



**PROPOSED LOCAL AREA PLAN FOR  
THE HS2 INTERCHANGE & ADJOINING AREA  
INITIAL (REGULATION 18) CONSULTATION**

**November 2014**

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## **1. Introduction**

### **1.1 Solihull Local Plan 2013**

1.1.1 The Council has a statutory duty to prepare and review a local plan for its area, to address the spatial implications of economic, social and environmental change. A local plan can be reviewed in whole or in part to enable the Council to respond flexibly to changing circumstances. It must be prepared with the objective of contributing to the achievement of sustainable development.

1.1.2 The Solihull Local Plan was adopted in December 2013 and covers the period 2011 to 2028. Since the Local Plan was adopted a legal challenge has been heard and the judgment handed down in May 2014 requiring the parts of the Local Plan relating to the overall housing requirement and the safeguarded land in Tidbury Green to be remitted to the Planning Inspectorate for re-examination. In July 2014, the Council was given leave to appeal this judgment and the appeal is likely to be heard in November 2014. In the interim, the Council has agreed a policy position statement relating to the housing requirement for the Borough.

1.1.3 The remainder of the Local Plan 2013 is unaffected by this legal challenge and appeal and remains the adopted plan for Solihull. The adopted Local Plan includes a section on the High Speed 2 proposal, recognising that the rail link could play a key role in future growth in the Borough, but that it was too early to presume its development. Paragraph 9.3.23 references the localised delivery of HS2, both in terms of mitigation of its impacts and securing of its potential benefits. In this regard it also sets out a commitment to prepare an Action Area Plan or Plans to take appropriate action as and when necessary.

### **1.2 Progress on High Speed 2 Rail Link**

1.2.1 The High Speed Rail (London – West Midlands) Bill (Hybrid Bill) was deposited with Parliament and received its First Reading in November 2013. It received its Second Reading in the House of Commons at the end of April 2014 with a significant majority vote and has cross party support. The Hybrid Bill will secure the powers to construct, operate and maintain the High Speed 2 rail link from London to the West Midlands. Whilst the Bill has yet to undergo its Third Reading and consideration by the House of Lords, the progress already made and wide support from MPs means that the construction of the High Speed Rail link is much more certain than when the Draft Local Plan was submitted in September 2012. The line of the High Speed Rail link is shown on the Local Area Plan diagram.

### **1.3 UK Central Masterplan and Prospectus**

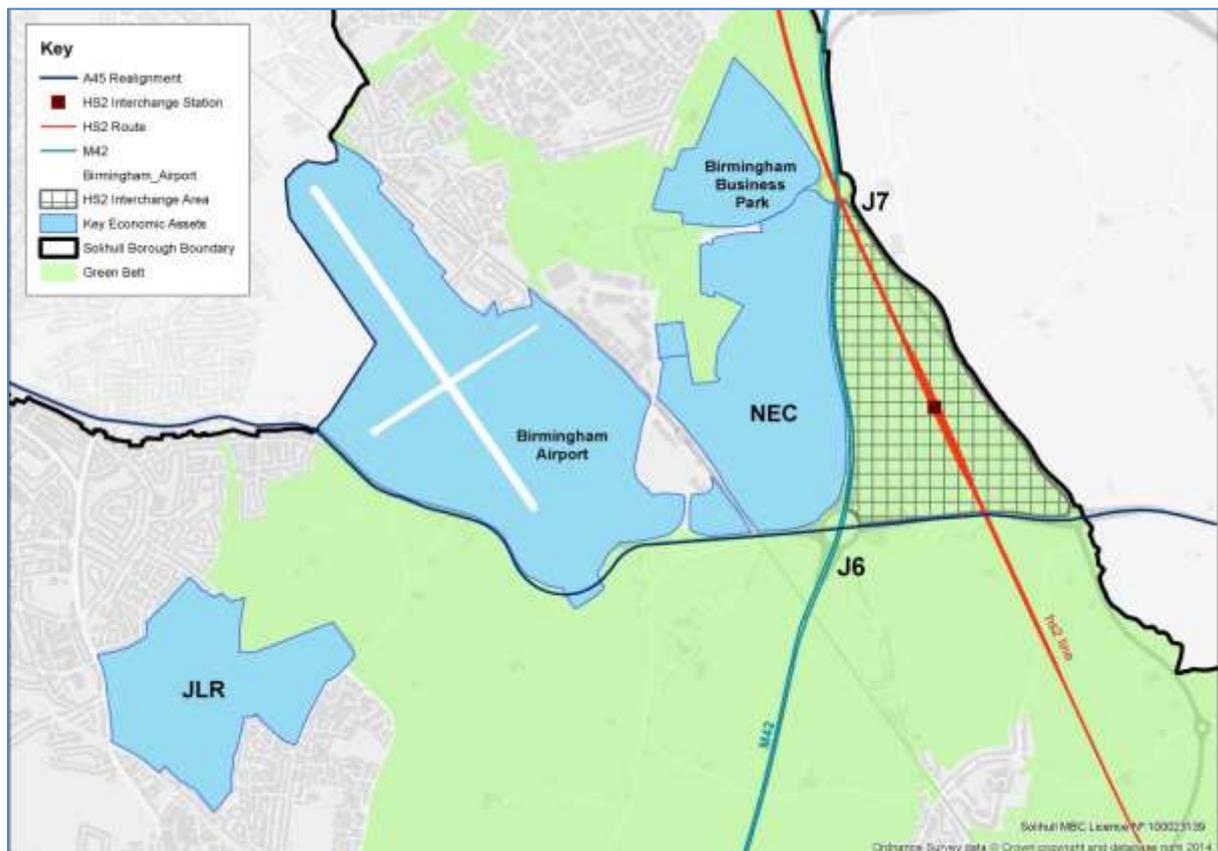
1.3.1 In June 2013, the Council together with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) published the UK Central Masterplan, setting out a vision for economic growth and job creation. The document highlighted four key areas within the M42 Corridor including North Solihull, Solihull Town Centre, Blythe Valley Park and an area known as the Hub. The latter area provides the most significant opportunity, encompassing the Interchange station, Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park.

1.3.2 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 call 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, the Government published its response in its document entitled “Getting set for HS2”. This recognises the approach being taken through the GBSLEP.

1.3.3 In response to the Growth Task Force recommendations, and as part of the GBSLEP package referenced above, the Council has published a Prospectus for a ‘Garden City’ approach to the High Speed 2 Interchange east of the NEC in June 2014. 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 contains an overview of the programme for delivering the vision, which includes consultation on the preparation of a Local Area Plan for the wider area by October 2014.

## 1.4 Local Area Plan

Figure 1. Local Area Plan Diagram



1.4.1 A Local Area Plan for the HS2 Interchange Station Site and adjoining area will address the commitment in the Solihull Local Plan 2013. It will review and update policies and allocations for the area to address the spatial implications of economic, social and environmental change.

1.4.2 The Solihull Local Plan 2013 already provides a flexible framework around the established strategic economic assets of Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park. However, a Local Area Plan will contribute towards the delivery of Policy P1 in the Local Plan which supports the sustainable growth of the key economic assets and growth drivers within the M42 Economic Gateway. The key economic assets are shown on the Local Area Plan diagram.

1.4.3 As part of the review of the Green Belt boundary to allocate the Interchange site for development, the Local Area Plan will set out a spatial vision for the area, highlighting its potential for the creation of a new place incorporating high quality residential areas and green infrastructure, but also for economic growth and job creation.

1.4.4 In addition to considering proposals within the HS2 Interchange area, shown on the Local Area Plan diagram, the consultation will also consider the immediate context to the site and in particular the wider Hub area outlined in the UK Central Masterplan document. This will ensure that any proposals for development within the triangle area bounded by the M42, A45 and A452/A446 are appropriately considered in line with the capacity of nearby sites earmarked for development in the Local Plan, such as the NEC, which are also highlighted on the Local Area Plan diagram.

## **1.5 Local Area Plan Consultation**

1.5.1 The National Planning Policy Framework makes clear that early and meaningful engagement and collaboration with residents, organisations and businesses is essential. This consultation document has been prepared in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations, 2012.

1.5.2 This consultation focuses on the approach to formulating the Local Area Plan, the strategic priorities proposed, and the evidence required and seeks views on these matters specifically. However, views on the content of the Local Area Plan more generally are welcomed. This will be the first of a number of opportunities to help shape the Local Area Plan, with further consultation on options and the preferred option, and a draft submission plan in 2015-16.

1.5.3 The Local Area Plan was published for consultation on 7 November 2014. Responses are invited by 19 December 2014.

## **2. Duty to Cooperate**

### **2.1 Solihull Local Plan 2013**

2.1.1 The Council has a duty to cooperate with neighbouring authorities and other bodies on cross boundary planning issues. Paragraph 1.4 of the Solihull Local Plan 2013 provides a summary of the collaborative working that took place in the development of the Local Plan. This was augmented by the Duty to Cooperate Background Paper published in November 2012 (Examination library reference PSC4), which provided more detail of the processes and the outcomes of joint working.

### **2.2 On-going cooperation**

2.2.1 Since 2012, cooperation has continued, with engagement through the West Midlands Metropolitan Area Authorities Joint Committee, Chief Executives and the Duty to Cooperate Group. The latter provides a forum to facilitate active and on-going engagement on Local Plan preparation and cross boundary strategic priorities. Progress on the UK Central initiative has been reported and discussed at Duty to Cooperate meetings on a regular basis.

2.2.2 Engagement also takes place through the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Spatial Planning Group. This Group is responsible for developing the Spatial Plan for Recovery and Growth, which provides the spatial expression of the GBSLEP Strategy for Growth. UK Central and the High Speed 2 Interchange area has been identified by GBSLEP in its Strategic Economic Plan as a gateway of outstanding local, regional and national connectivity that can unlock the growth potential of the area's strategic economic assets, and it is a key element of one of the ten ways to accommodate future growth identified in the Spatial Plan.

2.2.3 Discussions have also taken place about UK Central and the Interchange area with a number of neighbouring authorities who are broadly supportive of the Local Area Plan approach. Collaboration is taking place with the Highways Agency to secure a significant enhancement of accessibility from the M42. The Council will engage with other neighbouring authorities and organisations during the consultation on the Local Area Plan.

### **3. Focus on the HS2 Interchange and Adjoining Area**

#### **3.1 UK Central Hub Area**

3.1.1 The unique concentration of strategic economic assets, including Birmingham Airport, the NEC and Jaguar Land Rover, that the UK Central Hub Area contains offers the opportunity for growth on a nationally significant scale. The area can make a significant contribution to the Government's agenda to create jobs and economic growth. The Prospectus for a 'Garden City' approach to the HS2 Interchange highlights the opportunity to provide in the region of 20,000 jobs. No other area or part of the Borough has such potential.

#### **3.2 High Speed 2**

3.2.1 The proposal for the High Speed 2 rail link and Interchange presents a major opportunity to maximise the economic and social benefits, which will not be delivered through High Speed 2 alone. The current adopted Local Plan, whilst it sets out how the High Speed 2 will be delivered locally, does not provide an adequate framework to ensure the benefits are maximised. The Local Area Plan will establish a framework capable of delivering these benefits, in the context of the area's central location and unrivalled accessibility.

**Figure 2. HS2 Hybrid Bill – Interchange Station Aerial Visualisation**



### **3.3 The Council's response**

3.3.1 The Solihull Local Plan, adopted in December 2013, provides an up to date policy framework for the Borough. It includes a commitment to prepare an Action Area Plan or Plans, or take other appropriate action, to plan and manage the localised delivery of High Speed 2 in the Borough, as and when necessary.

3.3.2 The report and recommendations of the HS2 Growth Task Force published in March 2014 calls on HS2 places such as Solihull to develop Growth Strategies to bring forward development quickly, and to establish dedicated delivery bodies to coordinate investment around HS2 stations.

3.3.3 The Prospectus for a 'Garden City' approach to the HS2 Interchange provides an overview of how the plans for the UK Central Hub area and the Interchange will be put into action. The associated timeline sets out the key steps for developing the Growth Strategy and Local Delivery Body. Preparation of the local planning framework for the HS2 Interchange and adjoining area is a key element, on which early delivery of the benefits of the High Speed 2 Interchange in Solihull will depend. This Local Area Plan will need to be developed in advance of a wider review of the Solihull Local Plan.

## **4. Vision**

### **4.1 Solihull Local Plan 2013**

4.1.1 The Solihull Local Plan 2013 sets out the vision for the Borough to 2028, including in paragraphs 4.1.1 and 4.1.9 to 4.1.10, the vision as it relates to the M42 Economic Gateway. It recognises the potential of this area to be a driver for sustainable economic growth within the West Midlands, and for the ambitions of its strategic economic assets to be fully realised without undermining the qualities that attract people and investment, through managed growth. This vision remains relevant, but will be developed to reflect the opportunities presented by the High Speed 2 rail link and the Interchange, and the HS2 growth strategy for the Interchange site.

### **4.2 High Quality Development and a 'Garden City' approach**

4.2.1 The Local Area Plan will build on the policy context of the Solihull Local Plan 2013 and the vision set out in the Prospectus for a 'Garden City' approach to the HS2 Interchange. The vision highlights the area's potential for economic growth and job creation, and also the creation of a new place incorporating high quality residential areas and green infrastructure.

### **4.3 A contemporary Garden City**

4.3.1 The High Speed 2 Interchange area will be a place of design excellence with:

- Permeable and well connected streets
- Flexible development blocks able to accommodate a wide range of uses that can respond to a dynamic business environment
- Diverse and complementary choice for people and business, and
- In excess of 140 hectares of land, developed to make the most efficient use of the opportunity available.

### **4.4 International investment potential**

4.4.1 The High Speed 2 Interchange area will be a place offering truly global investment potential:

- That benefits from proximity to global leaders in high technology industries including automotive and aerospace
- With momentum already, as the home to an international brand, Jaguar Land Rover
- Through space for a different business 'offer' including large scale campus style opportunities for companies with specific needs and requirements, and
- With a business environment that is digitally connected where a diverse range of businesses can network and research and development can thrive.

## **4.5 Integrating environment and economy**

4.5.1 The High Speed 2 Interchange area will deliver economic growth through an integrated approach:

- Ensuring existing environmental assets are protected and enhanced
- Incorporating biodiversity and landscape assets into a design based on 'Garden City' principles
- Investing in green and blue infrastructure to create amenity and landscape assets including a new central park
- Enabling countryside management and enhancement that provides mitigation for the Interchange and rail link
- Ensuring that heritage assets are protected and enhanced
- Incorporating innovative designs including green bridges connecting neighbourhoods and major infrastructure
- That secures protection for the Green Belt and the Meriden Gap
- Enhancing parks and open spaces and creating biodiversity assets for the benefit of existing communities
- Where water resources and green space will be seamlessly blended into the green belt setting, connecting urban and rural environments, and
- That can benefit from large scale community energy and heating networks building on existing plans for the NEC.

## **4.6 International connectivity**

4.6.1 The High Speed 2 Interchange area will be a place that is perfectly connected internationally and nationally with:

- Excellent transport offer connecting to local cities, regional centres and international destinations via rail link and Birmingham Airport
- Extended runway offering direct flights to West Coast USA and Asia
- Direct connections to the country's motorways
- Integrated transport links through East Birmingham and North Solihull that will connect communities to employment opportunities in the area in addition to town and city centres, and
- A central boulevard creating an exciting sequence of activity linking key attractors and uses from the High Speed 2 Interchange to the centre of the Hub and the NEC.

**Figure 3. UKC Vision for HS2 Interchange**



#### **4.7 Key design principles**

4.7.1 Key principles underpinning the development planning will include:

- Building a shared vision for a new destination
- Enhanced access and connectivity to facilitate enhanced modal choice and integrate the development into the wider residential and economic context
- A hierarchy of connected streets to link key assets and overcome the severance effects of transport infrastructure
- An effective transport strategy
- A complementary development proposition with deliverable development plots to generate an appropriate mix of commercial and residential development
- An appropriate development strategy in the context of the wider area and region
- Appropriate intensity of use, density, massing and form to maximise the opportunities for high quality design and place making
- An integrated landscape approach including softening the edges to ensure liveability
- Creation and enhancement of biodiversity and landscape assets
- Maximised opportunity for phased development in a dynamic commercial environment
- Exceptional quality architecture and sustainable design.



### **5.3 Enable the full potential of the area’s strategic economic assets to be realised**

5.3.1 The National Planning Policy Framework expects local planning authorities to plan proactively to meet the development needs of business, and the Spatial Strategy of the Solihull Local Plan 2013 addresses this by seeking to facilitate the plans and aspirations of the Borough’s key economic assets, such as Birmingham Airport, the NEC, Jaguar Land Rover and Birmingham Business Park. The High Speed 2 Interchange area and UK Central proposals provide an opportunity to fully deliver and strengthen the Spatial Strategy.

### **5.4 Ensure the efficient use of land around the High Speed 2 Interchange**

5.4.1 Encouraging the effective use of land is one of the core planning principles in the National Planning Policy Framework, and although this relates specifically to previously developed land, this principle is relevant where green belt land is involved. The Prospectus for a ‘Garden City’ approach to the HS2 Interchange seeks to maximise the potential of the land to the east of the NEC for the station, light industrial and research and development, mixed use and residential areas.

### **5.5 Deliver a place shaping approach based on ‘Garden City’ principles**

5.5.1 The Government recognises in the National Planning Policy Framework that new development may best be achieved through extensions to existing towns that follow the principles of Garden Cities. The Solihull Local Plan 2013 Spatial Strategy recognises the important role of environmental quality and green space in the delivery of sustainable development. Solihull lives up to its motto ‘Urbs in Rure’, and the Prospectus for a ‘Garden City’ approach to the HS2 Interchange develops this theme.

**Figure 5. HS2 Vision from the Prospectus for a ‘Garden City’ approach to the HS2 Interchange**



## **5.6 Provide a significant contribution to housing needs within the Local Area Plan area**

5.6.1 Mixed use neighbourhoods provide additional opportunities for the creation of high quality sustainable residential and business communities. The Government is seeking to boost significantly the supply of housing and this is reflected in the National Planning Policy Framework. Policy P5 of the Solihull Local Plan 2013 makes provision for around 11,000 new homes between 2011 and 2028. Whilst the overall housing target for the Plan period remains uncertain, the HS2 Interchange and adjoining area proposals present an opportunity to boost the local supply of housing, as part of the place making approach. The Prospectus for a 'Garden City' approach to the HS2 Interchange highlights the opportunity to provide a new residential community of at least 2,000 homes and 4,000 people.

## **5.7 Conserve and enhance the strategic green infrastructure network**

5.7.1 The National Planning Policy Framework expects local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The Spatial Strategy of the Solihull Local Plan 2013 recognises the importance of protecting, conserving, enhancing and restoring the Borough's green and blue infrastructure, and the need to maintain and enhance natural resources to ensure future prosperity, as well as for their environmental and social benefits. Integrating the environment and the economy is a key theme in the Prospectus for a 'Garden City' approach to the HS2 Interchange, which seeks to ensure that existing assets are protected and enhanced, and that innovative design enhances green infrastructure corridors and links.

## **5.8 Support the transition to a low carbon economy**

5.8.1 The National Planning Policy Framework recognises that reducing greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy is central to sustainable development. The Spatial Strategy of the Solihull Local Plan 2013 seeks to enable a low carbon future by minimising greenhouse gas emissions and contributing to resilience against the effects of climate change. Developing a low carbon economy to support and create jobs and skills is a key programme in the GBSLEP Strategic Economic Plan and a priority for the GBSLEP European Structural and Investment Funds Strategy, 2014. Integrating the environment and the economy is a key theme in the Prospectus for a 'Garden City' approach to the HS2 Interchange.

## **5.9 Review the green belt boundary within the Local Area Plan area and protect the Meriden Gap**

5.9.1 The National Planning Policy Framework indicates that local planning authorities should take account of the need to promote sustainable patterns of development when considering changes to green belt boundaries, as part of a review of a Local Plan. This approach is implicit within the 'Garden City' approach outlined in the Prospectus document, which is itself consistent with the sustainability provisions of the Solihull Local Plan. The need for a localised Green Belt review is also implicit in Paragraph 9.3.23 of the Local Plan which references the localised delivery of HS2, both in terms of mitigation of its impacts and securing of its potential benefits. It includes a commitment to

prepare an Action Area Plan or Plans to take appropriate action as and when necessary. The green belt is shown on the Local Area Plan diagram.

### **5.10 Ensure a high level of accessibility to and integration with transport networks via a range of transport modes**

5.10.1 The National Planning Policy Framework seeks to promote sustainable modes of transport and patterns of development that facilitate their use. The Government expects local planning authorities to ensure that developments that generate significant movements are located where the need to travel is minimised and the use of sustainable travel modes can be maximised. The Spatial Strategy of the Solihull Local Plan 2013 aims to provide opportunities to access key destinations by a choice of travel modes, and to ensure that new development does not exacerbate congestion.

**Figure 6. Artist Impression of Main Street, UK Central Hub Area**



5.10.2 The scale of development potential is significant, and in order to ensure access can be gained to the area in an efficient manner a comprehensive range of transport measures will be required to connect into both strategic and local transport networks. A radical solution to provide access from the M42 is being pursued with the Highways Agency, and early investment sought, driven by the potential to maximise the benefits of High Speed 2. This will need to be supplemented by an efficient and affordable public transport, cycle and walk offer.

## **6. Evidence**

### **6.1 Local Area Plan**

6.1.1 The Local Area Plan will be underpinned by a range of evidence and supporting studies. Some of this work has been undertaken in advance of the Local Area Plan consultation and a brief outline of the output is highlighted below. Other parts of the evidence will be prepared alongside the development of the Local Area Plan, such as the sustainability appraisal. Work will be programmed to ensure that the evidence is in place to inform future engagement.

### **6.2 Sustainability appraisal and Habitat Regulations assessment**

6.2.1 A sustainability appraisal, incorporating strategic environmental assessment, will be prepared alongside and integrated with the development of the Local Area Plan. The appraisal will highlight the sustainability implications of the options to be considered and the proposals to be included in the draft plan. It will provide a key input into the decisions that will be made during the development of the Local Area Plan. The Council is publishing an updated Scoping Report based on the approach used for the Solihull Local Plan 2013 for consultation, and views are invited within the same timescale as for the Local Area Plan consultation.

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

### **6.3 Greater Birmingham and Solihull Local Enterprise Partnership**

6.3.1 Strategy for Growth, published by the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) in May 2013, recognised the M42 Economic Gateway as an area of greatest potential for economic growth and a flagship programme for GBSLEP. The UK Central Masterplan, published jointly by the Council, GBSLEP and ARUP in June 2013, highlighted the potential of the Hub area, and the need for early and bold investment to fully capitalise on that potential. The GBSLEP Strategic Economic Plan for the implementation of Strategy for Growth, submitted to Government in March 2014, identifies the UK Central Interchange area as a 'Game Changer', and stressed the need for urgent work and investment to unlock the potential of its strategic economic assets.

## **6.4 High Speed 2**

6.4.1 HS2 Get Ready, the findings and recommendations of the HS2 Growth Task Force published in March 2014 makes clear that action is required to secure the full potential of the investment in the High Speed 2 rail link. The report highlights the need for local Growth Strategies to bring forward development and for local delivery bodies to coordinate investment around High Speed 2 stations. It also states the importance of bringing forward improvements to connectivity, skills and business chains. Through its response in the Prospectus for a 'Garden City' approach to the HS2 Interchange, the Council is leading on the preparation of a Growth Strategy for the Interchange Station area. This is part of a package approach developing through the GBSLEP and very much in line with the Government's response to the Growth Task Force recommendations. This Growth Strategy will be firmly focussed on delivery, see paragraph 7.3 below, and as such will complement any formal Local Area Plan.

## **6.5 UK Central Masterplan and Prospectus**

6.5.1 The Prospectus for a 'Garden City' approach to the HS2 Interchange published by the Council and ARUP in June 2014 is based on work undertaken by ARUP, which provides evidence for the amount and type of commercial development deliverable. The Masterplan and Prospectus focus on the Interchange area to the east of the NEC, and propose four key zones; the station area, a light industrial and research and development zone, a mixed use or innovation zone, and a residential area. Together, the work indicates that the HS2 Interchange and adjoining area could provide in the region of 20,000 jobs and at least 2,000 new homes.

6.5.2 Further work is being developed on a Growth Strategy for the High Speed 2 Interchange area, and to understand the mix of uses that is likely to be deliverable, and a high level viability appraisal is being undertaken. The Prospectus for a 'Garden City' approach to the HS2 Interchange includes a commitment to have the HS2 Growth Strategy in place by April 2015. The Council is working on connectivity with a range of partners including the Highways Agency, which is seeking to address accessibility issues associated with the M42.

## **6.6 Other evidence required**

6.6.1 The green belt in the Local Plan Area will be reviewed as necessary to inform the distribution of land allocations and ensure that the purposes of including the land in the green belt are not compromised. The Solihull Strategic Housing Market Assessment will be updated to inform the need for housing of different type, size and tenure. A strategic accessibility study and an infrastructure delivery plan will be prepared to support the Local Area Plan.

## **7. Delivery**

### **7.1 Key infrastructure requirements**

7.1.1 To unlock the growth potential of the HS2 Interchange and adjoining area, early investment in strategic infrastructure is essential. This will include strategic and local transport accessibility, including a radical solution to provide accessibility from the M42 through collaboration with the Highways Agency, and rapid transit proposals through the Integrated Transport Authority.

7.1.2 Investment to create a wider strategic network of green and blue infrastructure is also essential. Amenity and landscape assets will be enhanced through the provision of central parkland as part of the 'Garden City' concept. Parks and open spaces will be enhanced for the benefit of existing communities, whilst new and enhanced biodiversity assets will be created. Mitigation for the HS2 Interchange and rail link will be augmented by management and enhancement of the wider countryside.

**Figure 7. Artist Impression of waterside, UK Central Hub Area**



### **7.2 Infrastructure Delivery Plan**

7.2.1 An infrastructure delivery plan setting out the physical, social, community and green infrastructure required to enable sustainable development will be prepared to support the Local Area Plan. This will build on the infrastructure delivery plan already developed as part of the Solihull Local Plan 2013.

### **7.3 Local Delivery Body**

7.3.1 The recommendations of the HS2 Growth Task Force included the early establishment of dedicated delivery bodies to coordinate investment around HS2 stations. In its Prospectus for a 'Garden City' approach to the HS2 Interchange, the Council commits to establishing a Local Delivery Body with a structure that reflects the complexities of the UK Central project, by April 2015.

## **8. Programme for the Local Area Plan**

8.1 This initial consultation on the Local Area Plan will be followed by two further consultations in 2015-16 on strategic options and the preferred option, and on the draft pre-submission Local Area Plan. The proposed timetable, which is subject to variation, is as follows.

Spring 2015: Generation of options

- Prepare options including all reasonable alternatives
- Test emerging options through sustainability appraisal
- Consult on options, identifying preferred option

Summer 2015: Draft Local Area Plan

- Prepare draft Local Area Plan
- Undertake sustainability appraisal
- Publish for representations
- Consider any modifications, and ensure undergo sustainability appraisal

Winter 2015-16:

- Submit draft Local Area Plan to Planning Inspectorate
- Examination
- Consult on any modifications
- Report of Inspector

## **9. Consultation Questions**

### **Question 1**

*Do you agree with the approach to the Local Area Plan, focussing on the HS2 Interchange site and adjoining area? If not, what alternative approach should be adopted?*

### **Question 2**

*Do you support the Vision proposed for the Local Area Plan? If not, how might the vision be improved?*

### **Question 3**

*Do you support the proposed strategic priorities of the Local Area Plan? What alternatives should be included?*

### **Question 4**

*Does the evidence highlighted provide justification for the Local Area Plan? What additional evidence needs to be gathered?*

### **Question 5**

*Do you agree with the scope for the Local Area Plan sustainability appraisal?*

### **Question 6**

*Do you have any other comments about the proposed content of the Local Area Plan?*