



Draft Housing on Allocated and Larger Sites Policy



Policy H2

Applies to housing on sites allocated, or proposed to be allocated, in the Solihull Local Plan and to any proposals for 20 or more dwellings, including land at Wychwood Roundabout and at the St George and St Teresa Catholic Primary School sites, both of which are included in SMBC's land availability calculations. Four key policies are summarised below.

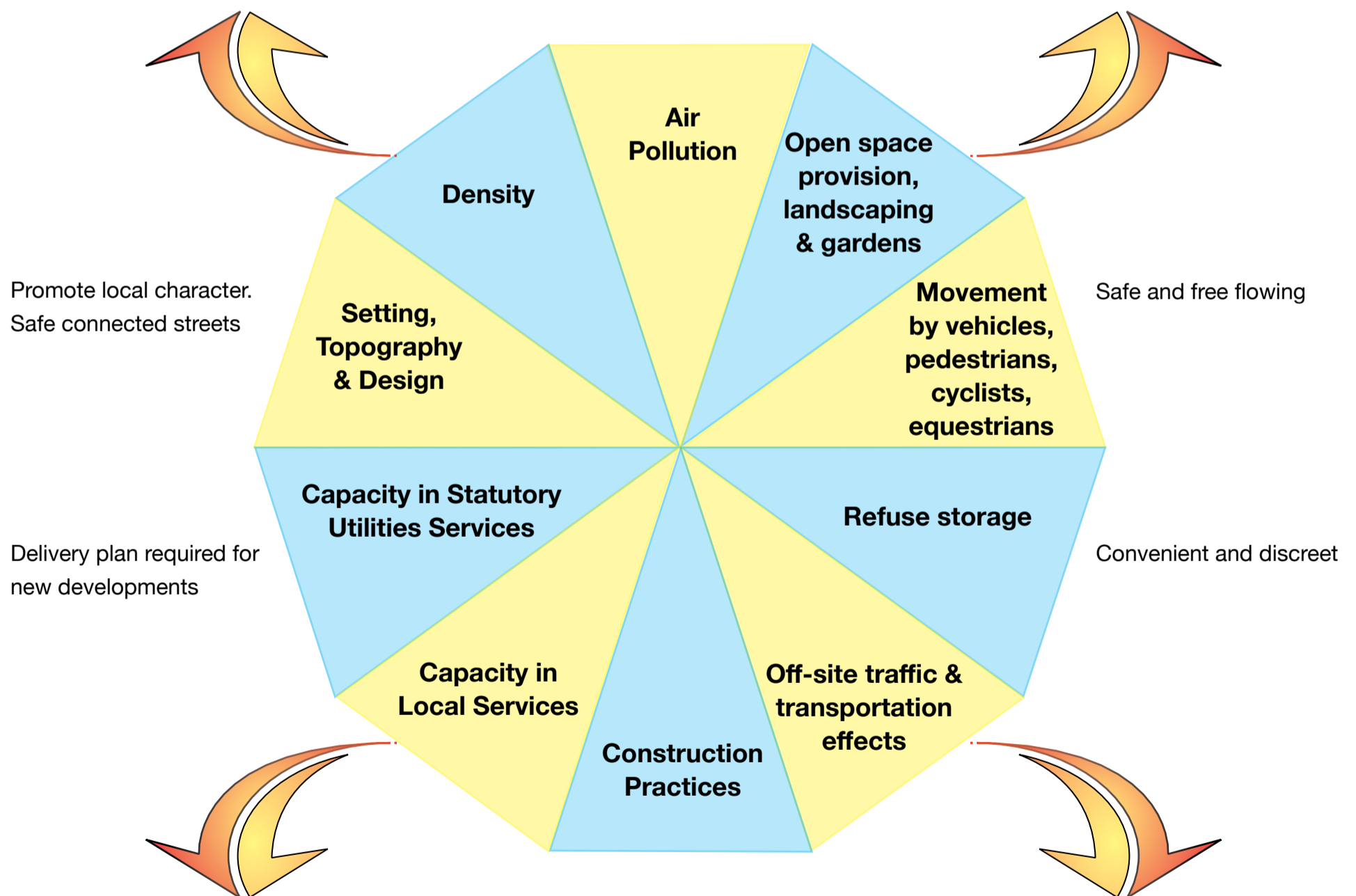
Lower housing density is a key characteristic of KDBH, particularly as it reflects the semi-rural nature of the Area. No absolute figure or average is set for future housing in KDBH, but it is essential that new development reflects the locality and that any suggestion of a cramped appearance is avoided.

Sites or parts of sites close to village amenities and public transport corridors or nodes are likely to be more suitable for housing of a higher density.

Residents are keen to promote green space and gardens in new developments. Proposals must include opportunities to meet this need, with links to green corridors wherever possible. Considerations include:

- ensuring main access routes into and through a development reflect the green character of existing key routes in the villages by incorporating tree planting and landscaping along frontages
- creating wide roads with houses set back behind private front gardens, except in village centres
- providing communal greens and recreational space (including play areas)
- providing generous landscaping that reflects and enhances the distinctive green nature and natural features of the Area
- ensuring open space is designed and implemented at the early stages of development, wherever feasible.

Proposals must include practical arrangements for the maintenance and management of open spaces and landscaping in perpetuity.



Where development will outstrip the ability/capacity of the existing physical or social infrastructure (schools including nursery provision, health care etc), proposed mitigation must be clearly demonstrated. Where necessary, this may involve a financial contribution or other mechanism to expand capacity to meet the new demand, secured through a Section 106 planning obligation.

Potential impacts on village car parks (including the Dorrige Station car parks), on-street parking, junctions and queuing traffic must all be considered and satisfactory mitigation measures proposed to ensure new development does not exacerbate existing issues.