

<b>Project:</b>	Solihull Local Plan		
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<b>Approved by:</b>	PO	<b>Checked by:</b>	HH
<b>Subject:</b>	Solihull Local Plan Scenario Description Note		

## 1 Introduction

Mott MacDonald has been commissioned by Solihull Metropolitan Borough Council (SMBC) to assess three local plan forecasting scenarios. The objective of the assessment is to establish the impact of the local plan developments on the highway network.

This Technical Note (TN) provides a description of the three forecasting scenarios and details which developments and schemes are included. Table 2.8, Table 3.4 and Table 3.5 summarise the residential and commercial developments defined for the Solihull Local Plan and Draft Local Plan scenarios.

The three forecast scenarios are:

- Scenario 1: Solihull Local Plan (SLP)
- Scenario 2a: Draft Local Plan (DLP)
- Scenario 2b: DLP with mitigation

Each local plan development, with more than 100 proposed dwellings has been allocated its own zone. Any employment developments have also been allocated their own zone. Details on highway access points to these developments are illustrated in Appendix A.

### 1.1 Future Year Schemes and Developments

Highway transport schemes built since 2016 will be modelled in the forecast scenarios. The schemes modelled in PRISM are based on WebTAG unit M4 and are categorised as ‘Near Certain’, ‘More than Likely’, ‘Reasonably Foreseeable’ and ‘Hypothetical’. Both ‘Near Certain’ and ‘More than Likely’ schemes have been modelled in the future year scenarios.

Table 1.1 shows how the categories of schemes has been used in the modelling of the future year scenarios. Table 1.2 shows the future year highway schemes within the Solihull District boundary.

**Table 1.1: Inclusion of Transport Schemes in Solihull**

	Near Certain	More than Likely	Reasonably Foreseeable	Hypothetical
SLP	✓	✓	✓	✓
DLP	✓	✓	✓	✓
Core	✓	✓		

Source: Mott MacDonald

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**Table 1.2: Future Year Highway Schemes in Solihull**

Scheme	Opening Year	In PRISM 5.2 Core	In SLP	In DLP	In DLP with Mitigation
UKC Interchange	2026	Yes	Yes	Yes	Yes
Creynolds Lane to Stratford Road	2026	No	Yes	Yes	Yes
Blossomfield Road	2026	No	Yes	Yes	Yes
JLR- Damson Parkway	2026	No	Yes	Yes	Yes

Source: SMBC/Mott MacDonald

The airport figures assumed are displayed in Table 1.3. These figures have been used in all PRISM 5 scenarios and are calculated from the UK Airport Passenger forecasts (2017)<sup>1</sup>.

**Table 1.3: Birmingham Airport Passenger Forecasts**

Airport Passenger Figures (MPPA)

2016	12.3
2026	16.51
2036	23.72

Source: DfT, UK Aviation Forecast

## 2 Scenario 1: Solihull Local Plan (SLP)

This section describes the changes made to the PRISM 5.2 Core planning data to reflect the additional developments. Information for the developments to be included in the SLP scenario was provided by SMBC on 18/10/2019. The PRISM 5.2 Core scenario (2026/2036) has been used as the starting network for the SLP Scenario. The tables below show the developments which will be included in Scenario 1.

Mott MacDonald has only included the sites where SMBC have indicated their inclusion in the local plan. The assumed number of residents to dwellings was provided by SMBC in Uncertainty Log 7a. All sites with more than 100 dwellings have been assigned their own zone. Developments with less than 100 dwellings, will be incorporated within the wider PRISM zone, within which they fall. The assumptions and information for the SLP scenario planning data has been aggregated and is presented in Table 2.8.

### 2.1 Development Description

**Table 2.1: SLP Scenario Housing Sites (growth from 2016)**

MM ID	SMBC Site No	Site Name	Dwellings		Residents	
			2026	2036	2026	2036
852	1	Foxglove Crescent	52	52	121	121
855	3	Simon Digby	200	200	466	466
854	4	Bishop Wilson and St Andrews Scout Hut	41	41	96	96
856	7	Birmingham Road	38	38	89	89
1500	8	Solihull Town Centre	86	861	172	1,722
858	9	Chelmsley Lane/Colehill Road	68	68	158	158
883	10	Blythe Valley Park	750	750	1,747	1,747
1502	11	Powergen	113	113	263	263

<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/653821/uk-aviation-forecasts-2017.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/653821/uk-aviation-forecasts-2017.pdf)

MM ID	SMBC Site No	Site Name	Dwellings		Residents	
			2026	2036	2026	2036
1503	11	Powergen (C2)	261	261	522	522
861	14	Middlefield Road, Knowle	110	110	256	256
862	15	Land off Aqueduct Road, Solihull Lodge	78	78	182	182
1539	17	Land at Braggs Farm, Rumbush Lane	34	34	79	79
1504	19	Riddings Hill	65	65	151	151
865	20	Land at Cleobury Lane, Dickens Heath	108	108	252	252
863	21	Land at Mount Dairy Farm, Tanworth Lane	274	274	638	638
1505	22	Land at Kenilworth Road	80	80	186	186
1506	23	Land at Kenilworth Road/Windmill Lane	35	35	82	82
860	24	Meriden Road	110	110	256	256
1510		Site A, B, C Dickens Heath	120	120	280	280
1511		Coleshill Heath School Phase 1 Marlene Croft Chelmsley Wood B37 7JT	51	51	102	102
1512		Coleshill Heath School Phase 2 Marlene Croft Chelmsley Wood B37 7JT	57	57	133	133
1513		Fordbridge Primary School Phase 1 Yorklea Croft Fordbridge B37 5EG	72	72	168	168
876	DLP 11	Former TRW Site	320	640	746	1,491
1516	DLP 14	Arran Way	51	51	119	119
1559		Chelmsley Wood Town Centre	100	100	233	233
<b>Total</b>			<b>3,274</b>	<b>4,369</b>	<b>7,497</b>	<b>9,792</b>

Source: SMBC

**Table 2.2: SLP Employment Sites**

MM ID	Site No	Site Name	Number of Jobs	
			2026	2036
845	8	Homer Road	1,081	1,081
847	8	Mell Square	0	1,659
851	10	Blythe Valley	2,723	5,446
840	27	The Fore, Stratford Road	1,079	1,079
842	28	Bickenhill Lane	1,601	1,601
841	29	Land North Clock Interchange	771	771
844	31	Birmingham Business Park	517	517
1507		Birmingham Business Park	52	52
1508		Elmdon Trading Estate	1,314	1,314
1509		Cranmore Industrial Estate	285	285
849		Fen End	520	520
1558		JLR Expansion – Operating Centre	1,263	1,263
<b>Total</b>			<b>11,206</b>	<b>15,588</b>

Source: SMBC

**Table 2.3: SLP Scenario Enrolments**

MM ID	Site Number	Site Name	Enrolments		
			Primary	Secondary	Tertiary
883	10	Blythe Valley Park	210	0	0

MM ID	Site Number	Site Name	Enrolments		
			Primary	Secondary	Tertiary
1527		Tidbury Green Farm	105	0	0
1528		Lowbrook Farm	105	0	0
<b>Total</b>			<b>420</b>	<b>0</b>	<b>0</b>

Source: SMBC

Table 2.4 and Table 2.5 below show the Brownfield sites and Sites with Planning Permission over 100 dwellings that are included in both SLP and DLP scenarios. The sites with over 100 dwellings in Table 2.5 do not have their own PRISM zone with demand added into the wider PRISM zone they are located in.

**Table 2.4: Brownfield Sites (50+ Dwellings)**

MM ID	Site Number	Site Name	Dwellings		Residents	
			2026	2036	2026	2036
1523	BLR17	National Motorcycle Museum, Coventry Road	0	50	0	117
1524	BLR57	354 Stratford Road, Shirley	50	50	117	117
1526	BLR58	National Exhibition Centre	224	2,240	448	4,480
<b>Total</b>			<b>274</b>	<b>2,340</b>	<b>565</b>	<b>4,714</b>

Source: SMBC

**Table 2.5: Site over 100 Dwellings with Planning Permission and not completed by March 2019**

MM ID	Site Name	Dwellings		Residents	
		2026	2036	2026	2036
1527	Tidbury Green Farm	231	231	538	538
1528	Lowbrook Farm	200	200	466	466
1529	Princes Gate 2-6 Homer Road	100	100	200	200
1530	Sapphire House (West- D, E+F), Streetsbrook Road	105	105	210	210
1531	Sapphire House (East), Streetsbrook Road	111	111	222	222
<b>Total</b>		<b>747</b>	<b>747</b>	<b>1,636</b>	<b>1,636</b>

Source: SMBC

**Table 2.6: Additional Developments (SLP and DLP)**

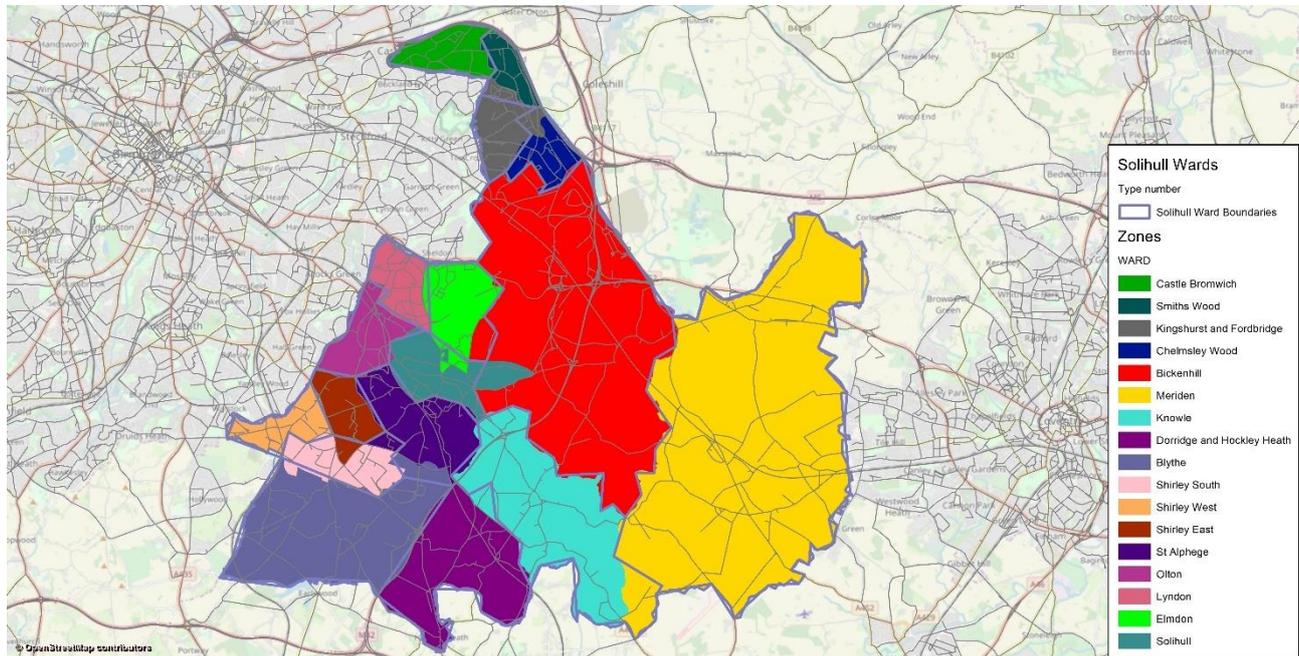
MM ID	Site Name	Dwellings		Population	
		2026	2036	2026	2036
1540	Widney Manor House, Widney Manor Road	2	2	5	5
1541	Land east, 106 - 118 Old Station Road	2	2	5	5
1542	Windmill House, Windmill Lane	2	2	5	5
1543	land RO, 146-152 Tilehouse Lane	8	8	19	19
1544	1806 Warwick Road, Knowle	2	2	5	5
1545	1817 Warwick Road, Knowle	2	2	5	5
1546	Four Winds, Catherine De Barnes Lane	3	3	7	7
1547	Earlsmere House, Warings Green	2	2	5	5
1548	Blythe House, Widney Manor Road	2	2	5	5

		Dwellings		Population	
1549	Hobs Moat Site 2, Campden Green	3	3	7	7
1550	Garages at Angelesey Avenue, Smith's Wood	13	13	30	30
1551	107 Kelsey Lane, Balsall Common	5	5	12	12
1552	Corbetts Close, Hampton in Arden	43	43	86	86
1553	Clopton Crescent, Fordbridge	20	20	47	47
1554	Wychwood Roundabout, Knowle	20	20	47	47
1555	St George & St Teresa School, Dorridge	0	31	0	72
1556	Former Rectory & Glebe Land, Solihull	17	17	40	40
1557	Chapelhouse Depot, Fordbridge	30	30	70	70
<b>Total</b>		<b>176</b>	<b>207</b>	<b>400</b>	<b>472</b>

Source: SMBC

A number of windfall sites have been included in the total residents and dwellings, and these have been distributed on a ward by ward basis. Figure 2.1 shows which zones lie within each ward boundary<sup>2</sup>. Care has been taken to match the zones to the correct ward, but some zones are across two ward boundaries. This means that the zones do not map exactly, but care has been taken to allocate zones to wards based on connectors and access points. The crossing of boundaries is not an issue in the highway modelling as the route choice will not be affected. Information for the Windfall sites was received from SMBC (18/10/2019) and incorporated into the planning data in Table 2.8.

**Figure 2.1: Solihull Wards**



Source: Mott MacDonald

<sup>2</sup> Ward boundaries have been downloaded from: <https://geoportal.statistics.gov.uk/datasets/wards-december-2018-super-generalised-clipped-boundaries-gb>

**Table 2.7: Windfall Sites per Ward**

Ward	Dwellings		Residents	
	2026	2036	2026	2036
Castle Bromwich	46	102	107	238
Smiths Wood	69	79	161	184
Kingshurst and Fordbridge	30	42	70	98
Chelmsley Wood	130	244	303	569
Bickenhill	237	403	552	939
Meriden	247	437	576	1,018
Knowle	143	253	333	589
Dorridge and Hockley Heath	146	250	340	583
Blythe	105	169	245	394
Shirley South	120	248	280	578
Shirley West	233	413	543	962
Shirley East	193	343	450	799
St Alphege	174	312	405	727
Olton	225	473	524	1,102
Lyndon	47	89	110	207
Elmdon	13	29	30	68
Solihull	242	514	564	1,198
<b>Total</b>	<b>2,400</b>	<b>4,400</b>	<b>5,592</b>	<b>10,252</b>

Source: SMBC

## 2.2 Planning Data

Table 2.8 shows the summarised planning data for the Solihull Local Plan scenario.

**Table 2.8: Summary of Planning Data for SLP**

	2026	2036
Dwellings (including Windfall)	6,871	12,063
Employment	11,206	15,588
Enrolments	420	420

Source: SMBC

### 3 Scenario 2a: Draft Local Plan (DLP)

This section describes the additional planning data from the SLP scenario to reflect the additional developments specified for the DLP scenario. Information on developments included in the DLP scenario was provided by SMBC (18/10/2019). The DLP scenario uses the same highway networks produced in Scenario 1 as all development coding is included at SLP stage. All the developments listed in the SLP scenario will be included in the DLP scenario.

#### 3.1 Development Description

**Table 3.1: DLP Scenario Housing Sites**

MM ID	Site No	Site Name	Number of Dwellings		Number of Residents	
			2026	2036	2026	2036
867	1	Barratt's Farm	0	900	0	2,097
868	2	Frog Lane Balsall Common	110	110	256	256
869	3	Windmill Lane/Kenilworth Road	80	80	186	186
870	4	West of Dickens Heath	105	350	245	816
1514	6	Meriden Road	100	100	233	233
872	7	Kingshurst Centre	0	50	0	117
873	8a	Hampton Road Knowle	50	150	115	350
874	8b	Hampton Road	50	150	115	350
875	9	Land South of Knowle	96	600	224	1,398
1515	10	Birmingham Road, Meriden	100	100	200	200
877	12	Land South of Dog Kennel Lane	250	1,000	583	2,330
879	15	Auckland Drive	0	0	0	0
880	16	Land East of Solihull	96	600	224	1,398
881	17	Moat Lane/Vulcan Road	0	90	0	210
882	18	Sharmans Cross Road	100	100	233	233
866	19	UK Central Housing	0	500	0	1165
1517	21	Pheasant Oak Farm	0	300	0	699
1518	22	Trevallion Stud	76	230	177	536
1519	23	Lavender Hall Farm	0	80	0	186
1520	24	Oak Farm	80	80	186	186
1521	25	School Road	100	100	233	233
1522	26	Whitlocks End Farm	99	300	231	699
<b>Total</b>			<b>1,492</b>	<b>5,970</b>	<b>3,441</b>	<b>13,878</b>

Source: SMBC

**Table 3.2: DLP Scenario Employment Sites**

MM ID	Site No	Site Name	Number of Jobs	
			2026	2036
848	19	UK Central Interchange	0	5,651
850	20	Damson Parkway	1,164	2,327
1558		JLR Expansion – Operating Centre	1,263	1,263
<b>Total</b>			<b>2,427</b>	<b>9,241</b>

Source: SMBC

**Table 3.3: DLP Scenario Enrolments**

MM ID	Site No	Site Name	Number of Enrolments		
			Primary	Secondary	Tertiary
867	1	Barratts Farm	420	0	0
875	9	Land South of Knowle	420	0	0
877	12	Land South of Dog Kennel Lane	420	0	0
866	19	UK Central Housing	420	0	0
<b>Total</b>			<b>1,680</b>	<b>0</b>	<b>0</b>

Source: SMBC

**Table 3.4: Additional Developments (DLP only)**

MM ID	Site No	Site Name	Number of Dwellings		Number of Residents	
			2026	2036	2026	2036
1532		Springhill, 443 Station Road	0	21	0	49
1533		Land adjacent to Oakwood House, Lavender Hall Lane	0	7	0	16
1534		Land adjacent to Old Lodge Farm, Kenilworth Rd	0	40	0	93
1535		Land adjacent to 84 School Road	0	21	0	49
1536		Land at Old Waste Lane/Waste Lane	0	40	0	93
1537		Land at and rear of 84,86 & 90 School Road	0	30	0	70
1538		2 Lavender Hall Lane	0	1	0	2
<b>Total</b>			<b>0</b>	<b>160</b>	<b>0</b>	<b>373</b>

Source: SMBC

## 3.2 Planning Data

Table 3.5 shows the additional planning data, for those developments associated with the DLP scenario. Table 3.6 shows the totally planning data in the DLP scenario, which includes all developments in the SLP scenario.

**Table 3.5: Summary of Additional DLP developments**

	2026	2036
Dwellings	1,492	6,130
Employment	2,427	9,241
Enrolments	1,680	1,680

Source: SMBC

**Table 3.6: Total planning data for DLP Scenario**

	2026	2036
Dwellings (+ Windfall Sites)	8,362	18,193
Employment	13,633	24,829
Enrolments	2,100	2,100

Source: SMBC

**Table 3.7: Comparison summary of SLP and DLP Planning Data**

	Forecast Year	SLP	DLP
Dwellings	2026	6,871	8,362
	2036	12,063	18,193
Employment	2026	11,206	13,633
	2036	15,588	24,829
Enrolments	2026	420	2,100
	2036	420	2,100

Source: SMBC

## 4 Scenario 2b: Draft Local Plan (DLP) with mitigation

The transport modelling outputs from the DLP scenario have been reviewed by SMBC and this has formed the updates to the highway network, to mitigate the impact of increased network demand. The DLP network (2026/2036) will be used as the starting network for the DLP with mitigation scenario. The planning data will be the same as the DLP scenario.

The PT network will be updated as part of this scenario to include both the A34 and A45 Sprint schemes and East Birmingham to Solihull (EBS) metro extension. The A34 and A45 Sprint routes have been combined to form the Cross-City Service, as this is reflective of the route's operation. This has a minimal impact on the modelling of the services, as the frequency of services between Birmingham and Solihull and the airport remain consistent.

The highway network will be updated to include the schemes detailed in Table 4.1, with the year of implementation.

The A34 mitigation package modelled is based on the A34 packaged scheme reported in the A34 Stratford Road Enhancement Study, produced by Atkins in June 2018.

The Balsall Common Bypass and A452 Speed Reduction have been informed by the Balsall Common Transport Study (BCTS), submitted to SMBC as draft by Mott MacDonald in October 2020.

Station Road signalisation and Hampton Road/ Lodge Road / Warwick Road have been informed by the Knowle Transport Study (KTS), submitted to SMBC by Mott MacDonald in September 2020.

Various schemes have also been informed by a Traffic Impact Assessment (TIA), submitted by Mott MacDonald to SMBC in September 2020.

**Table 4.1: DLP with Mitigation Schemes (DRAFT)**

Schemes	Informed by	Highway/PT	2026	2036
A34 Sprint	SMBC	PT/Highway	✓	✓
A45 Sprint	SMBC	PT/Highway	✓	✓
EBS Metro	SMBC	PT/Highway	✓	✓
Damson Parkway Junction	SMBC	Highway	✓	✓
Balsall Common Bypass	BCTS	Highway	✓	✓
Station Road – Restriction of through movement	Solihull Station Study	Highway	✓	✓
A452 Balsall Common High Street Speed Reduction	BCTS	Highway	✓	✓
Dickens Heath/Tanworth Lane to signalised junction	TIA	Highway	✓	✓

Schemes	Informed by	Highway/PT	2026	2036
Haslucks Green / Green Lane to a signalised junction	TIA	Highway	✓	✓
Blackford Road/ Dog Kennel Lane/ Tanworth Lane to a four-arm roundabout	TIA	Highway	✓	✓
Tilehouse Lane/Birchy Leasowes to a roundabout	TIA	Highway	✓	✓
Haslucks Green Road/Bills Lane to a mini roundabout	TIA	Highway	✓	✓
A452 dual from Chester Road to Hedingham Junction	SMBC	Highway	✓	✓
A452 two lane exit northbound to Chester Road	SMBC	Highway	✓	✓
Station Road / Wilsons Road signalised junction	KTS	Highway	✓	✓
Warwick Road/Hampton Road/Lodge Road two mini roundabouts	KTS	Highway	✓	✓
A34 Package -Priority Bus Lane -junction improvements and signalisation	A34	Highway	✓	✓
Solihull Bypass/Hampton Lane optimisation	MM DLP Scenario Analysis	Highway	✓	✓
Coventry Road/Damson Parkway optimisation	MM DLP Scenario Analysis	Highway	✓	✓
A34 Stratford Road on-Slip optimisation	MM DLP Scenario analysis	Highway	✓	✓
Monkspath Hall Road / Princes Road optimisation	MM DLP Scenario analysis	Highway	✓	✓
M42 On slip optimisation	MM DLP Scenario analysis	Highway	✓	✓
Warwick Road/Hampton Lane optimisation	MM DLP Scenario analysis	Highway	✓	✓
Stratford Road/Creynolds Lane optimisation	MM DLP Scenario Analysis	Highway	✓	✓

Source: Mott MacDonald

## 5 Control to NTEM

The planning data is controlled to NTEM in accordance with WebTAG criteria detailed in Unit M4. The process for the SLP and DLP is different to the PRISM 5 core scenarios as it has been agreed that Solihull should be excluded from NTEM control.

For the rest of the metropolitan districts, the 'Near Certain' and 'More than Likely' developments have been modelled in the 2026 and 2036 Future Year scenarios for the core, SLP and DLP scenarios. However, 'Reasonably Foreseeable' housing developments have had to be included, for 2036 only, due to the level of shortfall compared to NTEM.

For the SLP and DLP scenarios, all developments in Solihull have been included, regardless of their likelihood categories.

The approach to control the population and job forecasts to NTEM is as follows:

- A comparison between the Uncertainty log and NTEM 7.2 for each district is undertaken to determine the shortfall.
- The Districts within the West Midlands Metropolitan Area (WMMA) are assumed to absorb a proportion of the short-fall.
- The remaining short-fall is then spread into the West Midlands Shire Districts, effectively controlling to NTEM at the West Midlands Regional level.

More details on the control to NTEM can be found in the PRISM 5 forecasting report.

For the Solihull Local Plan, we will be adopting a very similar method. The population and jobs will be controlled to NTEM on a West Midlands Regional level, with Solihull excluded. This means that for Solihull, the housing, population and employment figures are the figures which were produced in the Uncertainty Log. The SLP scenario and the DLP scenario will use the same method to control to NTEM. This is so that the outputs from the two scenarios will be comparable. Table 5.1 and Table 5.2 provide a comparison between the SLP, DLP and NTEM Projections. Note that the windfall sites are allocated to Solihull zones after the control to NTEM, as they are applied pro-rata to each ward.

**Table 5.1: Comparison with NTEM Projections- Population**

	2026			2036		
	SLP	DLP	NTEM	SLP	DLP	NTEM
Solihull	10,094	13,301	7,132	16,610	30,627	14,799
The remaining Metropolitan districts	127,576	127,576	137,175	214,593	214,593	259,108
Inner Shires	80,320	80,320	70,721	168,026	168,026	127,962
Outer Shires	84,660	84,660	84,660	143,308	143,308	138,856
<b>Totals</b>	<b>302,650</b>	<b>305,857</b>	<b>299,688</b>	<b>542,536</b>	<b>556,553</b>	<b>540,725</b>
<b>Totals - Solihull</b>	<b>292,556</b>	<b>292,556</b>	<b>292,556</b>	<b>525,926</b>	<b>525,926</b>	<b>525,926</b>

Source: SMBC/Mott MacDonald

**Table 5.2: Comparison with NTEM Projections- Employment**

	2026			2036		
	SLP	DLP	NTEM	SLP	DLP	NTEM
Solihull	11,206	12,370	2,802	15,588	23,566	5,880
The remaining Metropolitan districts	70,686	70,686	35,534	79,159	79,159	69,233
Inner Shires	14,252	14,252	20,900	32,855	32,855	41,798
Outer Shires	21,160	21,160	21,160	39,814	39,814	40,808
<b>Totals</b>	<b>88,000</b>	<b>89,964</b>	<b>80,396</b>	<b>167,417</b>	<b>175,395</b>	<b>157,709</b>
<b>Totals - Solihull</b>	<b>77,594</b>	<b>77,594</b>	<b>77,594</b>	<b>151,829</b>	<b>151,829</b>	<b>151,829</b>

Source: SMBC/Mott MacDonald

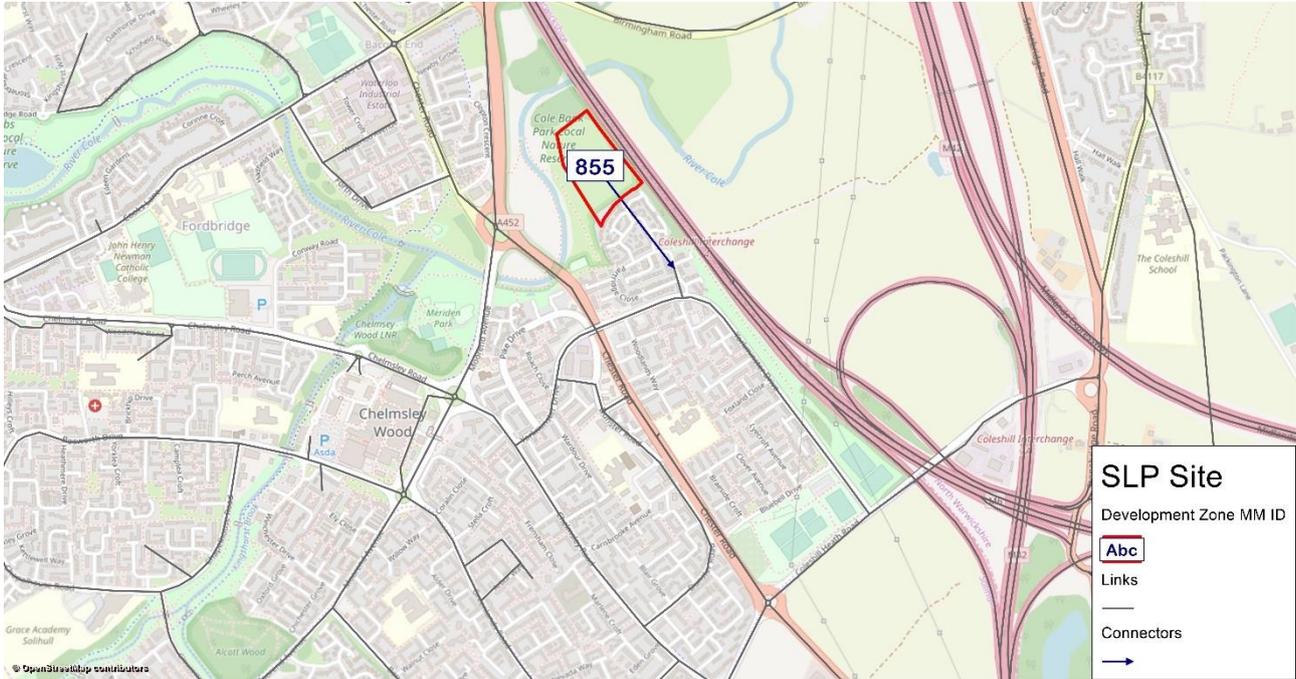
## Appendices

A. Development Access Points

13

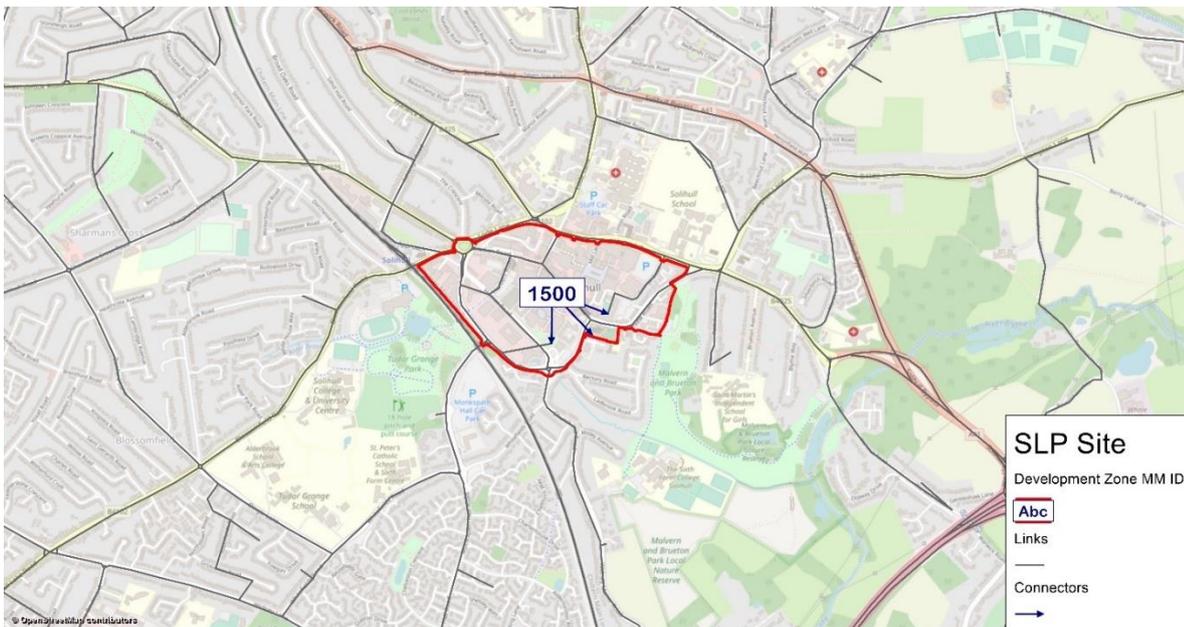
## A. Development Access Points

Figure 5.1: SLP Site 3: Simon Digby



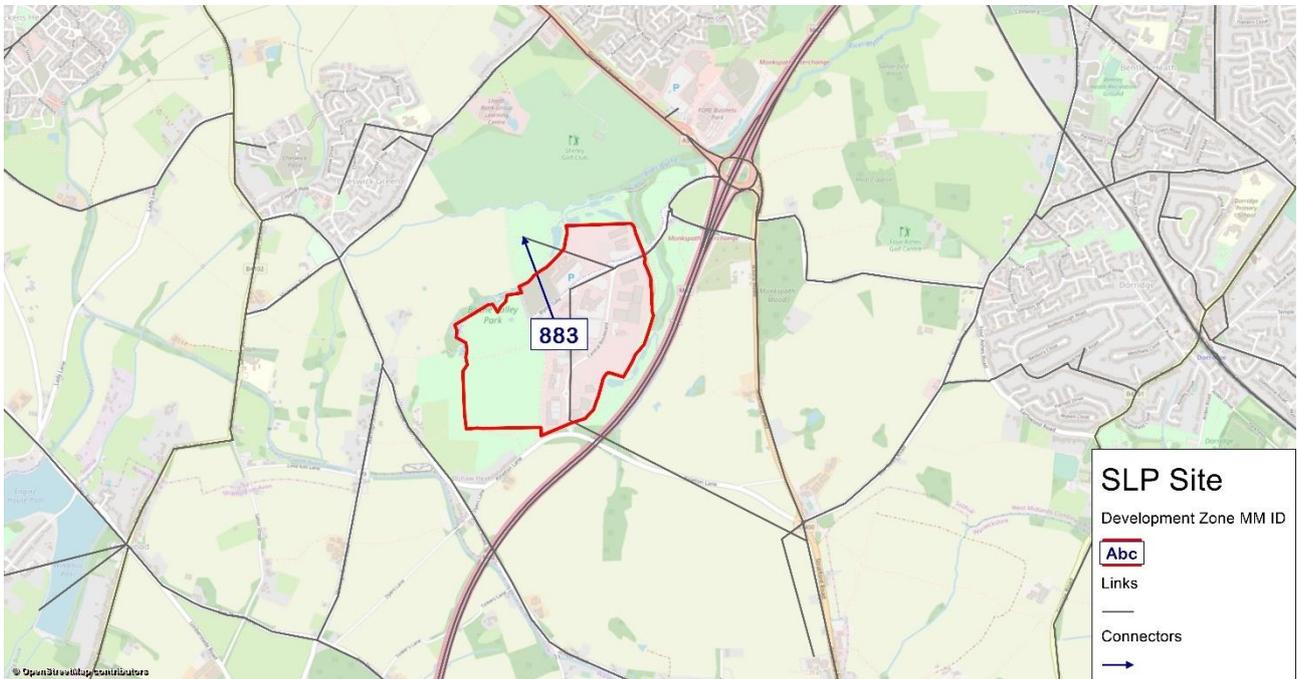
SLP development site 3 is a residential development with access assumed from Yorkminster Drive

Figure 5.2: SLP Site 8: Solihull Town Centre



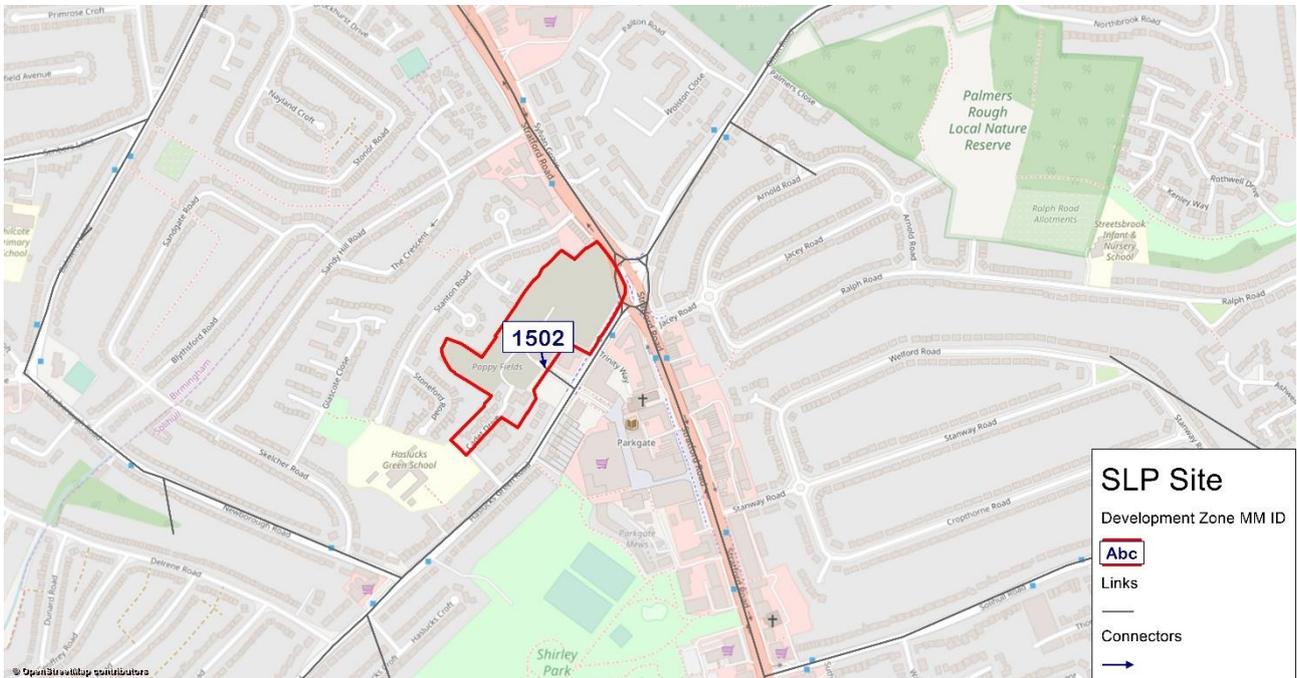
SLP development site 8 is a residential development with multiple access points from Princes Way, New Road and George Road.

Figure 5.3: SLP Site 10: Blythe Valley Park



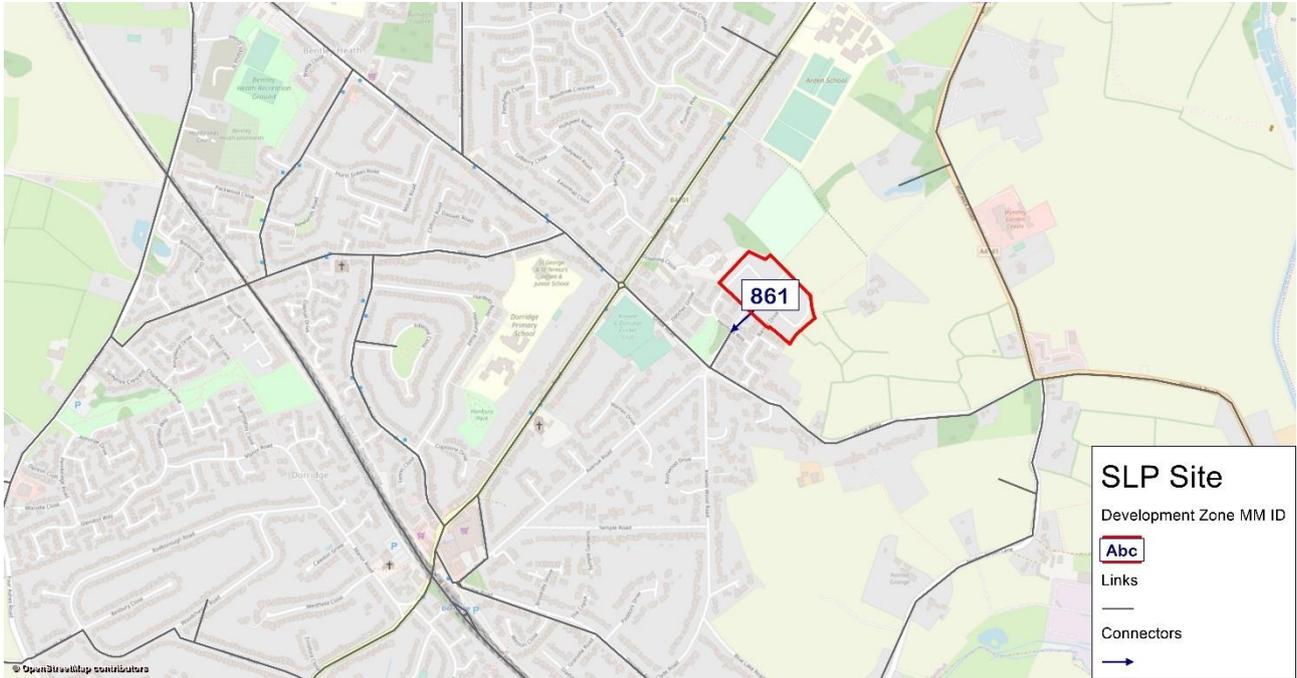
SLP development site 10 is a residential and commercial development with access from Blythe Gate

Figure 5.4: SLP Site 11: Powergen



SLP development site 11 is a residential development with access from Haslucks Green Rd

**Figure 5.5: SLP Site 14: Middlefield Road, Knowle**



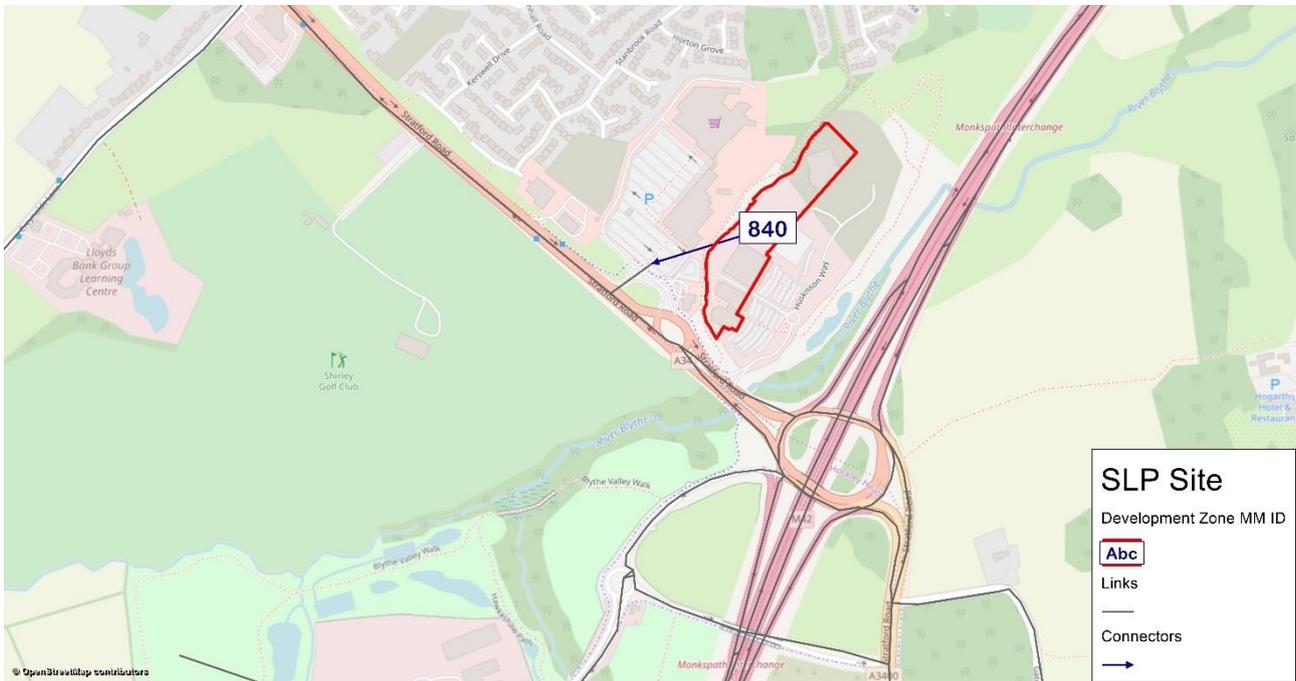
SLP development site 14 is a residential development with access from Grove Road

**Figure 5.6: SLP Site 21: Mount Dairy Farm**



SLP development site 21 is a residential development with access from Tamworth Lane

Figure 5.7: SLP Site 27: The Fore, Stratford Road



SLP development site 27 is a commercial development with access from Stratford Road

Figure 5.8: SLP Site 28: Bickenhill Lane



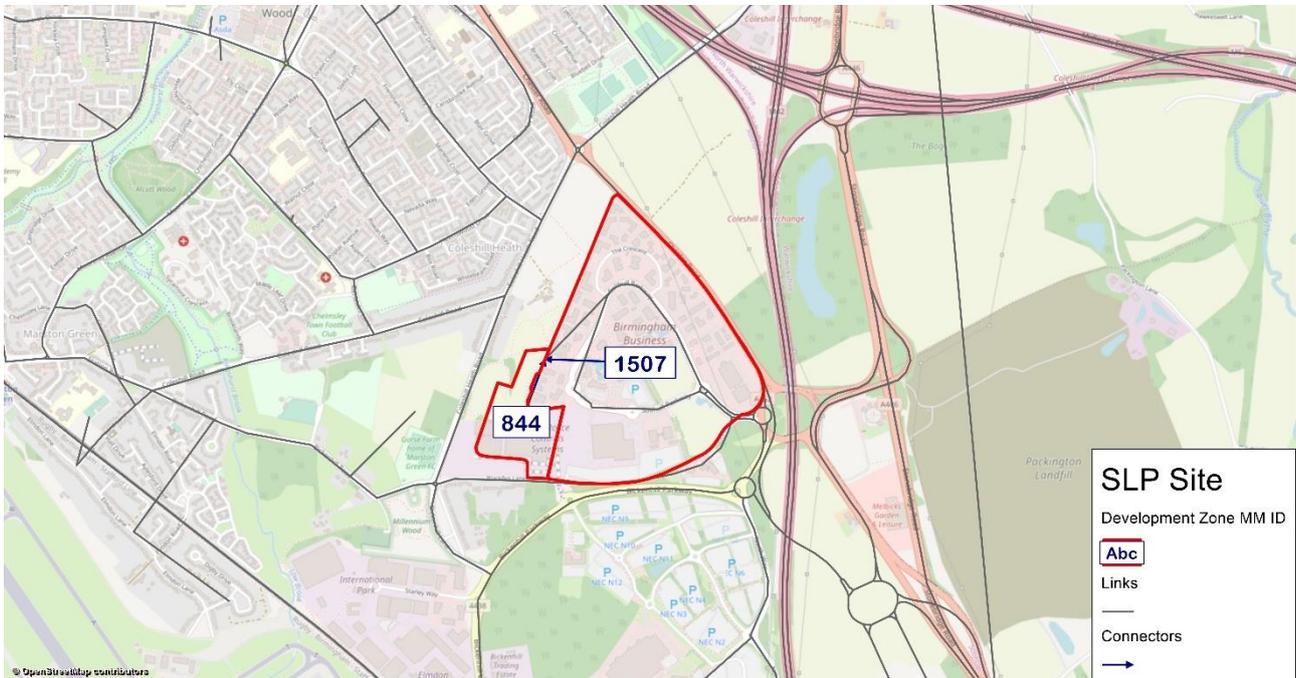
SLP development site 28 is a commercial development with access from Bickenhill Lane

**Figure 5.9: SLP Site 29: Land at North Clock Interchange**



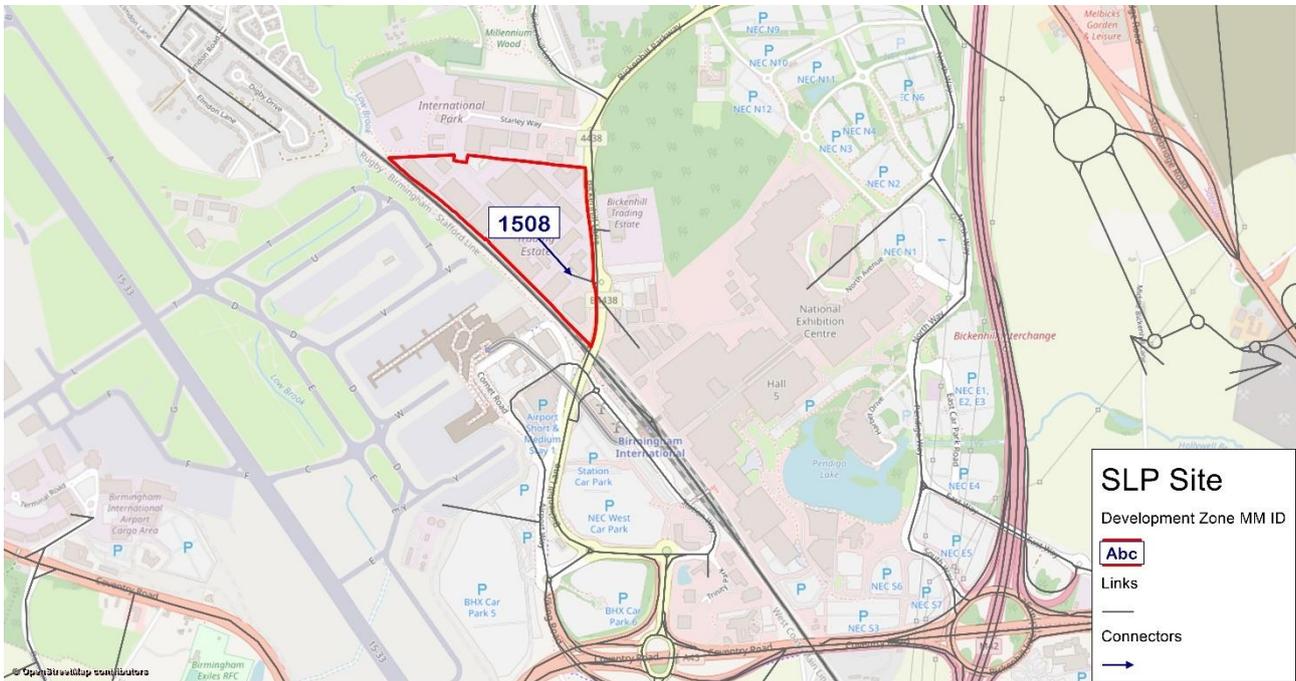
SLP development site 29 is a commercial development with access from Station Link Road

**Figure 5.10: SLP Site 31: Birmingham Business Park**



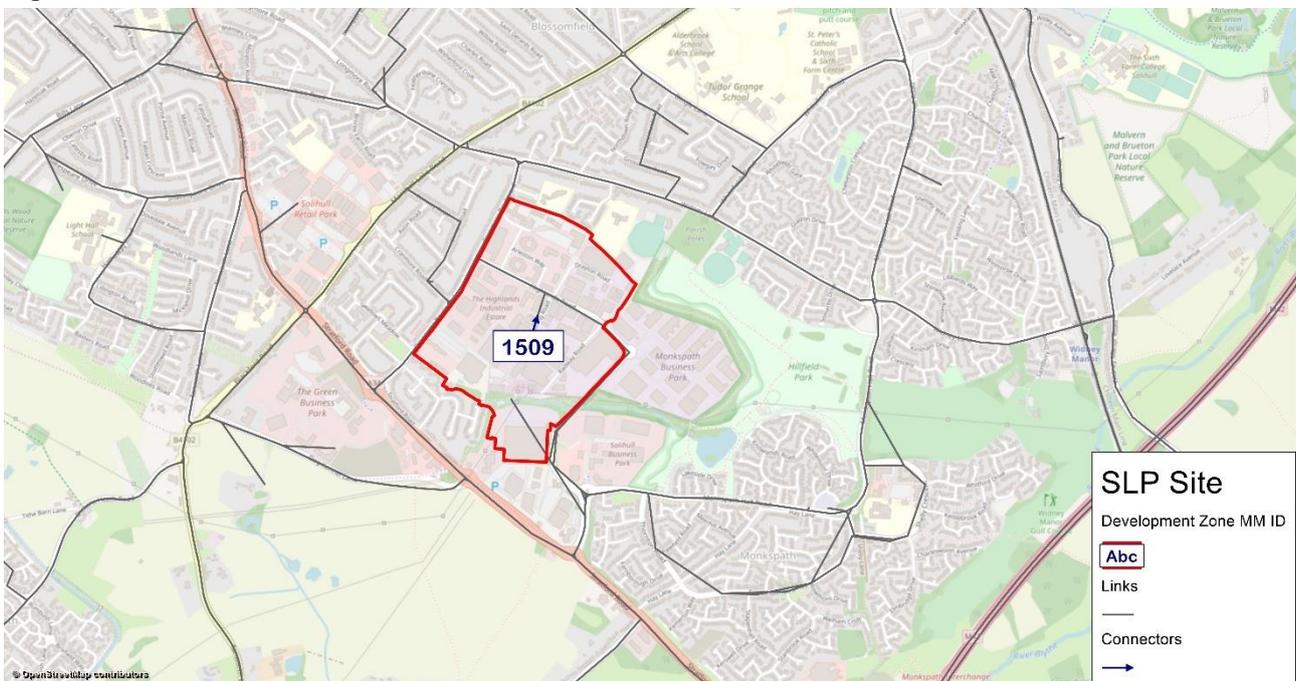
SLP development site 31 and Birmingham Business Park (Current) are commercial developments which use the existing access point from Solihull Parkway

Figure 5.11: SLP Site: Elmdon Business Park



SLP development site Elmdon Business Park is a commercial development with access from Bickenhill Lane

Figure 5.12: SLP Site: Cranmore Industrial Estate



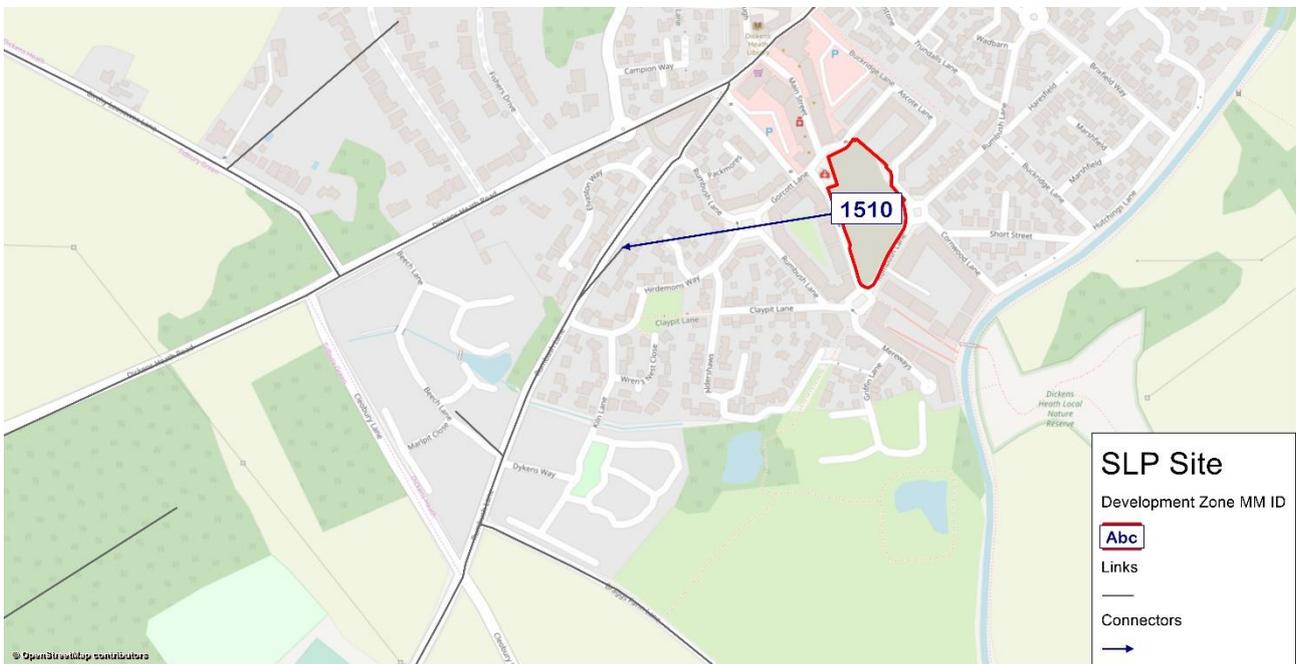
SLP development site Cranmore Industrial Estate is a commercial development with access from Highlands Road

Figure 5.13: SLP Site 20: Cleobury Lane/ Land at Dickens Heath Road



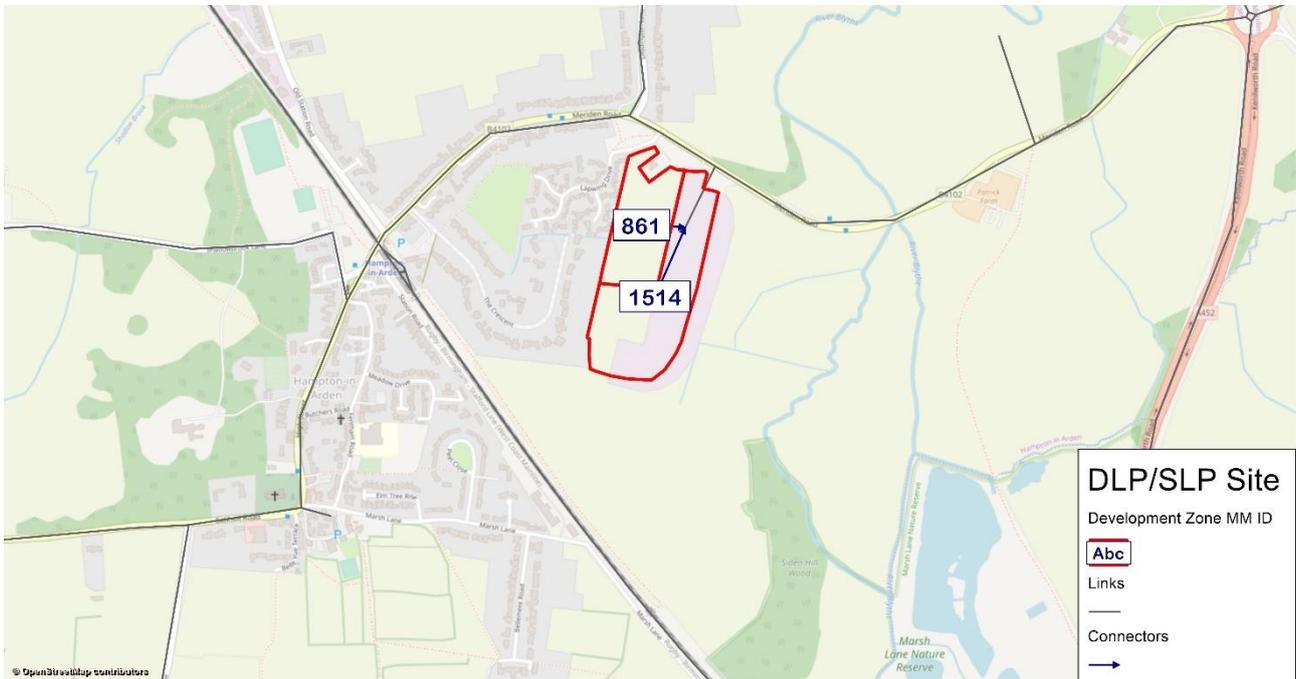
SLP development site 20 is a residential development with access from Rumbush Lane

Figure 5.14: SLP Site: Dickens Heath, Garden Square ABC



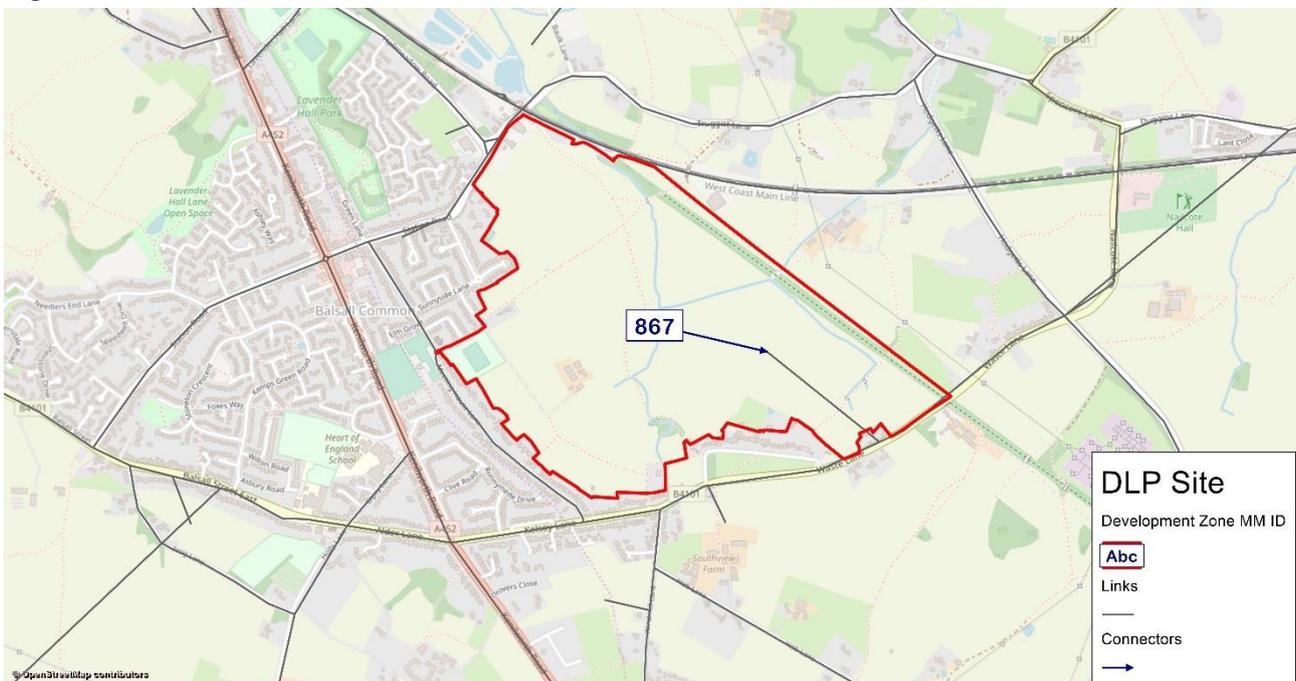
SLP development site Dickens Heath is a residential development site with access from Rumbush Lane

Figure 5.15: SLP/DLP Site 24/6 Meriden Road



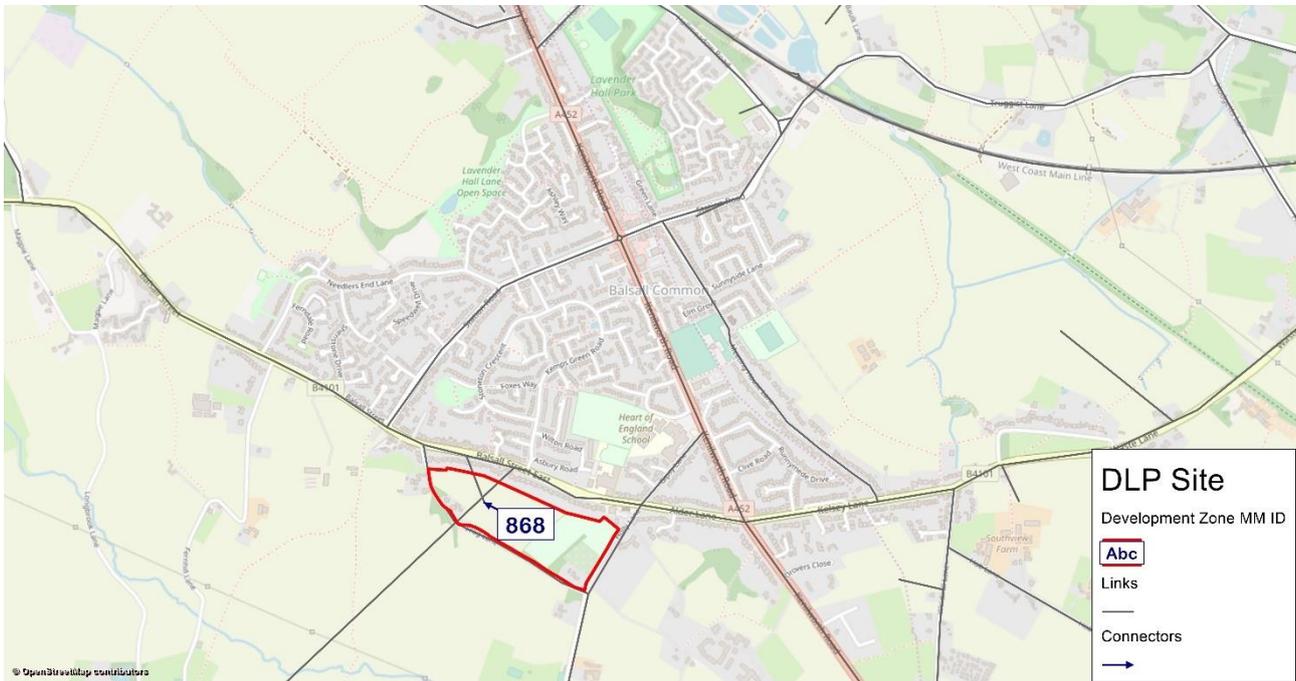
SLP development site 24 and DLP development site 6 are both residential developments and share the same access from Meriden Road

Figure 5.16: DLP Site 1: Barretts Farm



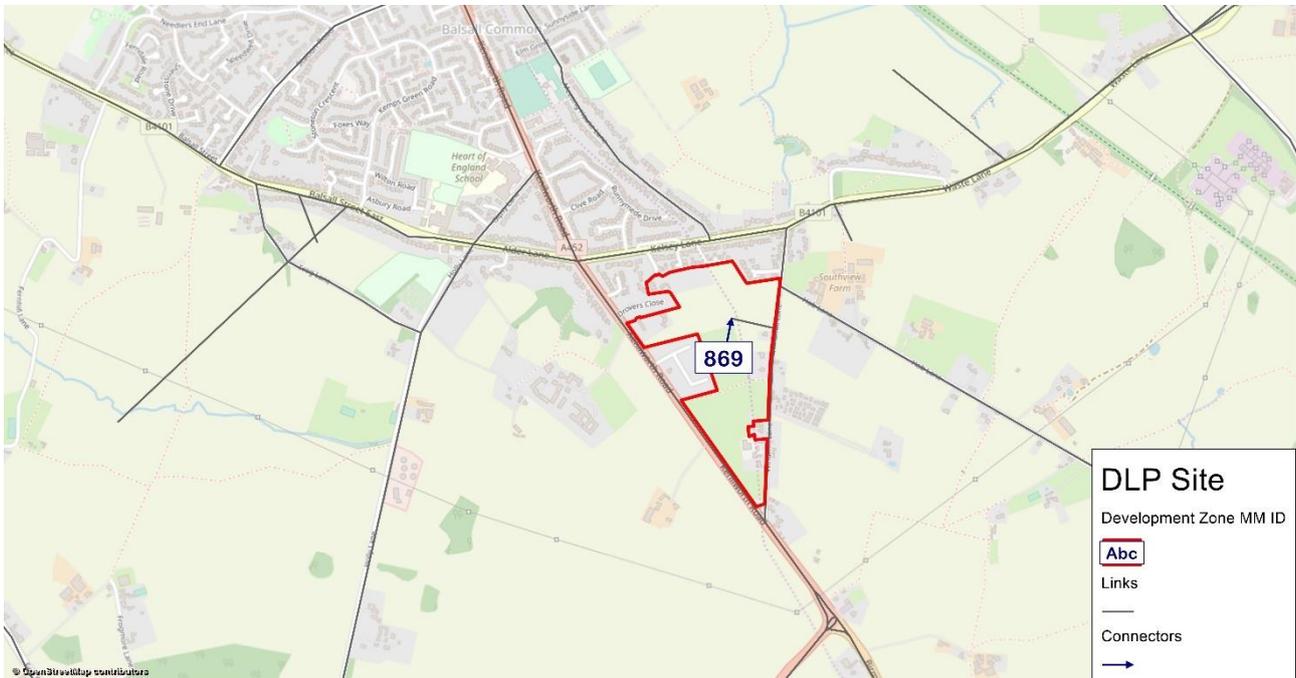
DLP development site 1 is a residential site with access from Waste Lane

Figure 5.17: DLP Site 2: Frog Lane



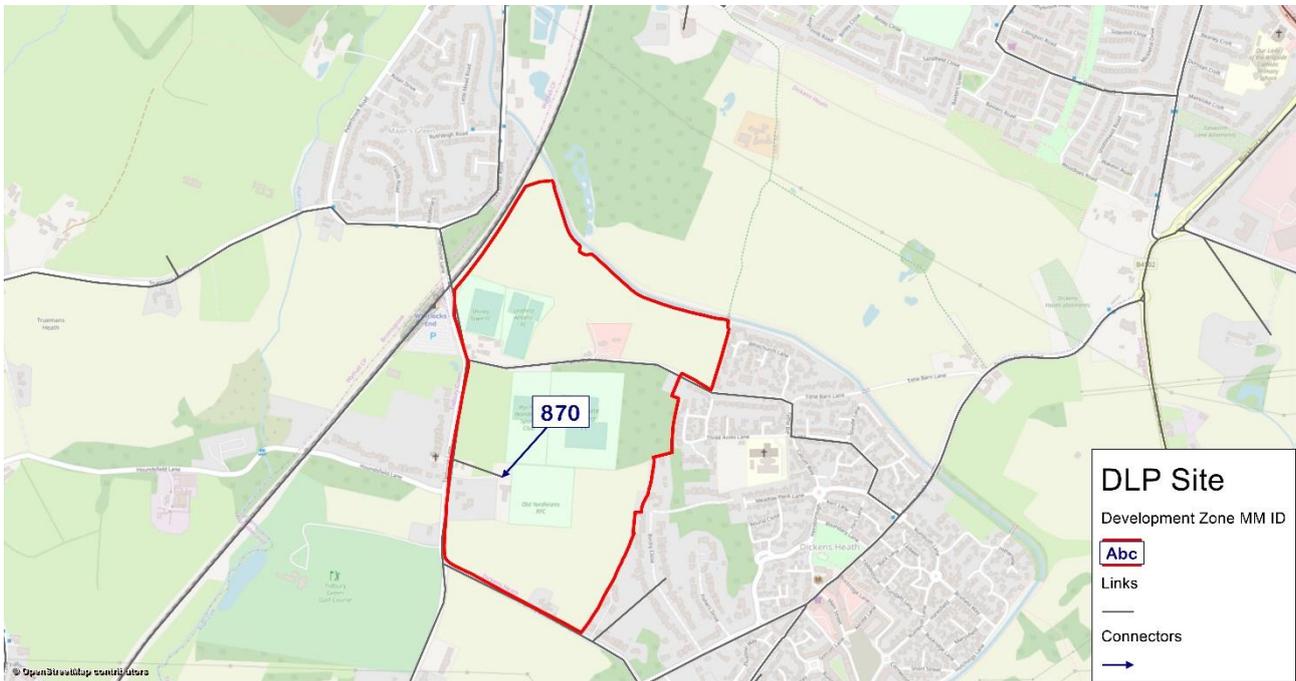
DLP development site 2 is a residential development with access from Balsall Street East

Figure 5.18: DLP Site 3: Windmill Lane



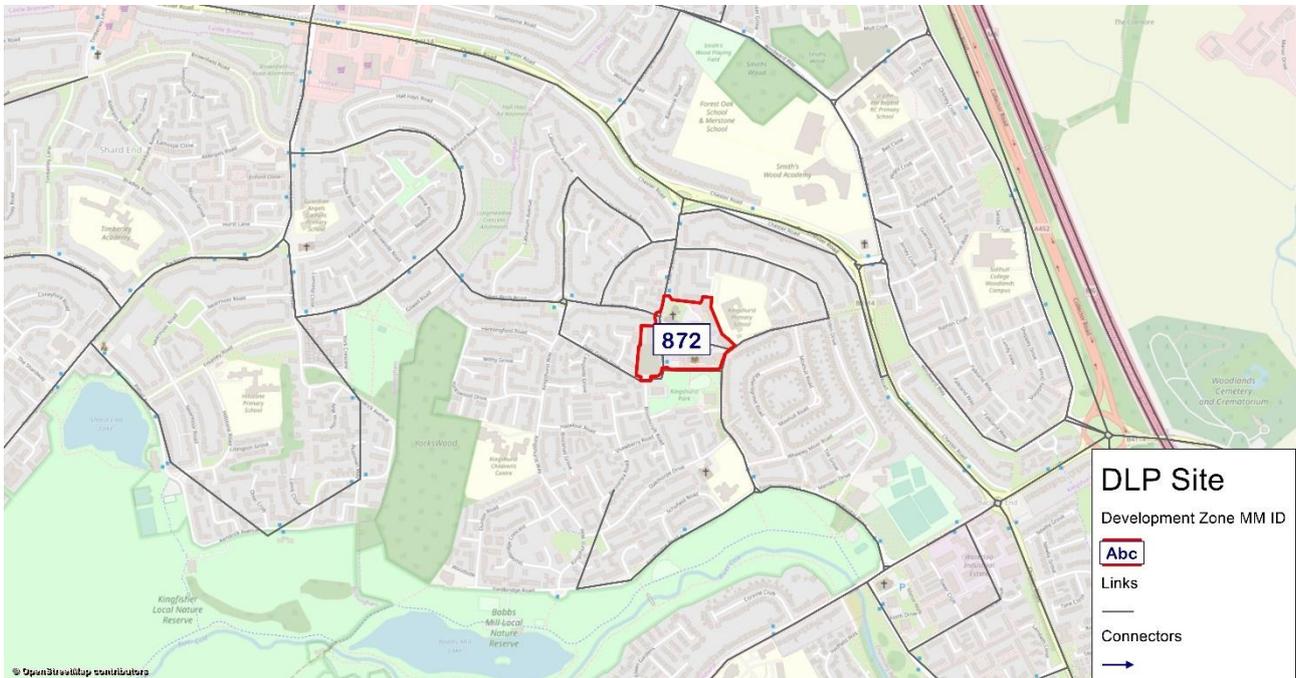
DLP development Site 3 is a residential development with access from Windmill Lane

Figure 5.19: DLP Site 4: West of Dickens Heath



DLP development site 4 is a residential development with access from Tilehouse Lane

Figure 5.20: DLP Site 7: Kingshurst Village Centre



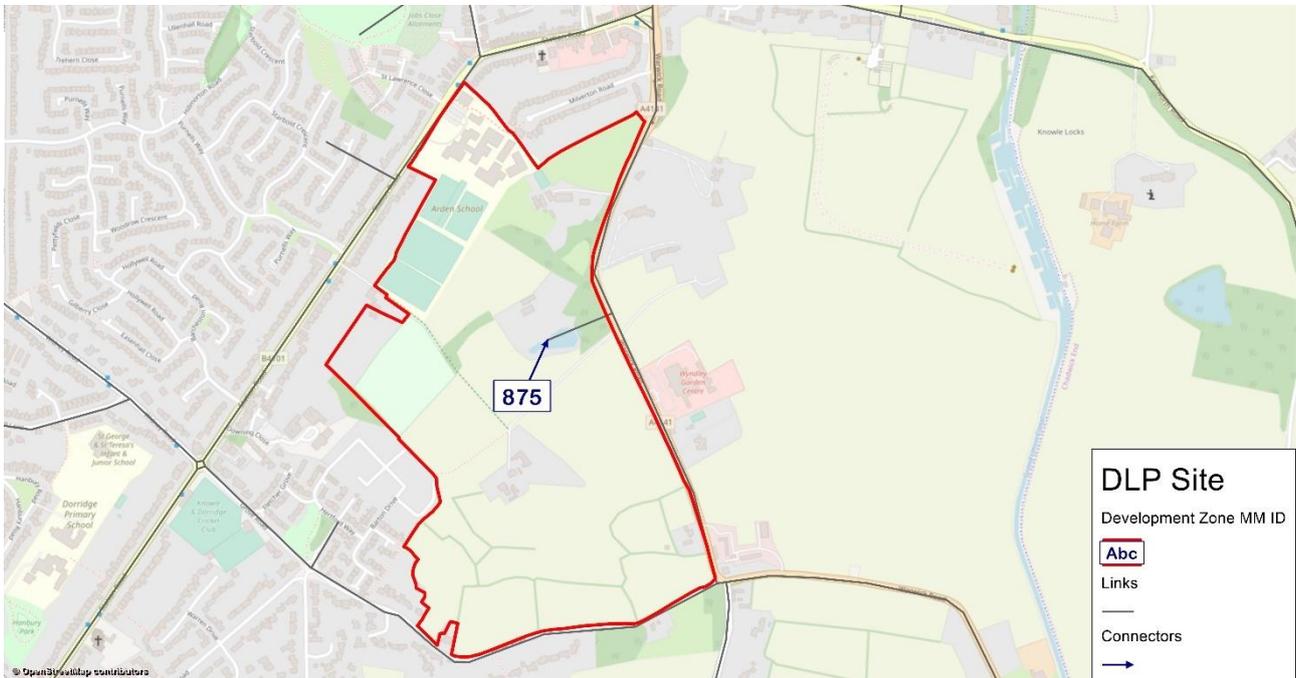
DLP development site 7 is a residential development with access from Gilson Way

Figure 5.21: DLP Site 8a/8b: Hampton Road



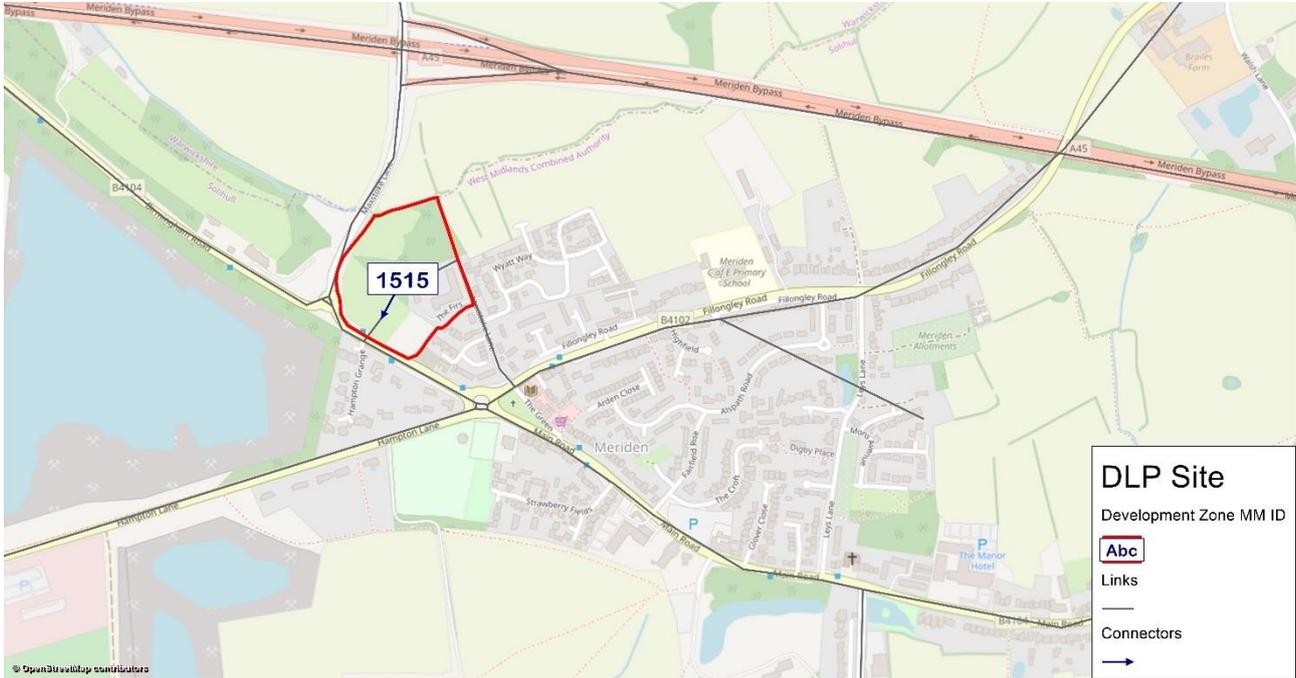
DLP development sites 8a and 8b are residential sites with access from Hampton Road

Figure 5.22: DLP Site 9: Land South of Knowle



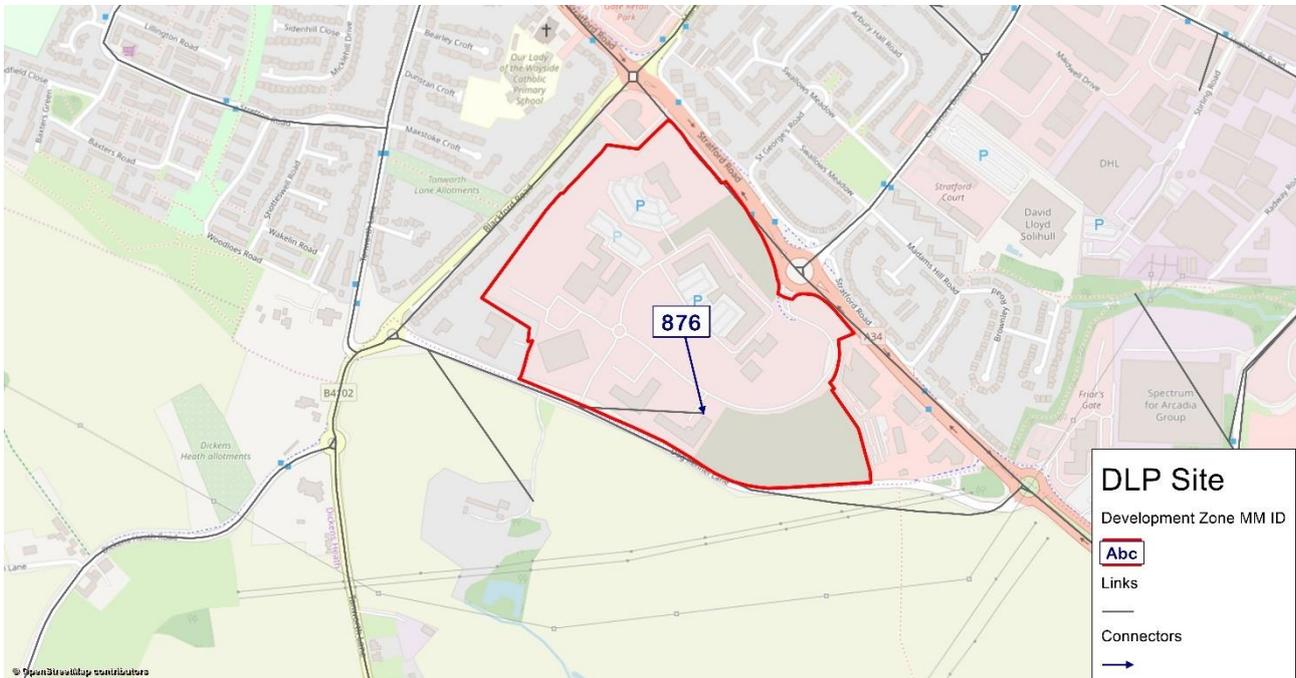
DLP development site 9 is a residential site with access from Warwick Road

Figure 5.23: DLP Site 10: Birmingham Road, Meriden



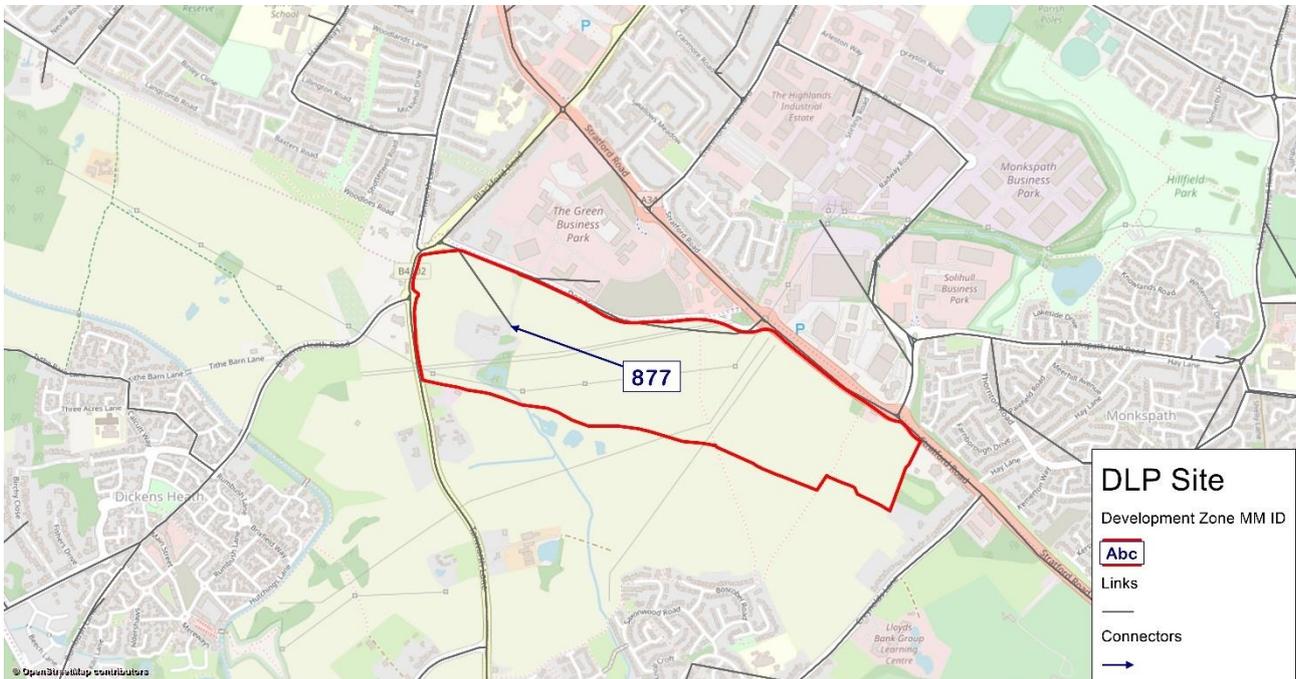
DLP development site 10 is a residential site with access from Birmingham Road and Maxstoke Lane

Figure 5.24: DLP Site 11: Former TRW Site



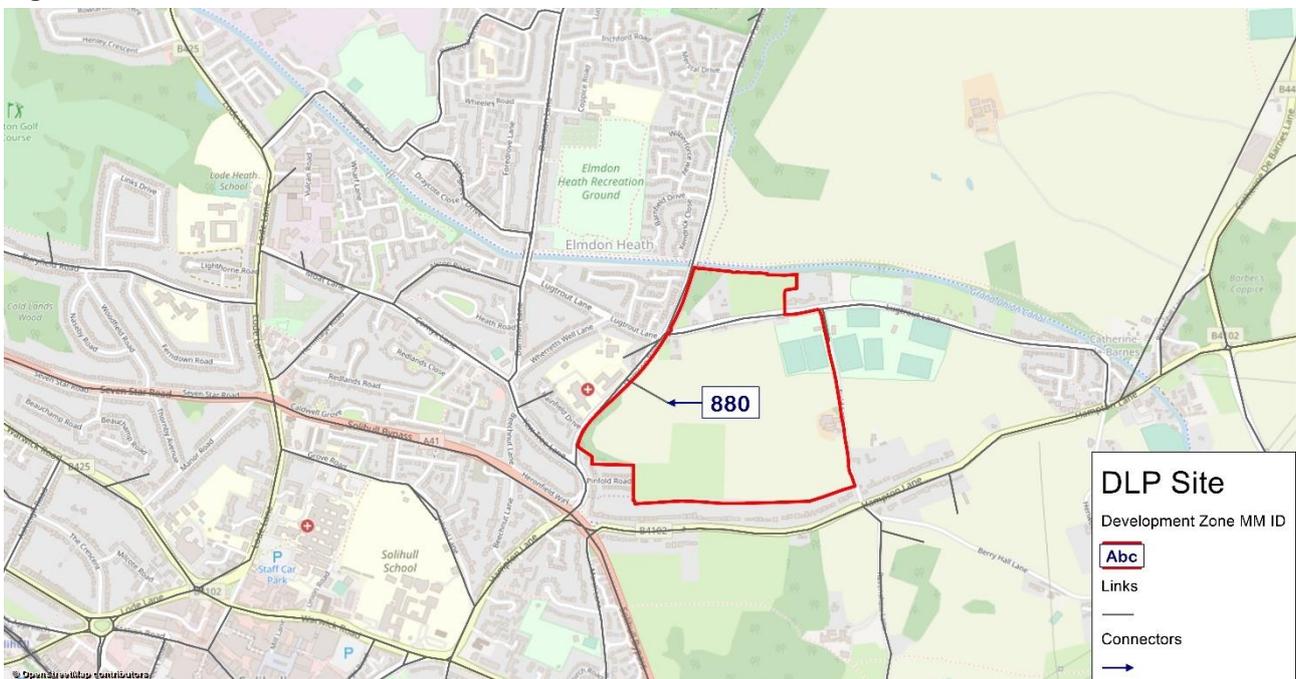
DLP development site 11 is a residential site with access from Dog Kennel Lane

**Figure 5.25: DLP Site 12: South of Dog Kennels Lane**



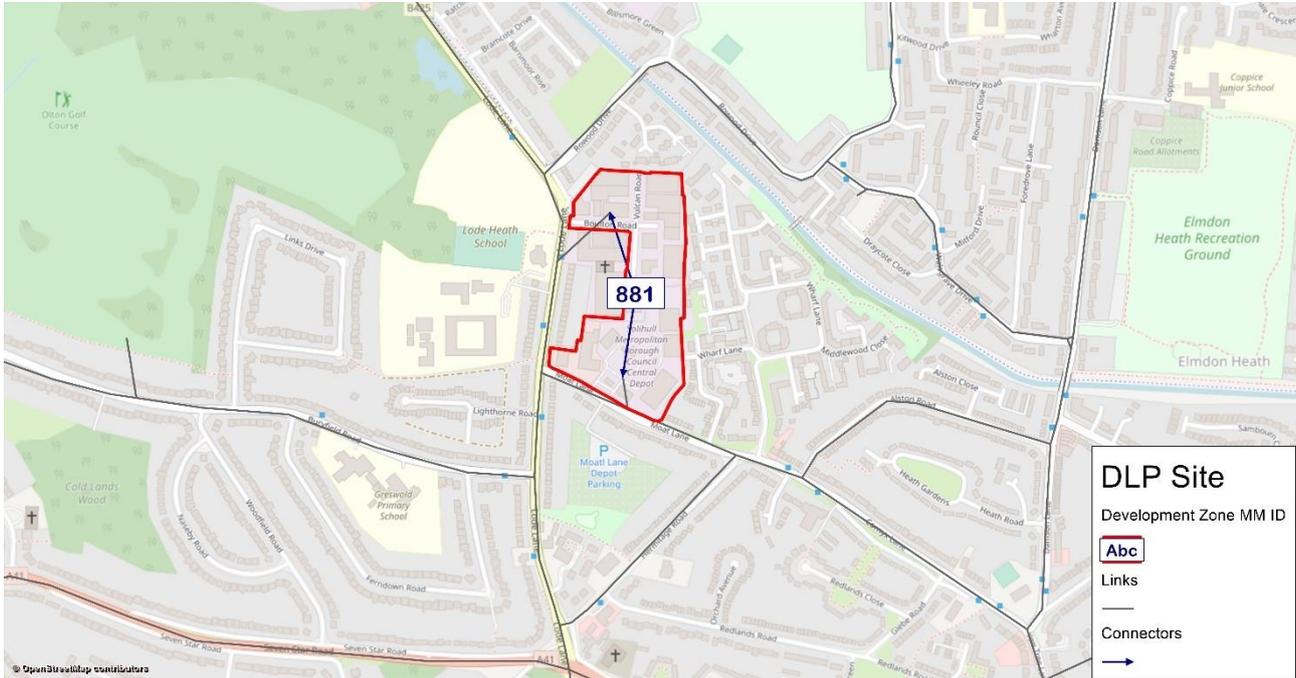
DLP development site 12 is a residential site with access from Dog Kennel Lane

**Figure 5.26: DLP Site 16: land East of Solihull**



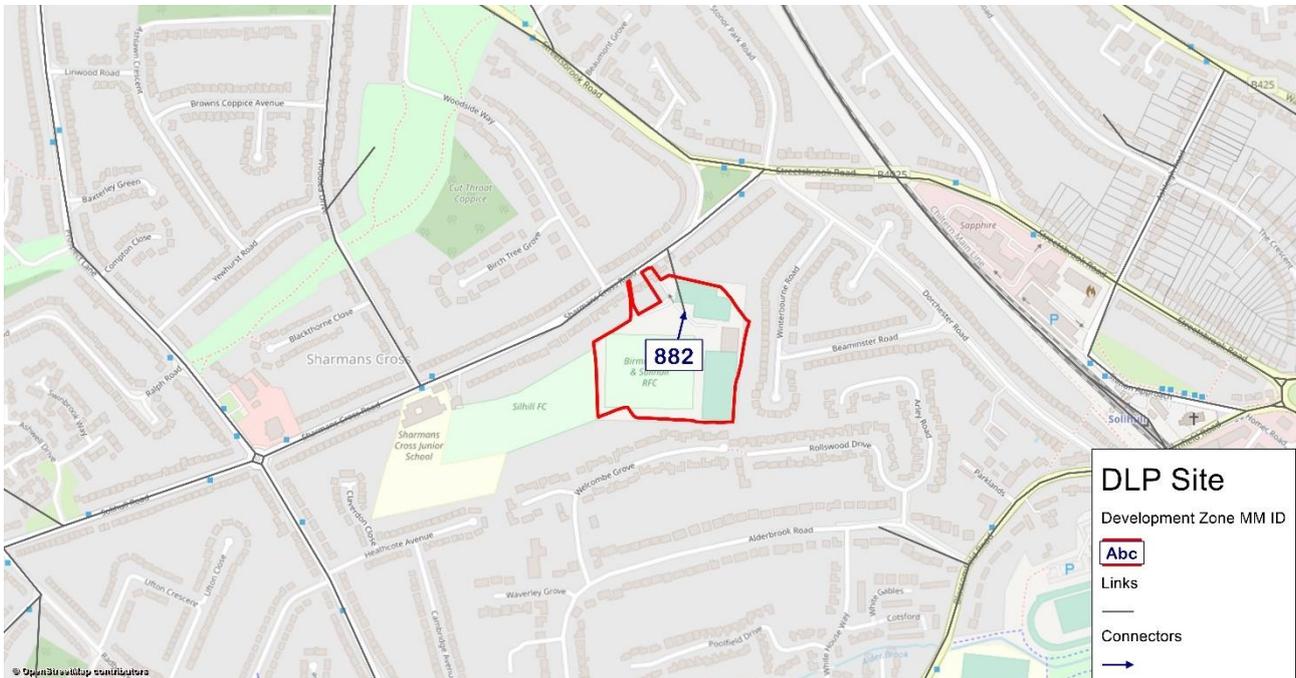
DLP development site 16 is a residential development with access from Damson Parkway

Figure 5.27: DLP Site 17: Moat Lane/Vulcan Road



DLP development site 17 is a residential site with access from Moat Lane and Lode Lane

Figure 5.28: DLP Site 18: Sharmans Cross Road



DLP development site 18 is a residential site with access from Sharmans Cross Road

Figure 5.29: DLP Site 19: UK Central Interchange/Housing



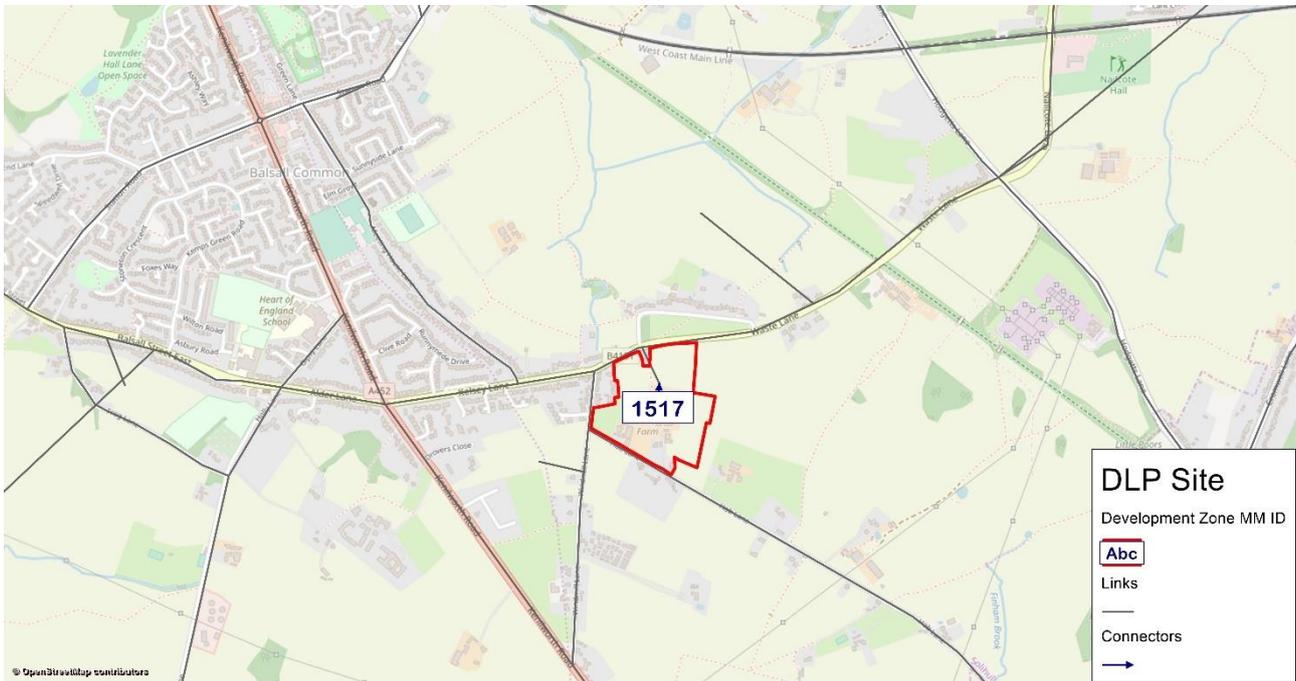
DLP development site 19 is a commercial and residential development with access from East Way

Figure 5.30: DLP Site 20: Damson Parkway



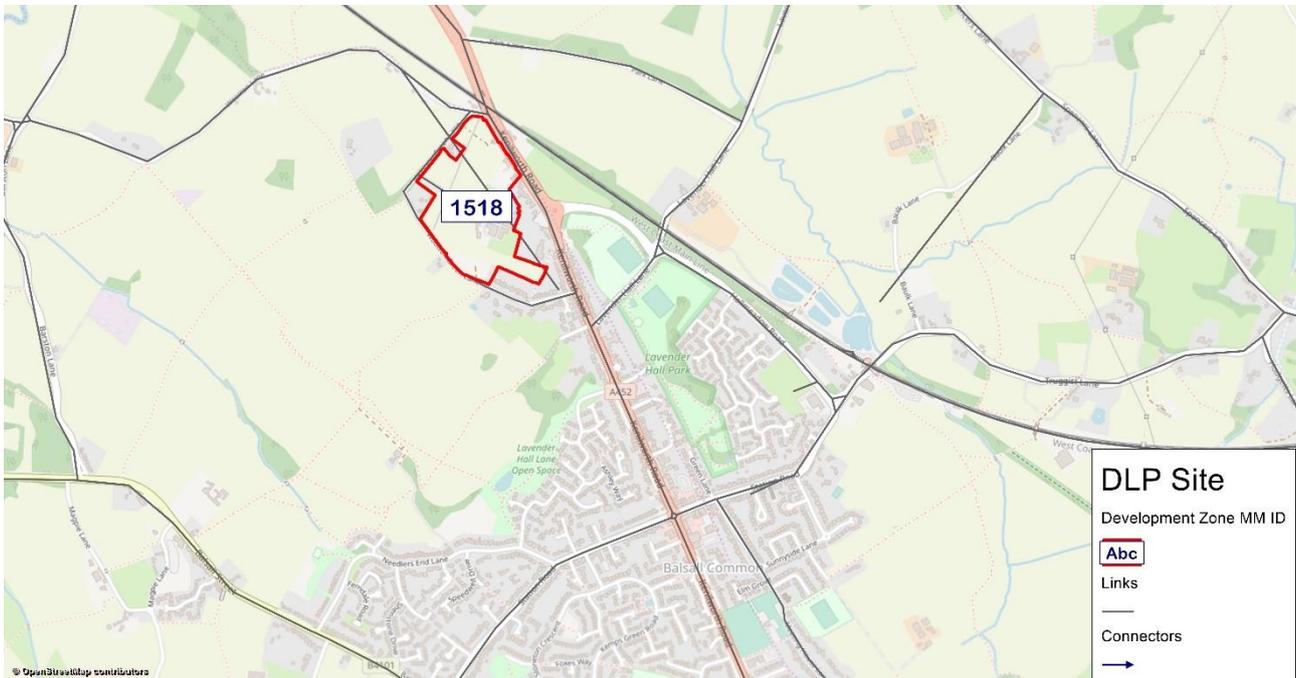
DLP development site 20 is a commercial development with access from Coventry Road

**Figure 5.31: DLP Site 21: Pheasant Oak Farm**



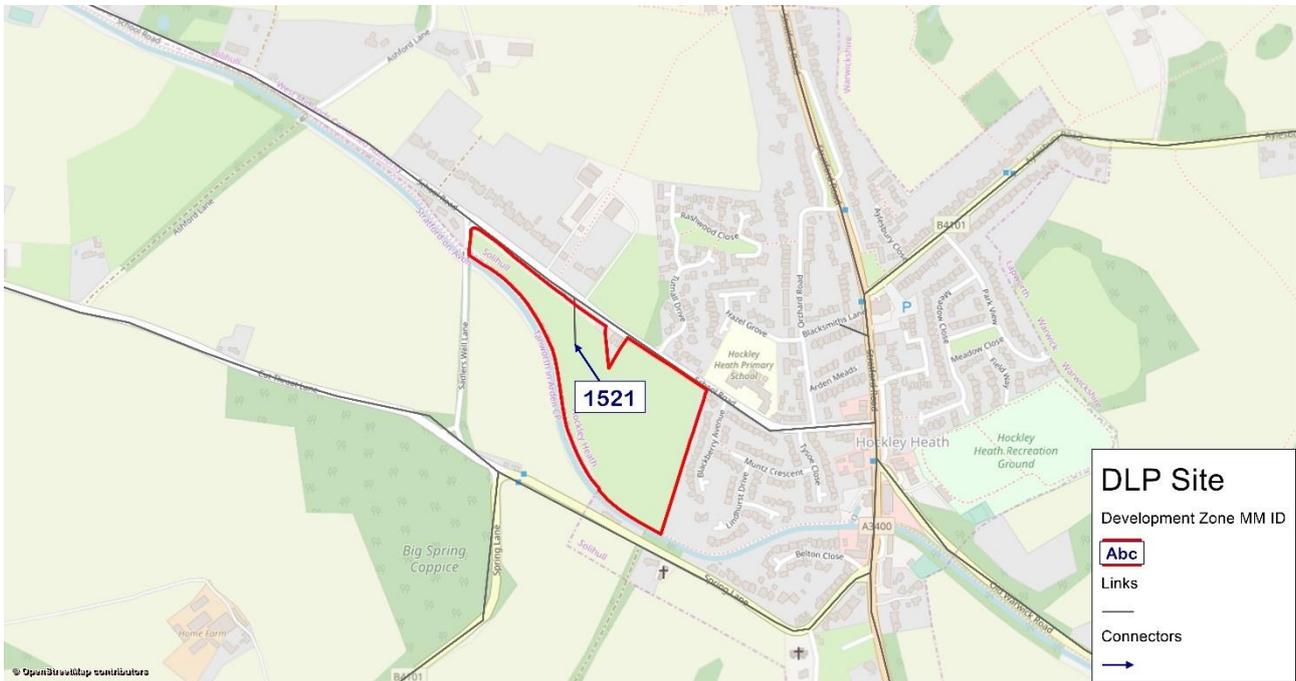
DLP development site 21 is a residential development with access from Waste Lane

**Figure 5.32: DLP Site 22: Trevallion Stud**



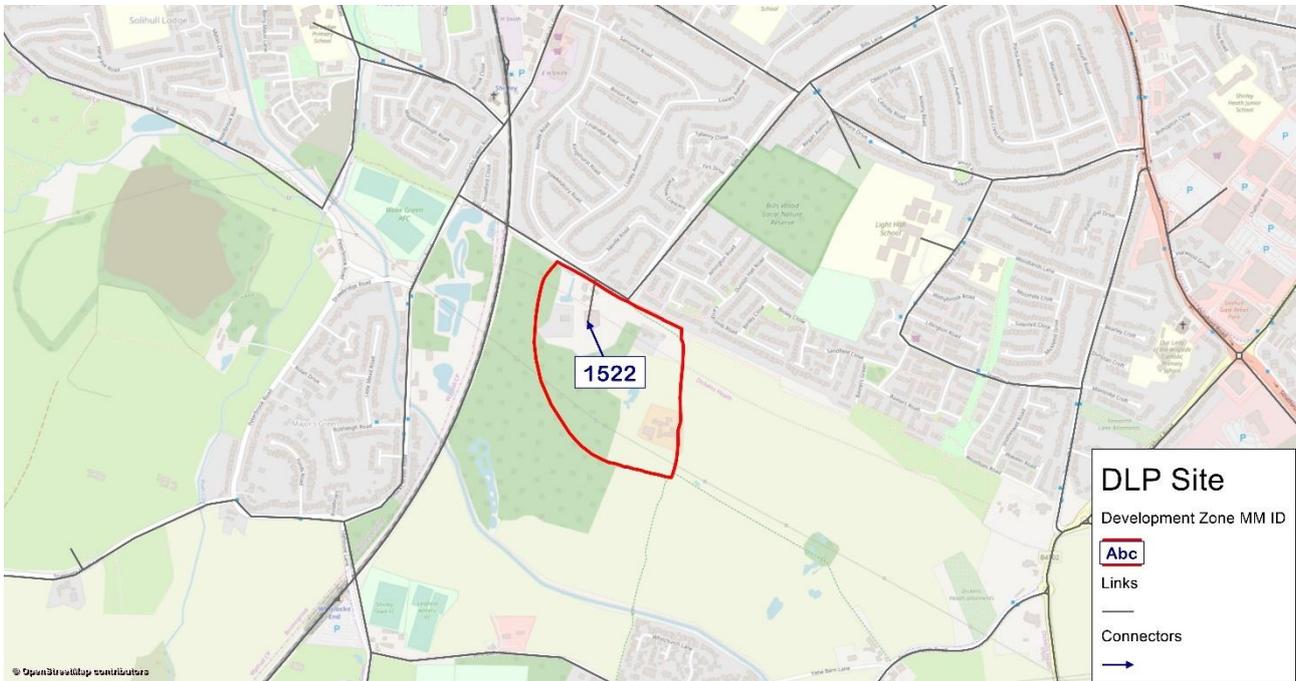
DLP development site 22 is a residential development with access from Wootton Green Lane

Figure 5.33: DLP Site 25: School Road



DLP development site 25 is a residential development with access from School Road

Figure 5.34: DLP Site 26: Whitlocks End Farm



DLP development site 26 is a residential development with access from Bills Lane