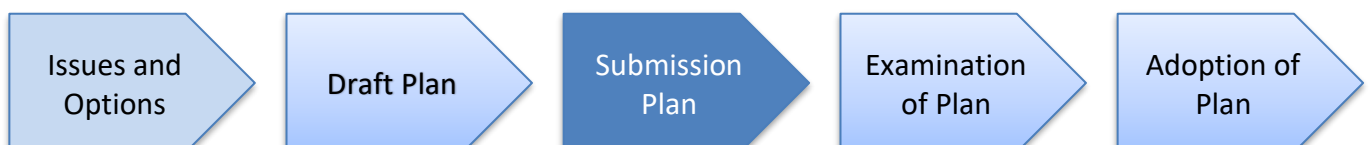


Reviewing the Plan for **Solihull's Future**

Solihull Local Plan Review

Sustainable Economic Growth

October 2020



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1. Introduction

- 1) This topic paper is one in a series of papers supporting the Council's Draft Submission Plan which has been published for consultation. The topic papers look at the relevant national and local guidance that impact on the emerging plan, together with how the Draft Submission Plan has been developed and the representations made previously. They also provide a summary of the evidence base and how it has been used to shape the local plan. The topic papers do not contain any policies, proposals or site allocations and should be seen as explanatory supporting documents.
- 2) The main issue covered by this topic paper is Employment Land, in particular:
 - The opportunities presented by the HS2 rail link and Interchange Station
 - The potential for growth in Solihull town centre
 - The quantum of land needed for general business land and policies to govern the development of business sites
 - Whether existing sites remain fit for purpose and where any new sites should be located.

2. Background

1. Policy relating to the economy in Solihull is set out in the National Planning Policy Framework and the Solihull Local Plan 2013 (SLP).
2. National policy requires local planning authorities to give significant weight to the need to support economic growth and productivity, taking account of needs and opportunities. Each area is expected to build on its strengths, particularly where this can drive innovation. Plans are expected to encourage sustainable economic growth, identify sites or set criteria for inward investment, address barriers to investment and accommodate new working practices. They should take account of the needs of rural areas to support a prosperous rural economy.
3. The SLP seeks to support the key economic assets in the Borough, the NEC, Birmingham Airport, Birmingham and Blythe Valley business parks and Jaguar Land Rover. This included supporting a broader range of uses to increase the attractiveness of the assets for investment and enabling expansion where appropriate.
4. The SLP seeks to maintain the strength and competitiveness of the town centres in the Borough, recognising the need for growth and development whilst protecting and enhancing their character and quality. It highlighted a number of opportunity sites in Solihull town centre, with appropriate land uses and design principles.
5. Provision was made for a broad range of employment opportunities to meet the Borough's needs.

3. Strategic & Policy Context

NPPF

6. The NPPF 2019 sets out national guidance to assist the development of local plans and ensure that they contribute to a strong, responsive and competitive economy. Plans should positively address strategic priorities and meet development needs for the area and be sufficiently flexible to respond to change, including opportunities arising from major improvements in infrastructure. A clear economic vision and strategy should be set out, identifying strategic sites, addressing barriers to investment, addressing the specific locational requirements of different sectors, and being flexible enough to accommodate needs not anticipated in the plan. Plans should include an appropriate mix of uses within larger sites to minimise the number and length of journeys and provide for large scale transport facilities, the infrastructure and wider development required to support their operation, and ensure their contribution to the wider economy.

UK Central Masterplan 2013

7. In June 2013, the Council published the UK Central Masterplan, setting out a vision for economic growth and job creation. The document highlighted four key areas within the M42 Corridor including North Solihull, Solihull Town Centre, Blythe Valley Park/A34 corridor and an area known as the Hub. The latter area provides the most significant opportunity, encompassing the site of the proposed High Speed 2 Interchange station, Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park.

Proposal for High Speed 2 Rail Link

8. The High Speed 2 rail link between London and Birmingham is under construction with services expected to start from 2029. The rail link cuts through the Borough from south-east of Balsall Common in the south to east of Chelmsley Wood in the north. To the east of the NEC, an Interchange station is proposed which will have links to the Airport and NEC.
9. The Council signed a Planning Memorandum with HS2 in July 2016, securing its status as a Qualifying Authority, which enables it to exercise a wider range of controls over the construction works.

High Speed 2 Growth Task Force and Government Response

10. In March 2014, a report by the Chairman of High Speed 2, David Higgins, HS2 Plus, and the findings and recommendations of the HS2 Growth Task Force, HS2 Get Ready, were presented to the Government. The reports called on HS2 places, such as Solihull, to develop Growth Strategies to bring forward development, and to establish delivery bodies to coordinate investment around HS2 stations. In July 2014, the Government published its response in its document entitled "Getting set for HS2". This recognises the approach being taken through the GBSLEP.

High Speed 2 Rail Interchange Prospectus

11. In June 2014, the Council published a Prospectus for a 'Garden City' approach to the HS2 Interchange east of the NEC, to take forward the vision originally established in the UK Central Masterplan. This provides a vision for the area within the vicinity of the Interchange station comprising high technology, innovation and communities zones along with the station area. The Prospectus contained an overview of the programme for delivering the vision.

Proposal for Local Area Plan for High Speed 2 Interchange Area

12. In October 2014, Full Cabinet approved a proposed Local Area Plan for the HS2 Interchange and adjoining area for consultation. A report on the representations on the Local Area Plan consultation was taken to Full Cabinet in July 2015, agreeing the Council's responses, and in the light of the judicial review into the SLP2013, agreeing that the proposed policy approach to the area be pursued through a wider review of the Local Plan rather than a local area plan.

High Speed 2 Growth Strategy

13. The GBSLEP Midlands HS2 Growth Strategy, published in July 2015, aims to deliver the wider economic and social benefits associated with HS2 through targeted interventions in three areas; people, business and place. The latter includes provision for critical infrastructure and a regional connectivity package to ensure that the benefits are spread across the Midlands, as well as locally in Solihull.
14. The Growth Strategy envisaged the HS2 Interchange Site as a major focal point for jobs investment and housing, with around 16,500 jobs within 246,000 square metres of offices, light industrial/research and development, retail and leisure with a residential community of 1,900 new homes. The connectivity package will facilitate access to the HS2 Interchange Site for workers, residents and businesses, including improved access to the opportunities from East Birmingham and North Solihull.
15. The HS2 Growth Strategy for the region includes the work being undertaken through UK Central for the HS2 Interchange Station in Solihull on a master plan and related evidence base including a Development Infrastructure Funding study. The scope of this work will also include a high level assessment of the wider UK Central Hub area and the infrastructure necessary to realise the wider development potential. This wider piece will also be informed by work being undertaken to establish a preliminary 'development framework' for the entire UK Central Hub area. This is explained separately below.

GBSLEP Spatial Plan and Evidence

16. GBSLEP identifies UK Central as the principal international gateway and strongest performing economy in the West Midlands. Its importance as a game-changing project is recognised in the GBSLEP Strategy for Growth, and the Strategic Economic Plan. The significance of the HS2 Interchange and adjoining area as a key element of the UK Central Hub Area, the zone with the greatest potential for growth, is also recognised by GBSLEP and the Council.
17. Work in the GBSLEP and Black Country Strategic Housing Needs Study looked at the housing needs across the Greater Birmingham Housing Market Area and the potential growth that the scenarios could deliver. The Jobs and Enterprise option highlights the potential of UK Central and the growth in employment around the south-east of the conurbation, whilst recognising that growth was only likely to come forward late in the Plan period. The Sustainability Assessment of the Strategic Housing Needs Study Scenarios did not identify a best performing scenario, although the Enterprise option was amongst those that came closest to having similar numbers of positive and negative impacts.

Joint Development Framework for the UK Central Hub Area

18. Following the publication of the M42 Economic Gateway Study in June 2013, the area around the proposed HS2 Interchange Station and incorporating Jaguar Land Rover, Birmingham Airport, National Exhibition Centre, the proposed HS2 Interchange and Birmingham Business Park has been known as the UK Central 'Hub' area.

19. The businesses within this area, including the key economic assets mentioned above, are known to have plans for their sites and possible aspirations for the wider area within which they operate. This is inevitable as each of them, like the wider community in which they are located, requires, for example, fast and effective transport links and a high quality environment.
20. The area has a history of continual evolution that goes with assets of this scale i.e. airport, national exhibition centre and major advanced manufacturing facilities and with the need to cater for ever changing demands and trends in their respective sectors. These assets are of national significance. In addition, three recent developments reflect the wider demand for new business space including investment by Rolls Royce, Interserve and Resorts World.
21. The Local Plan Review combined with the on-going UK Central initiative provide further opportunity to co-ordinate the continued evolution of this critical part of the Borough and in particular seeking to ensure that planning and investment in infrastructure and development are aligned for optimal results.

Urban Growth Company

22. In 2016 the Council established the UK Central Urban Growth Company (UGC) to lead the delivery of the project. In particular its aims are:
 - To focus on securing the necessary infrastructure, connectivity and infrastructure improvements to create the optimum environment for investment, new jobs and homes.
 - To co-ordinate planning, sequencing and delivery of the infrastructure and wider public transport connectivity across the UK Central Hub Area.
 - To work collaboratively with the land owners to inform the masterplan process to optimise financial, social and economic value.
 - To work commercially and to realise the development opportunity of the Arden Cross site and the wider benefits this will bring to the Hub.
23. The UGC has brought together the key stakeholders from The Hub area to develop a concept framework/high level plan that illustrates the key components and growth aspirations of the partners; together with an indication of the infrastructure needed to support delivery of the project.

4. Local Plan Review

Scope, Issues and Options

24. The Scope, Issues & Options document was published for consultation from November 2015 to January 2016. It sought views on a local plan review for the period to 2033 and set out the evidence to be collected, strategic matters, challenges and initial views on the level of growth needed; and the options for accommodating the growth.
25. The consultation document recognised that a raft of evidence studies are required to support the development of the Local Plan Review, and indicated that work was commencing on commissioning or preparing the studies. The strategic importance of the vision in the UK Central Masterplan and the opportunity presented by the proposal for the HS2 rail link and interchange station is recognised in the section on Strategic Issues.
26. The consultation document proposed three additional challenges which include maximising the economic and social benefits of HS2, and mitigating the impacts of HS2 and associated growth. It was recognised that the vision and spatial strategy may need to be reviewed to ensure that it was robust enough to meet the challenges and opportunities presented by the HS2 rail link. Whilst the spatial strategy in the adopted Local Plan recognises the potential of the M42 Economic Gateway and Solihull Town Centre to drive growth and employment, this will need to be updated to reflect the potential growth in the UK Central Hub Area and at the HS2 Interchange station.
27. The consultation document put forward seven broad options for accommodating the growth needed in the Borough, which include growth within the UK Central Hub area and at the HS2 interchange station. The opportunity to make more efficient and effective use of the Interchange Site, meet the needs of the urban area and provide a vibrant mixed use community to deliver a sustainable pattern of development is highlighted, whilst the challenges involved in delivering complex infrastructure needs, adjustments to the Green Belt and mitigating the impact on the wider transport network is recognised.

Sustainability Appraisal of the Scope, Issues and Options

28. To support the Scope, Issues & Options 2015, a sustainability appraisal was undertaken and published along with the consultation document. The appraisal covered both policy changes and the growth options, including option E – The UK Central Hub and HS2 Interchange Area. The appraisal found the UK Central Hub/HS2 Interchange and Solihull town centre growth options performed the best, with the Shirley town centre/A34 corridor and public transport corridors/hubs options less well, and the limited expansion of rural settlements and urban extensions/significant expansion of settlements least well. However, given the many permutations, further exploration of urban extensions around Elmdon and south of the A34 was recommended, along with expansion of Knowle/Dorridge, Hampton in Arden and Balsall Common.
29. The appraisal found that focussing growth on the HS2 Interchange could have a range of benefits, specifically for prosperity, given the link between the employment aspirations and housing areas. The location would offer unrivalled accessibility to education, training and jobs both within the region, including North Solihull, and wider afield. It could also have the potential to moderate the amount of inward commuting which adversely affects motorway and rail networks. Opportunities would include delivery of development that is efficient in reducing greenhouse gas emissions and provision for climate change adaptation at a local or regional scale. The garden city concept would deliver a radical change to the landscape with

the network of green infrastructure, which would contribute to a beneficial outcome, providing the setting of the listed Park Farm is not adversely affected.

Scope, Issues and Options Consultation Representations

30. There was significant support for the UK Central Hub and HS2 Interchange Area option, as a major opportunity for growth in an appropriate location. Those supporting considered that the Council should be ambitious and not tightly constrain development around the Interchange station, and that it would make more effective use of Green Belt land, assuming HS2 progresses. Those opposing the option argued that the location was unsuitable as it would encourage car journeys, that development was inappropriate due to its impact on the Meriden Gap, and that it was not deliverable within the Plan period. It was argued that the potential growth associated with UK Central and the High Speed 2 Interchange required a comprehensive Green Belt Review and significant Green Belt releases contrary to the existing spatial strategy.
31. The impact of HS2 related development on the strategic road network and wider implications for public transport and road improvements needs to be understood and where necessary mitigated. Improved transport accessibility from North Solihull will be important to encourage access to jobs. North Warwickshire Borough Council has conveyed significant local concerns about the potential impact of growth in this area on the rural highway network and rural settlements adjacent the Borough boundary. Measures to address potential adverse impacts will need to be considered in parallel with maximising connectivity to the HS2 Interchange station.
32. Representations made by the NEC Group highlight the potential of the NEC as a brownfield site and an important location for growth which benefits from significant infrastructure provision, as well as its location adjacent the line of the HS2 and the Interchange station. A Masterplan for the site is being prepared which will define the scale and nature of growth proposed, and is likely to identify potential for a broad range of uses, including housing.
33. Representations on behalf of the Airport highlight the need for related infrastructure on and off the Airport, leading to a requirement for facilities within and outside its operational boundary. To ensure this, a comprehensive review of the Green Belt surrounding the Airport is required. The Review should provide for transport connectivity, aligning with Midlands Connect and the Engine for Growth. Proposals for residential and other development should take full account of Airport needs and the impact of environmental considerations.
34. Representations made by Jaguar Land Rover seek greater emphasis on supporting economic growth to facilitate the economy and support operations at the plant, as part of the wider UK Central Hub Area. The Review should recognise the implications for the Green Belt in the vicinity of JLR and the importance of transport infrastructure to ensure efficient movement of staff, supplies and products.

Council's Response to Representations

35. The Council's response to the representations made on the Scope, Issues and Options was agreed in April 2016, and can be found at <http://www.solihull.gov.uk/lpr>. Development of this growth option could provide a sustainable pattern of development, but it involves complex infrastructure requirements and mitigation of effects on the wider transport network. The extent of growth and the boundaries will depend on evidence, including that for the HS2 Interchange Area and the Green Belt. However, the Council recognises that the UK Central Hub Area has the greatest potential for growth, and that the Review will need to consider the

wider impacts on transport networks and other infrastructure. Considering the wider needs of the key economic assets in the Hub Area will be essential.

Call for Sites Submissions

36. The HS2 Interchange Area bounded by the M42, A45 and A452/A446 was put forward for consideration for mixed use development by the landowning consortium. The submission highlights the strategic significance of the HS2 rail link and Interchange station, the potential of the site to deliver sustainable development and meet many of the challenges faced by the Borough, the importance of transport improvements and other infrastructure provision that would be required for the wider area, and the urgency of setting the appropriate planning framework by enabling deletion of the land from the Green Belt.
37. Further submissions have been made for land to the south of the A45 relating to the former Arden Brickworks site currently used for a variety of waste management activities for commercial, leisure or retail use, the National Motorcycle Museum for hotel and conference facilities, and Wyckham Close site bounded by the M42, rail line and A45 for office, leisure or retail uses.
38. A number of submissions have been made for land to the south of the A45 either side of Damson Parkway. There have also been submissions for business purposes close to the M42 junctions in the Borough and north of Balsall Common.

Development of Spatial Strategy

39. The three additional challenges have led to a review of the spatial strategy set out in the adopted Local Plan. A sequential approach to directing growth has been developed through strategic principles that recognise that growth will be required beyond brownfield land and greenfield land within existing urban areas. Guiding principles to assess the approach to releasing land from the Green Belt and growth options have been developed. These include enabling the recycling of land within the UK Central Hub Area for other uses, delivering the UK Central Masterplan and Growth Strategy, releasing land from the Green Belt to maximise the growth potential of the HS2 rail link and Interchange station, and focussing growth in sustainable urban extensions which can support UK Central and HS2 Growth Strategy priorities.
40. The proposed approach envisages a strategy that balances concentration of some development with some dispersal, which involves a sequential approach leading with sustainable urban extensions to support and shape UK Central and Solihull Connected priorities.
41. This has led to a reviewed spatial strategy which recognises the importance of directing growth to the UK Central Hub Area and the HS2 Interchange and adjoining area. The reviewed spatial strategy will address the additional challenges relating to the HS2 rail link and Interchange Area.

Review of Adopted Local Plan Policies

42. The Scope, Issues and Options consultation document identifies those policies the Council believes need significant amendment or replacement, and those requiring only minor changes or that can be rolled forward. Policy P1 – Support Economic Success is identified as needing significant amendment or replacement in view of the UK Central and HS2 Interchange area proposals, and forthcoming Birmingham Airport and other relevant Master Plans. Policies P2 – Maintain Strong Competitive Town Centres and P3 – Provision of Land for

General Business and Premises are identified as requiring only minor amendments.

Draft Local Plan 2016

43. The Draft Local Plan Review document was published for consultation from December 2016 to February 2017. It sought views on a local plan review for the period 2018-2033 and included revised Policies P1-P21 from the adopted Local Plan. Policies on Sustainable Economic Growth were set out in Chapter 6. Policy P1 relates to the UK Central Hub Area, and provides policy guidance relating to Arden Cross, the area around the High Speed 2 Interchange station, the NEC, Birmingham Airport, Jaguar Land Rover and Birmingham Business Park. Land was proposed for allocation for a mixed use at Site 19 HS2 Interchange Site, and for employment purposes at Site 20 Land either side of Damson Parkway.
44. Other parts of the UK Central Area are covered in Policy P1A Blythe Valley Business Park and Policy P2 Town Centres. The latter sets out the principles applying to development within Solihull Town Centre and a number of Opportunity Sites, based on the Town Centre Masterplan. It also policy guidance relating to Shirley and Chelmsley Wood town centres.
45. Policy P3 covers Provision of Land for General Business and Premises, continuing existing land allocations from SLP2013 and including the two new sites designated by Policy P1. It also provides protection for non-allocated employment land and encourages the retention of small and medium sized enterprises.

Sustainability Appraisal of Draft Local Plan

46. The appraisal of Policy P1 performed in a slightly positive manner, with major positives for prosperity and access to jobs, but major negatives for resource efficiency and greenhouse gases, which are covered by Policies P12 and P16. Policy P1A is positive overall with a major positive for prosperity, but a moderate adverse effect on reducing the need to travel. Policy P2 performs in a beneficial manner with a major positive for accessibility and 4 moderate positive effects, with a moderate negative for the historic environment, although this is covered in Policy P16. Policy P3 is largely positive with 3 moderate beneficial effects for prosperity, access to jobs and deprivation.
47. Site 19 does not perform well in the site assessments with one significant positive effect relating to distance to key economic assets and 4 significant adverse effects relating to soil, the historic environment, access to leisure facilities and convenience shopping or supermarket. However, the size of the site and the mixed uses envisaged should address the latter two concerns, whilst further work on heritage impacts has been undertaken. Site 20 performs in a slightly positive manner with significant beneficial effects for access to leisure facilities and the key economic assets, and one significant negative for soil.

Draft Local Plan Representations

48. A number of representations relate to the Challenge and Objective D Sustainable Economic Growth. These seek to ensure that the Borough's economic role is enhanced, that employment land needs should be addressed as a fundamental component of economic growth, and that employment growth should be maximised in the UK Central Hub Area.
49. Representations relating to the Vision highlight the contradiction between managed growth and the ambitions for major growth in the UK Central Hub Area, and argue too much emphasis is given to High Speed 2. The need to reference the WM Combined Authority Strategic Economic Plan is highlighted, together with enhancements to references to the NEC and JLR. Specific references to the UK Central Hub Area welcome the integration green infrastructure

and the key economic assets, and are generally supportive, subject to meeting needs for employment land and recognising place making opportunities for the NEC.

50. Representations on the Spatial Strategy locations for growth, and Option E UK Central Hub Area & HS2 are generally supportive, but express concerns about the significant green belt release, lack of accessibility for certain parts of the Borough and traffic impacts, and failure to extend the growth option further south.
51. A majority of representations are supportive of Policy P1. There are concerns about the potential for sprawl and creating car dependency, and conversely, some representations seek further growth. Policy on Arden Cross is generally supported, subject to better wording to reflect the vision, clearer objectives and strengthening of the exceptional circumstances justifying removal of land from the green belt. Concerns relate to the impact on the Borough's town centres, heritage assets, traffic congestion, carbon emissions, air pollution and noise, and the importance of protecting remaining green belt and extracting existing mineral resources. Representations on the other components of the Hub Area are again mainly supportive, subject to impacts on the green belt, natural assets and amenities. The Airport seeks expansion south of the A45 to facilitate growth in passenger numbers, whilst JLR seeks greater recognition of infrastructure needs. The Solihull Urban Growth Company indicated that there was scope for greater housing growth in the Hub Area and that it would set out phasing proposals to assist the Council.
52. A majority of representations relating to the key objectives in Policy P1 were supportive, but with concerns that they should be clearer in terms of application to individual economic assets and recognise other policy areas to ensure growth supports wider aims.
53. There were mixed views on Policy P1A, with representations supporting further expansion and others arguing that the location was unsustainable with poor connectivity.
54. There was support for the policy approach for Solihull Town Centre, although there was some concern that it didn't take account of anticipated decline and about the lack of up to date retail and leisure study. Some representations argued that greater emphasis should be given to residential and cultural development, and that traffic and parking problems needed to be addressed. There was scepticism that the relocation of the rail station would be deliverable. It was suggested that the Town Centre Masterplan be incorporated into the Local Plan to avoid inconsistencies and influence phasing, and that greater flexibility of uses should be enabled. Whilst there were few comments relating to Shirley and Chelmsley Wood Town Centres there was concern that traffic problems affecting the former and lack of businesses and investment at the latter were not being addressed.
55. Views were balanced on Policy P3 with some concern that insufficient employment land was being provided and that there was a conflict between the protection of business land and its recycling for other purposes. The need for local employment opportunities was highlighted, together with the impact on traffic levels and the failure to take account of updated evidence.
56. Sites 19 and 20 received more objections than support with concerns about impact on Green Belt, lack of detail and traffic impacts.

Supplementary Draft Local Plan 2019

57. This focussed on housing issues rather than employment land or sites.

Draft Submission Plan 2020

58. Policy P1 has been updated to reflect additional evidence that has been published relating to the UK Central Solihull Hub Area, including Masterplans for the Airport, NEC and Arden Cross.

Clearer objectives are provided together with strengthening of the exceptional circumstances for the Green Belt deletions for Sites 19 (UK1) and 20 (UK2). A clearer position is emerging as far as the potential for housing growth in the Hub Area over the Plan period. Policy P1A remains largely unchanged.

59. Policy P2 has been updated to take account of the fact that the Solihull Town Centre Masterplan is being updated, which recognises the need for greater flexibility in use, and the decision to redevelop Solihull rail station at its current location. Little change is made to the elements relating to Shirley and Chelmsley Wood. Policy P3 has been updated to reflect more recent monitoring of employment sites and the evidence in the HEDNA 2020.

Sustainability Appraisal of Draft Submission Local Plan

60. The appraisal for Policy P1 is marginally less adverse with the 2 major negative effects now performing more moderately and a moderate beneficial effect for accessibility. The findings for Policies P1A, P2 and P3 are unchanged.

5. Summary of Evidence

Employment Land Review 2016

61. The Council commissioned an Employment Land Review that provides a forecast of employment land needs for the borough, in the context of the broader employment land picture within the Region and taking on board cross boundary issues and UK Central/HS2 growth. The study also reviews existing main business sites for fitness for purpose and considers whether alternative use might be more appropriate or sustainable. The study considers gaps in supply of land for some business sectors and the types of location appropriate for any further land for employment purposes.
62. The main conclusions of the study include:
- Based on a technical forecasting methodology Solihull needs to plan for 22.6 hectares of employment land to the year 2033. This does not include allocations in the Draft Local plan Review
 - Existing allocated employment sites in the SLP are fit for purpose but The Green (TRW) would make better use of its sustainable location in mixed-use that would include residential and business use. It is also unclear whether the Chep/Higginson site (4ha) will come forward within the Review period. The site has been in active commercial use mainly for haulage and pallet storage for many years and was allocated for business in the former UDP but has not been redeveloped. Also Fore has not been fully developed achieving only about half of the development for which it has consent.

Hub Growth & Infrastructure Plan

63. The Urban Growth Company published the Hub Growth & Infrastructure Plan in January 2018 setting out the vision for the Hub Area of a globally renowned business, leisure and entertainment destination and major driver for the UK economy, providing opportunities to live, work, and play in an enhanced and sustainable environment. The vision is supported by seven objectives focussing on growth, connectivity, infrastructure, the natural environment, distinctiveness, sustainable communities and the interrelationships between uses, skills and communities.
64. The Plan sets out a comprehensive range of infrastructure improvements required to deliver growth at the Hub Area, with four phases, 2018-2022, 2023-2027, 2028-2032, and 2032 onwards.

Hub Framework Plan

65. The Urban Growth Company's Hub Framework Plan published in February 2018 sets out how the Hub Area will deliver sustained growth up to 2047. It incorporates predictions for growth for this period, with interim figures for 2033:
- 77,500 jobs (35,000 to 75,000) by 2047
 - 256,545sqm of office floorspace by 2047 (with 130,638sqm by 2033)
 - 387,176sqm of industrial floorspace by 2047 (with 225,718sqm by 2033)
 - 117,400sqm of mixed use (defined as retail/leisure) floorspace by 2047 (with 93,173sqm by 2033)
 - 18,100sqm of hotel floorspace by 2047 (with all of that by 2033)
 - 3,032 homes by 2047 (with 995 by 2033).

66. The Plan also identifies a potential development area south of the Birmingham International station which could deliver an additional 246,960sqm of office floorspace by 2047 (with 123,480sqm by 2033) and 3,920sqm of mixed use floorspace and 29,400sqm of hotel floorspace by 2033.

Birmingham Airport Masterplan

67. The Airport Masterplan 2018 provides forecasts for growth in passenger related air transport movement and throughput, which is expected to increase from 13 million in 2018 to 18 million in 2033, together with a higher growth scenario of up to 24 million passengers per year. Either level of growth can be accommodated using the single runway already in existence at Birmingham Airport.
68. The Masterplan indicates that a variety of operational development will be required as well as ancillary and complementary developments to serve the needs of travelling passengers. Forecasts indicate a need for additional aircraft stands within the Plan period, which will require more land for ancillary facilities to be accommodated beyond the Airport area.

NEC Master Plan

69. The NEC Master Plan 2018 seeks to widen the range of uses within its area to maintain its attractiveness and competitiveness as a major venue for exhibitions, tourism, leisure and entertainment. The Master Plan sets out the aspiration for residential and leisure development, with the potential to accommodate up to 2,500 apartments with ancillary community uses, on land released from surface car parking.

Hub Growth & Infrastructure Vision

70. The Hub Growth & Infrastructure Vision 2019 sets out the Urban Growth Company's vision for the Hub Area for the ten years to 2029. The Vision is to create Europe's best-connected destination for business, leisure and living and a new outstanding gateway to the UK. The document envisages that the Hub Area will support 70,000 new and existing jobs, whilst embedding and integrating sustainability principles to support the UK's net zero greenhouse gas emissions target.
71. Whilst all five components of the Hub Area will contribute to this vision, Arden Cross will provide high quality space for business, leisure and living, with the Hub Area contributing up to 5,000 new homes.

Arden Cross Masterplan

72. The Arden Cross Masterplan 2020 sets out the Arden Cross stakeholders' vision for the Triangle Site, together with the key components and development principles to achieve the vision. As well as the HS2 rail hub there will be residential and innovation districts, with parkland focussed around the Holywell Brook. Key principles encompass density, connectivity, public transport, landscape and public realm, and will be future proofed to respond to climate change. The Masterplan provides evidence of the community infrastructure to be provided and the phasing of the development.

Housing and Economic Development Needs Assessment 2020

73. The HEDNA provides updated evidence for both housing and economic development needs. It provides information on the supply of employment land and floor space and a forecast of floor space and employment land needs to 2036. It also updates information on the supply of employment floor space and land to the end of March 2019 and whether there is a surplus or

deficit in provision for the Plan period. It advises on the fitness for purpose of policy relating to the protection of employment land, which is considered to be sound.

74. Whilst various scenarios for generating needs are considered, the report recommends adoption of the labour demand baseline forecast for office floor space, which predicts a need for 5.8 hectares of office floor space by 2036. This recognises that additional floor space needs will be met by developments in the UK Central Solihull Hub Area. For industrial/warehousing needs, the report recommends that the Valuation Office Agency trend is used. This trend predicts a need for 72,300 square metres of industrial/warehousing floor space for the Plan period.
75. Supply indicates that there is a surplus of office floor space for the Plan period, whilst there is a shortfall of 26,300 square metres of industrial/warehousing floor space, equating to between 5.2 and 6.6 hectares of land.

Solihull Town Centre Masterplan

76. A Town Centre Masterplan for Solihull was published in 2016 and informed the Draft Local Plan 2016. The Masterplan seeks to maximise opportunities for future investment and development to capitalise on its assets. A number of opportunity sites were identified where development has the potential to come forward during the Plan period. These were Monkspath Hall Road, the Homer Road Triangle, Homer Road Civic Buildings, Mell Square and the Job Centre site. The Masterplan informed the design principles, potential capacities and preferred uses set out in Policy P2 of the Draft Local Plan.
77. An update to the Town Centre Masterplan has been undertaken in 2020 to reflect the changing circumstances which are impacting on town centres. The revised masterplan is expected to be approved before the end of the year.

6. How the Evidence has been used

UK Central Solihull Hub Area

78. The construction of the High Speed 2 rail link between London and Birmingham and the development of the Interchange Station east of the NEC present a unique opportunity for growth, to maximise the social and economic benefits from the new transport infrastructure. This is recognised in the many studies that have been prepared, and the Draft Submission Plan maintains the strategy of focussing growth in the UK Central Solihull Hub Area, which includes the area around the proposed Interchange Station, known as Arden Cross.
79. The Plan also maintains the proposal to remove the land bounded by the M42, A45 and A446/452, known as the triangle site, from the Green Belt for a mixed use development for commercial, residential and other uses, as detailed in the Arden Cross Masterplan. The exceptional circumstances justifying the deletion of this land from the Green Belt are set out in the justification to Policy P1.
80. The Hub Growth and Infrastructure Plan, Hub Framework Plan and Hub Growth and Infrastructure Vision have informed the key objectives in Policy P1 UK Central Solihull Hub Area. The Hub Framework Plan and Arden Cross Masterplan also provide evidence for the range, level and phasing of growth which is set out in the Justification for Policy P1.
81. The aspirations in the Airport Masterplan are recognised in Policy P1, which sets out the appropriate types of development that will be permitted in the Airport area. The Policy also recognises the importance of supporting the Airport in maximising the use of the existing runway. This includes recognition that there may be a need for ancillary airport related development to take place beyond the Airport's boundaries as shown on the Policies Map. The Airport Company own land to the south of the A45 within the proposed employment land allocation at Site UK2 and Airport related development is included amongst the appropriate uses for this site.
82. Policy P1 recognises the NEC Company's aspirations to widen its product offer to encompass a wide range of major leisure and entertainment uses. It also supports the more efficient use of land within the NEC boundary, and the potential for a wider range of uses to complement growth at Arden Cross. The Draft Submission Plan recognises that freeing up land for new residential development by using multi-storey car parking on car parks at the NEC will contribute to the housing that can be provided in the Hub Area.

Solihull Town Centre

83. The Draft Local Plan was based on the draft Town Centre Masterplan published in 2016. The revised Policy P2 in the Draft Submission Plan takes account of the emerging work on the Masterplan update, although this is not likely to be completed until later in 2020.
84. The policy recognises the need for Solihull Town Centre to be developed to meet changing demands, with a broader mix of uses encompassing residential, retail, office and the evening economy. It seeks to strengthen connectivity for pedestrians, cyclists and public transport, including development of the multi-modal integrated transport hub at the rail station. Provision of car parking to meet the needs of retailers and businesses is included whilst recognising the need to encourage visits by means other than the car. The policy aims to enhance key gateways to the town centre, to create attractive frontages and an active street life. The importance of high quality urban design and green infrastructure is recognised.
85. Policy P2 highlights a number of opportunity sites based on the emerging Masterplan, including the former Magistrates Court, Monkspath Hall Road, Touchwood II and Eastgate.

Provision of land for General Business Purposes

86. Policy P3 sets out the requirement for land for general business purposes based on the evidence from the HEDNA. It identifies an additional need for between 5.2 and 6.6 hectares of employment land for industrial and warehousing uses, based on the current land supply. The updated information on land supply in the HEDNA, which also considers developments since March 2019, is used in Policy P3.
87. A site to meet local employment needs is allocated at Damson Parkway, Site UK2, which in the Draft Local plan 2016 was primarily aimed at meeting the needs of JLR for expansion. However, JLR has already developed a despatch facility and has permission for a logistics operations centre which is under development. It is not clear whether JLR will require further land beyond its current boundary during the Plan period, although the Company is currently looking at the potential to utilise undeveloped land within its site.
88. Site UK2 amounts to around 90 hectares of land, although some of this is constrained by existing sporting and other uses and by hard constraints such as the area in higher flood zones at the east of the site. A substantial area of this is already in use/development for JLR. The northern part of the site will also provide for Airport ancillary development, recognised in Policy P1, if required to enable the Airport to maximise the use of the existing runway. In addition, the site offers potential for a relocated Household Waste and Recycling Centre and Depot should this be required, to address the need identified in the Waste Needs Assessment and Policy P12, and enable the development of housing on Site SO2.
89. The exceptional circumstances justifying the deletion of this land from the Green Belt are set out in the justification to Policy P3.
90. Policy P3 (3) sets out the policy for protecting existing employment sites, as well as those allocated for this purpose, as considered in the HEDNA.

7. Conclusion

91. This Paper sets out how the Local Plan Review will address the need and opportunities for sustainable economic growth and employment in the Borough for the Plan period. It provides a summary of the strategic and policy context and the Local Plan Review process, as it relates to economic development and employment in the Borough. It summarises the relevant evidence base, including evidence supporting significant growth at the UK Central Solihull Hub Area and particularly at Arden Cross where the HS2 Interchange Station will be developed. It also covers evidence relating to growth and development at Solihull Town Centre, and the need for and supply of business land to meet general needs.
92. It shows how the evidence has been utilised in the Draft Submission Plan, including the policies relating to the UK Central Solihull Hub Area and the Town Centre, and to make provision for local employment needs during the Plan period.

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