will be required to deliver all of housing need.
- More evidence is required on the housing figure and sustainability appraisal of all the options and alternatives.
- Need to explore brownfield options including redundant office and industrial office space, redevelopment of older buildings in town and village centres, car parking at NEC and brownfield sites in other parts of the West Midlands.
- Considerable response to SHELAA Call for Sites, which could result in significant expansion of existing settlement or provide new settlement.

12. Infrastructure Requirements

Q26 – Infrastructure Requirements

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

Representations received (63):

5, 6, 8, 11, 13-16, 23, 25, 29, 31, 33, 35, 36, 38-40, 42, 43, 48, 49, 57, 62, 67, 71, 75, 76, 78, 79, 86, 90, 91, 102, 103, 105, 108-110, 125-128, 130, 140, 141, 143, 144, 148, 149, 155-157, 159, 160, 163-165, 168, 170, 171.

Key Issues raised by Representations:

- Significant local concern that schools, GPs, dentists and other services are at capacity.
- Concern about exacerbation of existing parking and congestion issues in urban and rural parts of borough.
- Highways England state reference should be made to Junction 6 improvements of M42, motorway service area, impacts of Blythe Valley Park development on Jn 4 of M42, potential extensions to the Metro and Sprint Bus network amongst other public transport improvements.
- ITA recommends delivery of infrastructure and accessibility measures to overcome severance from HS2. Emphasise integrated public transport links, especially at Solihull and Birmingham International train stations. Keen to develop comprehensive infrastructure plan based on Strategic Transport Plan.
- Should align with Solihull Connected Green Paper.
- Need to improve public transport, including integrating rail-links and bus services and providing sufficient park-and-ride to facilitate mode shift.
- Take account of cross-boundary transport issues, e.g. extending cycleways beyond the Borough boundary.
- Need for health and social care provision, and accommodating needs of the significant elderly population.
- Need for recreation and open space facilities for new and existing population.
- Focus on delivering multi-functional infrastructure; with biodiversity incorporated wherever possible. Should seek to deliver opportunities in Green Infrastructure Study and Nature Conservation Strategy.
- Opportunities to reduce flood risk should be sought, and a strategic approach to safeguarding flood risk sites from future development should be undertaken. EA unable to further comment until an updated Strategic Flood Risk Assessment and Water Cycle Study have been carried out, and a Preferred Option is brought forward.

Other issues:

- Superfast broadband provision should be considered and needs a policy.
- Develop existing facilities in the built-up area.
- Capitalise on transport improvements associated with HS2 development.

- Need to review capacity to guide quantum and phasing of growth.
- Limited public transport, especially bus links, in the rural areas.
- JLR have specific concerns in respect of Jn 6 of the M42, and consider interim improvements could be required. Could improve links between JLR and main UKC Hub area. Strategic road network needs to operate as efficiently as possible to ensure efficient running of businesses.
- Not clear how transport strategy for Combined Authority will align with Local Plan Review.
- Concern that UKC and HS2 will have adverse impact on traffic and highway safety through Hampton-in-Arden, especially the B4102.
- Infrastructure costs and delivery implications are a key factor in bring development forward.

13. General Comments

Q27 - General Comments

Do you have any other comments regarding the consultation document?

Representations received (62):

1, 2, 5, 6, 9, 11-16, 20, 23, 27-29, 31-33, 35, 38, 39, 41, 44, 45, 49, 57, 60-62, 64, 66-68, 70, 73, 74, 77, 82, 85, 86, 89, 91, 96, 125, 127, 129, 130, 140-143, 145, 146, 148, 149, 154, 156, 157, 168.

Key Issues raised by Representations:

- Responses broad ranging. A common element was protection of the countryside or green belt but others were seeking to promote development of a particular locality. Some wished to promote a full green belt review to identify land to meet development needs. There was some criticism of the document's presentation but also some praise.
- Seeking to protect countryside/green belt generally or in particular location including: by developing urban brownfield sites, protecting small rural enclaves like Tidbury Green, Chadwick End, Catchems Corner, protecting Knowle/Dorridge/Bentley Heath, Hampton, Meriden, Balsall Common and green areas around North Solihull, protecting gaps between settlements (e.g. Meriden Gap). Reasons include: lack of infrastructure/ services/ public transport/ jobs, loss of rural character, congestion/impact on local roads, would not provide the right type of housing and would encourage further development.
- Seeking to promote a site or location for development, including: Tidbury Green Golf Club, land at Netherwood Lane, Norton Lane, Damson Parkway (economic growth), land at Balsall Common and HS2 Interchange proposals
- Seeking clarification of issues relating to the Review or broader matters. These include: Green Belt and Meriden Gap, Tidbury Green, infrastructure and future policies in light of Strategic Housing Needs Study.
- Supports comprehensive green belt review with intent to meet housing or economic development needs (including to meet needs of key businesses)/release sustainable, non-strategic green belt sites.
- Seeking to criticise the document, including: document too broad to comment, document made too complex for ordinary people to discourage responses, poor publicity for the consultation, poor availability, too many acronyms, councillors not well briefed. Consultation flawed as library closed in consultation period. Options, maps and data have been used previously.
- Seeking to congratulate document including: Document well put together, well prepared helpful document that supports community groups in non-parish areas, commends recognition of evolving matters regarding housing, employment and infrastructure provision
- Combination of sustainable options required to meet needs (for example E, F, G) or options not mutually exclusive.

- Imaginative ways to deliver housing are needed to ensure developers meet plan targets. Significant development needed to meet needs.
- Some suggestions made regarding the centre of Balsall Common and the opportunity that could be available with redevelopment of the Partco building.

Other issues

- Will continue to work with Solihull on superfast broadband roll out.
- Will provide advice and guidance on national grid networks
- Berkswell Quarry should retain its local plan designation under P12. Consider adverse impacts of HS2 on minerals extraction.
- Questions what consultation there will be on new IDP. Questions desirability of changed landscapes. Mineral extraction a concern at mineral extraction at Cornets End Quarry. Describes adverse impacts of its operation.
- Welcomes commitment to protection of the historic heritage and to a strategy to enhance natural/built/historic environment.
- Engage KDBH in Review process. Recent development puts pressures on infrastructure. Policies need to remedy matters.
- Supports 2033 end date. Not all LPAs working on shortfall in housing are in GBSLEP. Para 51 wrong as numbers will be known before GBSLEP spatial strategy is produced. LPAs such as North Warwickshire are not in GBSLEP area and not a party to the strategy.
- Major review not needed because SLP is up to date.
- Disappointed at legal challenge. Review should meet Region's wider needs. Sustainability should be central. Impact on communities needs to meet challenges such as HS2/flood risk.
- Supports Review generally. A number of policies require significant amendment (housing, employment and retail related) These should be informed by evidence. A combination of options will be needed.
- Questions timing of the consultation. Concerned by lack of strategic planning and how it relates to GBSLEP Spatial Plan for Growth. HS2 Interchange proposal opportunistic; questions why it has not been resisted. Considers it should be integrated with WCML, NEC, and Airport rather than isolated in green belt.
- If P18 amended should consider previous KFC comments.
- People do not necessarily wish to live near work. Transport requirements will differ across different levels of housing. Preserve Green Belt and gaps between settlements.
- Hampton has worked towards providing 5% of housing need.
- Enlarged medical practice on Cheswick Green Village Hall site is required. Relocate the hall adjacent to the school and redevelop shops incorporating flats.
- Need structured approach to assessing health impacts of large developments
- Need to embrace need for low carbon and a green prospectus. Plan-making/design review needs to be explored fully.

A. Schedule of Representors

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
1	David Kiernan	Tamworth Borough Council		
2	Tidbury Green Golf Club		Helen Winkler	Tyler Parkes
3	Landowner (A) at Earlswood Road, Dorridge		Helen Winkler	Tyler Parkes
4	Becki Leonard	SMBC		
5	ClIr James Burn	SMBC		
6	Peter Seddon			
7	John Coleman	William Davis Ltd		
8	Bob Sharples	Sport England		
9	Rachel Bust	The Coal Authority		
10	Claire Eggington	Cannock Chase Council		
11	Leigh Hunt	CSW Broadband		
12	Waheed Nazir	Birmingham City Council		
13	Dr Sophie McDowall			
14	Christopher McDowall			
15	Ricky McDowall			
16	Mrs Elizabeth McKion			
17	Mr & Mrs Joyce		Helen Winkler	Tyler Parkes
18	Landowner Land adj Solihull Bypass fronting Hampton Lane		Helen Winkler	Tyler Parkes
19	Landowner Land adj Bakehouse Lane Chadwick End		Helen Winkler	Tyler Parkes
20	Geoff White	Berkswell Estate		
21	Ross Anthony	Theatres Trust		
22	Justin Milward	Woodland Trust		
23	Charlotte Kirby	Tidbury Green Parish Council		
24	A R Yarwood	National Federation of Gypsy Liaison		
25	Scarlett Griffiths	Highways England		
26	Karen Wood	Smiths Wood PC		
27	Geoffrey Evans			
28	Dawn Williams	Severn Trent Water		

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
29	David Deanshaw			
30	Landowner (B) at Earlswood Rd, Dorridge		Helen Winkler	Tyler Parkes
31	Trevor Eames	Solihull Ratepayers		
32	Mr K Baker		Jen Ashworth	Spawforths
33	Janette Hornby			
34	Shaun Denny	Cemex		
35	Louisa Jakeman			
36	Pamela Martin			
37	James Durant	West Midlands HARP Planning Consortium		Tetlow King
38	Dave Ollis			
39	Mrs C J Ollis			
40	Helen Davies	West Midlands ITA		
41	Robert Deanwood	National Grid	Robert Deanwood	Amec Foster Wheeler
42	Golden End Farms	Golden End Farms	Sara Jones	Delta Planning
43	Paul Lynch		Sara Jones	Delta Planning
44	AR & LK Gardner			
45	Graham Bragg			
46	Cllr Tony Diccico	SMBC		
47	Whale Tankers	Whale Tankers	Geoff Wright	GW Planning
48	Ian Tait			
49	David Roberts			
50	Kealie Ahmad			
51	Paul Thandi	NEC		
52	Howard Dove	Holiday Extras		
53	Heidi Hollins	Lichfield District Council		
54	Cosmic Fireworks Directors Retirement Fund	Cosmic Fireworks Directors Retirement Fund	Gail Collins	Tyler Parkes
55	Richard Brown	Colchurch Properties	Richard Brown	Richard Brown Planning
56	Cllr Chris Williams	SMBC		
57	Jeff Davies	Chadwick End PC		
58	John Fleming	Gladman		
59	Michael Scalon	HS2 Ltd		
60	John & Muriel Carter			
61	Mr & Mrs J King	Mr & Mrs J King	Paul Watson	
62	Barbara Bland	Meriden PC		
63	Cllr Karl McNaughton	SMBC		

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
64	Jill Simpson & Andrew Mackay		Laura Pohl	Tyler Parkes
65	Mr W Gamble		Joel Hancock	Hancock Planning
66	Rohan Torkildsen	Historic England		
67	Steve Lyle	Knowle, Dorridge and Bentley Heath Neighbourhood Forum		
68	Cllr Mark Tattum	Balsall Common PC		
69	KF Partnership	KF Partnership	Michelle Simpson-Gallego	Pegasus group
70	Wendy Wilson			
71	Ann Marie Reohorn			
72	Cllr Mark Wilson	SMBC		
73	Dorothy Barrett	North Warks BC		
74	Will Heard			
75	Annie English	Warwickshire Wildlife Trust		
76	Nicholas Ager			
77	Jean Walters	CPRE Warwickshire		
78	Jean Walters	Dickens Heath PC		
79	Terra Strategic	Terra Strategic	Sara Jones	Delta Planning
80	U & I PLC	U & I PLC	Paul Rouse	Savills
81	Belle Homes	Belle Homes	Laura Pohl	Tyler Parkes
82	Caroline Spelman MP	Caroline Spelman MP		
83	Cllr Howard Allen	SMBC		
84	Birmingham Airport	Birmingham Airport	Paul Rouse	Savills
85	Mike Beasley	Catchems Corner residents assoc		
86	Jasbir Kaur	Warwickshire County Council		
87	Steve Myers	Genting Solihull		
88	UKLD -land Blue Lake Road	UK Land Development	Stuart Field	Bilfinger GVA
89	Nick Barlow	Barlow Associates		
90	David Hinsley			
91	Richard Wilson	Berkswell PC		
92	Development Consortium	Development Consortium	Daniel Hatcher	Barton Wilmore
93	Chris Lambert	National Trust		
94	Mr P Benton & Mr T Neary	Mr P Benton & Mr T Neary	Gail Collins	Tyler Parkes
95	Arden Woodshavings	Arden Woodshavings	Pamela Thomas	Stansgate Planning

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
96	Margaret Ballard			
97	Arnold, Flynn, Hodgson, Oddfellows & Manor Land		Pamela Thomas	Stansgate Planning
98	J Kimberley		Laura Pohl	Tyler Parkes
99	Taylor Wimpey - Light Hall Farm	Taylor Wimpey	Marie Claire Marsh	Nathaniel Lichfield & Partners
100	Wallace Estates	Wallace Estates	Ben Taylor	Barton Wilmore
101	Taylor Wimpey - Birchy Leasowes Lane	Taylor Wimpey	Alastair Bird	Barton Wilmore
102	Packington Estates	Packington Estates	Andrea Caplan	Brooke Smith Planning
103	M7 Real Estate	M7 Real Estate		
104	Andrew Marsden	The Knowle Society		
105		Persimmon Homes Central	Jason Tait	Planning Prospects
106		Persimmon Homes	Stuart Wells	Pegasus group
107		Gallagher Estates	Stuart Wells	Pegasus group
108		Kler Group	Debbie Farrington	Cerda Planning
109	Richard Cobb			
110	Richard Lloyd			
111	George Percy	Sworders		
112	Joan Thomas		Will Charlton	Brooke Smith Planning
113	Kler Group Land Dorridge Rd	Kler Group	Alastair Bird	Barton Wilmore
114	Walker Family	Walker Family	Donna Savage	DS Planning
115	Matt Crucefix	Stonewater	Donna Savage	DS Planning
116	John Parker		Donna Savage	DS Planning
117	Ron Shiels - Blythe House		Donna Savage	DS Planning
118	Various Unknown - Land Widney Manor Road		Donna Savage	DS Planning
119	Nurton Developments	Nurton Developments	Caroline Chave	Chave Planning
120	Barratt Developments	Barratt Developments	Matthew Fox	Bilfinger GVA
121	David Morris	Catesby		
122	Dunleavy Family	Dunleavy Family	Philip Woodhams	Portland Planning Consultants
123	Ellandi LLP	Ellandi LLP	Matthew Williams	Savills
124	Anne Tracey	Anne Tracey	Gail Collins	Tyler Parkes

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
125	IM Properties	IM Properties	Angela Reeve	Turley
126	UKLD - Land Hampton Lane	UK Land Development	Robert Gardner	Bilfinger GVA
127	Stoford Properties	Stoford Properties	Mark Stitch	Barton Wilmore
128	Becky Clarke	Environment Agency		
129	Ron Sheils -Norton Lane		Donna Savage	DS Planning
130	Zubair Shah			
131	Sonia Smith		Laura Pohl	Tyler Parkes
132	Julia Negus-Cole & Catherine Cortez		Laura Pohl	Tyler Parkes
133	Stephen Edwards		Laura Pohl	Tyler Parkes
134	Nelson Smith		Laura Pohl	Tyler Parkes
135	Les & Linda Edwards		Laura Pohl	Tyler Parkes
136	Mr & Mrs M Regan		Gail Collins	Tyler Parkes
137	Martyn Lee & E J Lee		Julia Day	Tyler Parkes
138	Dominic Griffin			
139	Steph Jones	Natural England		
140	Paul Mannion			
141	Michelle Mannion			
142	Chris Crean	West Midlands Friends of the Earth (WMFOE)		
143	Land M42 Gateway/UKC		Paul Rouse	Savills
144	Jaguar Land Rover	Jaguar Land Rover (JLR)	Robert Davies	Gerald Eve
145	Sheila Cooper			
146	Kentucky Fried Chicken	Kentucky Fried Chicken	Steve Simms	SSA Planning
147	Trustees of the Former South Midlands Estate Company	Trustees of the Former South Midlands Estate Company	Michael Davies	Savills
148	David Felthouse			
149	Gill Lewis	Hampton In Arden PC		
150	Richborough Estates	Richborough Estates	David Barnes	Star Planning
151	Knowle Football Club.	Family Trust, Demrastore Ltd & Knowle Football Club.	Grace Allen	Savills
152	Motorcycle Museum	Motorcycle Museum	Fiona Mitchell	Frampton Planning
153	David Cuthbert	Catherine De Barnes Residents Assoc		

<i>Ref No.</i>	<i>Consultee Name or Contact</i>	<i>Consultee Organisation</i>	<i>Agent's Name</i>	<i>Agent's Organisation</i>
154	Roger Ballard			
155	Mrs E MacDonald			
156	Charles Ayto			
157	Marie Zizzi	Cheswick Green PC		
158	Shafim Kauser	Balsall Common PC		
159	Martin Trentham			
160	Dave Ellis	Balsall Common Village Residents		
161	Lend Lease Retail	Lend Lease Retail	Simon Zargar	DP9 Ltd
162	Federated Scrap Ltd		Patrick Downes	Harris Lamb Limited
163	Mr M Wheeldon & Mr W Gooding		Nigel Gough & Gill Brown	Nigel Gough Associates Ltd
164	Mr J Maddock & Family		Nigel Gough & Gill Brown	Nigel Gough Associates Ltd
165		Panther Securities	Nigel Gough & Gill Brown	Nigel Gough Associates Ltd
166	Independent Order of Oddfellows		Paul Barton	Bruton Knowles
167	Ian & Caroline Hodgson		Paul Barton	Bruton Knowles
168	Landowning Consortium		Mike Best	Turley
169	Cllr David Bell	SMBC		
170	Mr G Gilbert		Charles Robinson	Wilbraham Associates
171	Graham Burgess	Balsall Common Primary School Academy	Charles Robinson	Wilbraham Associates