

**To: The Deputy Leader and Members of the Planning and Development Board  
Councillors Simpson, Bell, T Clews, Dirveiks, Gosling, Hancocks, Hayfield, D Humphreys, Jarvis, Jordan, Morson, Moss, Parsons, H Phillips, Reilly and Rose.**

**For the information of other Members of the Council**

For general enquiries please contact the Democratic Services Team on 01827 719237 via e-mail – [democraticservices@northwarks.gov.uk](mailto:democraticservices@northwarks.gov.uk)

For enquiries about specific reports please contact the officer named in the reports.

The agenda and reports are available in large print and electronic accessible formats if requested.

## **PLANNING AND DEVELOPMENT BOARD AGENDA**

**7 SEPTEMBER 2022**

The Planning and Development Board will meet on Wednesday, 7 September 2022 at 6.30pm in the Council Chamber at The Council House, South Street, Atherstone, Warwickshire.

The meeting can also be viewed on the Council's YouTube channel at [NorthWarks - YouTube](#).

### **AGENDA**

- 1 Evacuation Procedure.**
- 2 Apologies for Absence / Members away on official Council business.**
- 3 Disclosable Pecuniary and Non-Pecuniary Interests**

## REGISTERING TO SPEAK AT THE MEETING

Anyone wishing to speak at the meeting, in respect of a Planning Application, must register their intention to do so by 1pm on the day of the meeting, either by email to [democraticservices@northwarks.gov.uk](mailto:democraticservices@northwarks.gov.uk) or by telephoning 01827 719221 or 719237.

Once registered to speak, the person asking the question has the option to either:

- (a) attend the meeting in person at the Council Chamber; or
- (b) attend remotely via Teams.

If attending in person, precautions will be in place in the Council Chamber to protect those who are present however this will limit the number of people who can be accommodated so it may be more convenient to attend remotely.

If attending remotely an invitation will be sent to join the Teams video conferencing for this meeting. Those registered to speak should join the meeting via Teams or dial the telephone number (provided on their invitation) when joining the meeting and whilst waiting they will be able to hear what is being said at the meeting. They will also be able to view the meeting using the YouTube link provided (if so, they may need to mute the sound on YouTube when they speak on the phone to prevent feedback). The Chairman of the Board will invite a registered speaker to begin once the application they are registered for is being considered.

- 4 **Minutes of the meeting of the Board held on 1 August 2022** – copy herewith, to be approved and signed by the Chairman.

## ITEMS FOR DISCUSSION AND DECISION (WHITE PAPERS)

- 5 **Planning Applications** - Report of the Head of Development Control

### Summary

Town and Country Planning Act 1990 – applications presented for determination.

- 5a **Application No: CON/2022/0019 - Land to the West of the A452 and East of the HS2 Station**

Construction of Multi-Storey Car Parks

**5b Application No: PAP/2022/0309 - Old Saltleians Rugby Football Club, Coleshill Road, Water Orton**

Variation of condition no's: 3A and 3B of planning permission ref: PAP/2017/0471 dated 10/10/2017 relating to events at the site

**5c Application No: PAP/2022/0332 - The Old Mortuary, North Street, Atherstone, CV9 1JN**

Conversion of existing property to single 2 bedroom dwelling

**5d Application No: PAP/2022/0369 - Drayton Court, The Green, Hartshill**

New pitched roofing and gable ends with fenestration amendments

**5e Application No: PAP/2022/0113 - Water Orton Cricket Club, Coleshill Road, Water Orton**

Construction of a 3.6 metre wide road from existing vehicular access and footpath crossover in Coleshill Road

**5f Application No: PAP/2021/0687 - 89-91 Main Road, Austrey, Atherstone**

Variation of condition number 4 of PAUSAV/0602/96/FAP (PAP/1996/3856) dated 14/8/1996 relating to use of swimming pool for limited community use for private lessons

**5g Application No's: PAP/2022/0401 and 0402 - Britannia Works, Coleshill Road, Atherstone**

Proposed Removal of conditions numbered 7, 9 and 10 and Variation of conditions numbered 2, 4, 13, 21 and 24 of planning permission PAP/2019/0180 and Listed Building Consent PAP/2019/0183 both dated 6/11/19

The Contact Officer for this report is Jeff Brown (719310).

**6 Appeal Update - Report of the Head of Development Control**

**Summary**

The report brings Members up to date on recent appeal decisions.

The Contact Officer for this report is Jeff Brown (719310).

STEVE MAXEY  
Chief Executive

## NORTH WARWICKSHIRE BOROUGH COUNCIL

### MINUTES OF THE PLANNING AND DEVELOPMENT BOARD

1 August 2022

Present: Councillor Simpson in the Chair

Councillors T Clews, Hayfield, Jarvis, Jordan, McLauchlan, Morson, H Phillips, O Phillips, Reilly, Rose and Symonds.

Apologies for absence were received from Councillors Bell (Substitute Symonds) Dirveiks (Substitute O Phillips) Gosling (Substitute McLauchlan), Hancocks, D Humphreys, Moss and Parsons.

#### 23 **Disclosable Pecuniary and Non-Pecuniary Interests**

None were declared at the meeting.

#### 24 **Minutes**

The minutes of the meeting of the Planning and Development Board held on 4 July 2022, copies having been previously circulated, were approved as a correct record and signed by the Chairman.

#### 25 **Planning Applications**

The Head of Development Control submitted a report for the consideration of the Board.

##### **Resolved:**

- a That Application No PAP/2021/0531 (Land Between Holmfield and Oakdene, Bennetts Road North, Corley) be refused for the reason outlined in Appendix A to the report of the Head of Development Control;**

**[Speaker: Derek Beverley]**

- b That in respect of Application No DOC/2022/0052 (Hartshill School, Church Road, Hartshill) Condition 12 be discharged;**

**[Speakers: Beverley Wilkins and Mike Westwood]**



- c That Application No PAP/2022/0241 (The Office, Church Road, Warton) be granted, subject to the conditions set out in the report of the Head of Development Control including a revision to Condition 6 (f) to ensure consistency with Condition 2; and
- d That Application No PAP/2022/0298 (South View, Weddington Lane, Caldecote) be deferred to allow officers and the applicant further time to consider information provided by an objector and for Members to visit the site.

26 **Supplementary Planning Document “Planning Obligations for Open Space, Sport and Recreation” and Associated Calculator Documents Update for Public Consultation**

The Chief Executive sought approval for public consultation of an updated Draft Planning Obligations for Open Space, Sport and Recreation Supplementary Planning Document (SPD) and associated Calculator Documents.

**Resolved:**

- a That the Draft Planning Obligations for Open Space, Sport and Recreation Supplementary Planning Document and associated Calculator Documents, incorporating the changes made at the May 2022 LDF Sub-Committee meeting, be approved for public consultation; and
- b That the draft documents be used in negotiations for open space, sports and leisure provision as part of the planning application process.
- c That any additional comments that Members might wish to make be referred to the Chief Executive before 5<sup>th</sup> August 2022.

27 **Appeal Update**

The Head of Development Control brought Members up to date on recent appeal decisions.

**Resolved:**

**That the report be noted.**

**28 Budgetary Control Report 2022/23 Period Ended 30 June 2022**

The Corporate Director – Resources detailed the revenue expenditure and income for the period from 1 April 2022 to 30 June 2022. The 2-022/2023 budget and the actual position for the period, compared with the estimate at that date, were given, together with an estimate of the out-turn position for Services reporting to the Board.

**Resolved:**

**That the report be noted.**

**29 Exclusion of the Public and Press**

**Resolved:**

**That under Section 100A(4) of the Local Government Act 1972, the public and press be excluded from the meeting for the following items of business, on the grounds that they involve the likely disclosure of exempt information as defined by Schedule 12A to the Act.**

**30 Tree Preservation Order - 108 Coventry Road, Coleshill**

The Head of Development Control sought authority for a Tree Preservation Order as set out in his report.

**Resolved:**

**That a Tree Preservation Order be made for the protection of an Oak Tree located at 108 Coventry Road, Coleshill for the reasons set out in the report of the Head of Development Control.**

**31 Confidential Minutes of the Planning and Development Board meeting held on 4 July 2022**

That the confidential minutes of the Planning and Development Board meeting held on 4 July 2022 were received and noted.

Councillor Simpson  
Chairman

## **Agenda Item No 5**

### **Planning and Development Board**

**7 September 2022**

### **Planning Applications**

#### **Report of the Head of Development Control**

#### **1 Subject**

1.1 Town and Country Planning Act 1990 – applications presented for determination.

#### **2 Purpose of Report**

2.1 This report presents for the Board decision, a number of planning, listed building, advertisement, proposals, together with proposals for the works to, or the felling of trees covered by a Preservation Order and other miscellaneous items.

2.2 Minerals and Waste applications are determined by the County Council. Developments by Government Bodies and Statutory Undertakers are also determined by others. The recommendations in these cases are consultation responses to those bodies.

2.3 The proposals presented for decision are set out in the index at the front of the attached report.

2.4 Significant Applications are presented first, followed in succession by General Development Applications; the Council's own development proposals; and finally Minerals and Waste Disposal Applications.

#### **3 Implications**

3.1 Should there be any implications in respect of:

Finance; Crime and Disorder; Sustainability; Human Rights Act; or other relevant legislation, associated with a particular application then that issue will be covered either in the body of the report, or if raised at the meeting, in discussion.

#### **4 Site Visits**

4.1 Members are encouraged to view sites in advance of the Board Meeting. Most can be seen from public land. They should however not enter private land. If they would like to see the plans whilst on site, then they should always contact the Case Officer who will accompany them. Formal site visits can only be agreed by the Board and reasons for the request for such a visit need to be given.

4.2 Members are reminded of the "Planning Protocol for Members and Officers dealing with Planning Matters", in respect of Site Visits, whether they see a site alone, or as part of a Board visit.

## 5 **Availability**

- 5.1 The report is made available to press and public at least five working days before the meeting is held in accordance with statutory requirements. It is also possible to view the papers on the Council's web site: [www.northwarks.gov.uk](http://www.northwarks.gov.uk).
- 5.2 The next meeting at which planning applications will be considered following this meeting, is due to be held on Monday, 3 October 2022 at 6.30pm in the Council Chamber

## 6 **Public Speaking**

- 6.1 Information relating to public speaking at Planning and Development Board meetings can be found at:  
[https://www.northwarks.gov.uk/info/20117/meetings\\_and\\_minutes/1275/speaking\\_and\\_questions\\_at\\_meetings/3](https://www.northwarks.gov.uk/info/20117/meetings_and_minutes/1275/speaking_and_questions_at_meetings/3).

**Planning Applications – Index**

Item No	Application No	Page No	Description	General / Significant
5/a	CON/2022/0019	1	<b>Land to the West of the A452 and East of the HS2 Station</b>  Construction of Multi-Storey Car Parks	General
5/b	PAP/2022/0309	78	<b>Old Sattleians Rugby Football Club, Coleshill Road, Water Orton</b>  Variation of condition no's: 3A and 3B of planning permission ref: PAP/2017/0471 dated 10/10/2017 relating to events at the site	General
5/c	PAP/2022/0332	87	<b>The Old Mortuary, North Street, Atherstone, CV9 1JN</b>  Conversion of existing property to single 2 bedroom dwelling	General
5/d	PAP/2022/0369	91	<b>Drayton Court, The Green, Hartshill</b>  New pitched roofing and gable ends with fenestration amendments	General
5/e	PAP/2022/0113	97	<b>Water Orton Cricket Club, Coleshill Road, Water Orton</b>  Construction of a 3.6 metre wide road from existing vehicular access and footpath crossover in Coleshill Road	General
5/f	PAP/2021/0687	103	<b>89-91 Main Road, Austrey, Atherstone</b>  Variation of condition number 4 of PAUSAV/0602/96/FAP (PAP/1996/3856) dated 14/8/1996 relating to use of swimming pool for limited community use for private lessons	General
5/g	PAP/2022/0401 and 0402	132	<b>Britannia Works, Coleshill Road, Atherstone</b>  Proposed Removal of conditions numbered 7, 9 and 10 and Variation of conditions numbered 2, 4, 13, 21 and 24 of planning permission PAP/2019/0180 and Listed Building Consent PAP/2019/0183 both dated 6/11/19	General

## **General Development Applications**

**(5/a) Application No: CON/2022/0019**

**Land to the West of the A452 and East of the HS2 Station**

**Construction of Multi-Storey Car Parks for the**

**Urban Growth Company**

### **Introduction**

A planning application has been submitted for the above proposed development to the Solihull Metropolitan Borough Council. It has invited this Council to submit its representations in order to assist in its determination of the application.

### **The Site**

This is land lying between the A452 and the line of HS2, with the new station immediately to its north. It has partly been used for the extraction of sand and gravel together with its associated equipment.

The general location is shown at Appendix A

The site is within a much broader area of land – extending over 140 hectares – bounded by the A452 to the east, the M42 to the west and the A45 to the south, known as Arden Cross.

### **The Proposals**

The application is a “hybrid” application including two elements. The elements comprise:

- A detailed application for the erection of a multistorey car park (3950 spaces), a surface level car park (550 spaces) and associated access and landscaping, referred to in the application as MSCP1.
- An outline application for a second multistorey car park (3500 spaces) with all details reserved except access, scale and landscaping, referred to in the application as MSCP2
- A detailed application for the erection of a surface level car park with associated access and landscaping (550 spaces) on a temporary basis for the duration of the MSCP2 construction period.

The two Multistorey car parks would be located between the HS2 line and the A452. Phase One of the proposal – MSCP1 and the 550 space surface car park – would be in the eastern half of the site. MSCP2 would then be located between the first car park and the HS2 The two are shown at Appendix B.

Each car park would be around 210 metres by 50 metres in footprint. MSCP1 would have nine levels resulting in an overall height of 26 metres and MSCP2 would have eight levels with an overall height of 23 metres. The applicant points out that he has worked with the existing setting of the site as the use of the disused quarry which still exists, can be used to reduce the visual impact of the proposals. This results in the two of the floors in each car park being “sunk” into the quarry, thus reducing the overall height above surrounding ground levels by 7 metres – to around a maximum of 19 metres. This is said to match the height of the already approved HS2 Station.

A general illustration of car parks is at Appendix C

Vehicular access to the whole site would via the new Park Farm roundabout adjacent to the A452 which has direct access onto the A452. This is also shown at Appendix B

The proposals have been submitted as an alternative approach to the car parking provision already approved for the HS2 Station by virtue of the High Speed Rail (London to West Midlands) Act 2017. The deemed planning permission under this Act set an upper limit of 7500 spaces and all are to be provided as surface car parking. The proposals as described above seek to provide the 7500 spaces, but in multi-storey built form on part of the land already permitted for that surface car parking. This alternative is said to make best use of land, as the land to be used for the surface car parking area would become available for additional new mixed-use development in line with the Arden Cross emerging proposals.

The Planning Statement submitted with the application describes this in more detail and is attached in full at Appendix D. This Statement includes a general Master Plan for the Arden Cross site – page 34 of Appendix D; a plan illustrating the already permitted surface car park areas at the Station in comparison with the two new multi-storey parks on page 39 and some comparative cross sections at page 40.

## **Background**

The Arden Cross proposals are more fully set out in the policies of the Emerging Solihull Local Plan Submission, which has now completed its Examination. In short, these are proposals for substantial employment and residential development throughout the triangle of land shown on page 34 of Appendix D, together with the consequential release of the land from the Green Belt. The proposals are more fully developed in the Arden Cross Masterplan of 2020 and the Hub Framework Plan of 2018.

## **Observations**

Given the strategic planning background here, it is unlikely that an objection in principle would carry any weight with the determining Authority – the HS2 Act; the new station, its already approved car parking and the Arden Cross proposals in the emerging Solihull Local Plan. Additionally making the best use of development land is acknowledged as having a more sustainable outcome. As a consequence, there are three areas which the Borough Council can draw Solihull’s attention too, so as to mitigate the impacts arising from the proposals. These are not new.

Firstly, vehicular access to the station and thus its car parks should be solely via the main road network and opportunities to prevent using alternative routes via the rural highway network in North Warwickshire should be included as off-site works – e.g., particularly along Packington Lane from Coleshill to the A452.

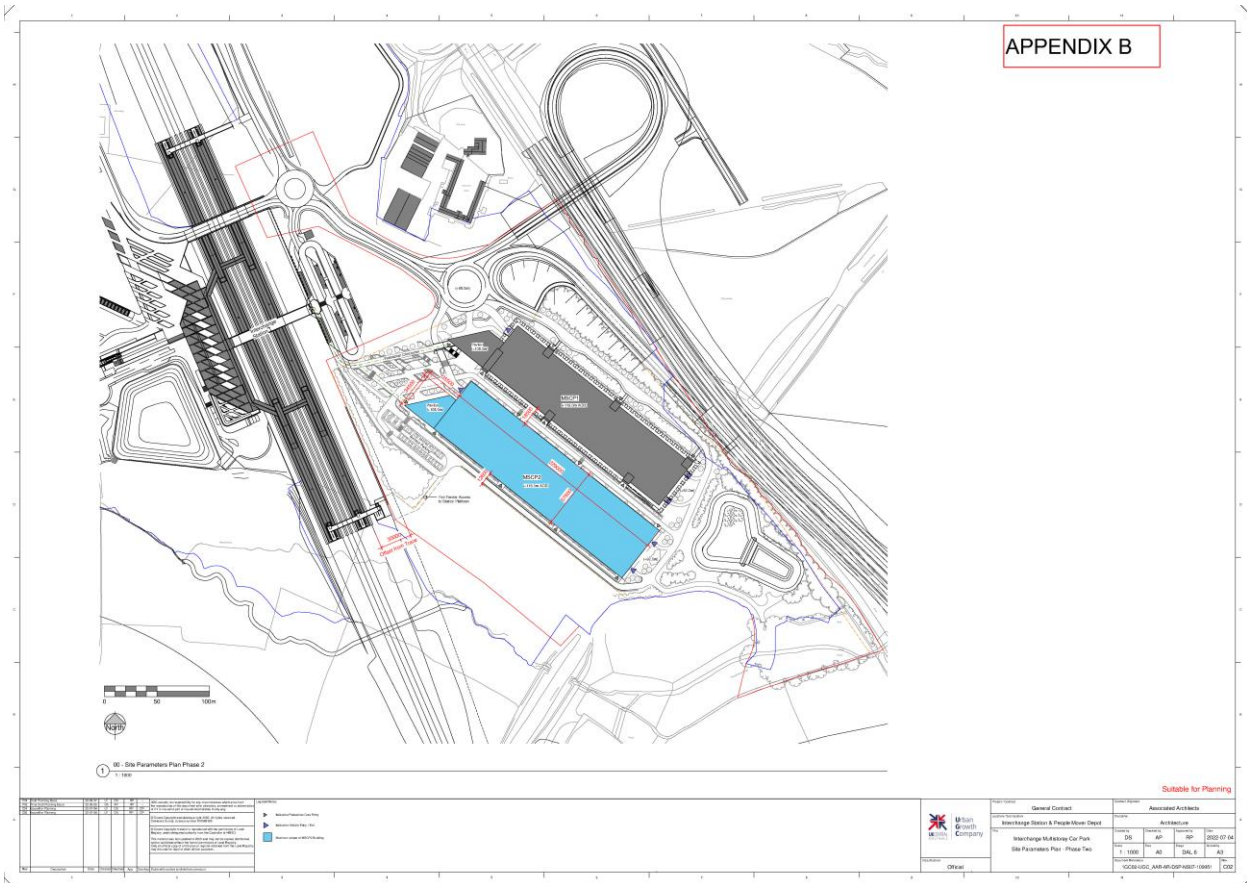
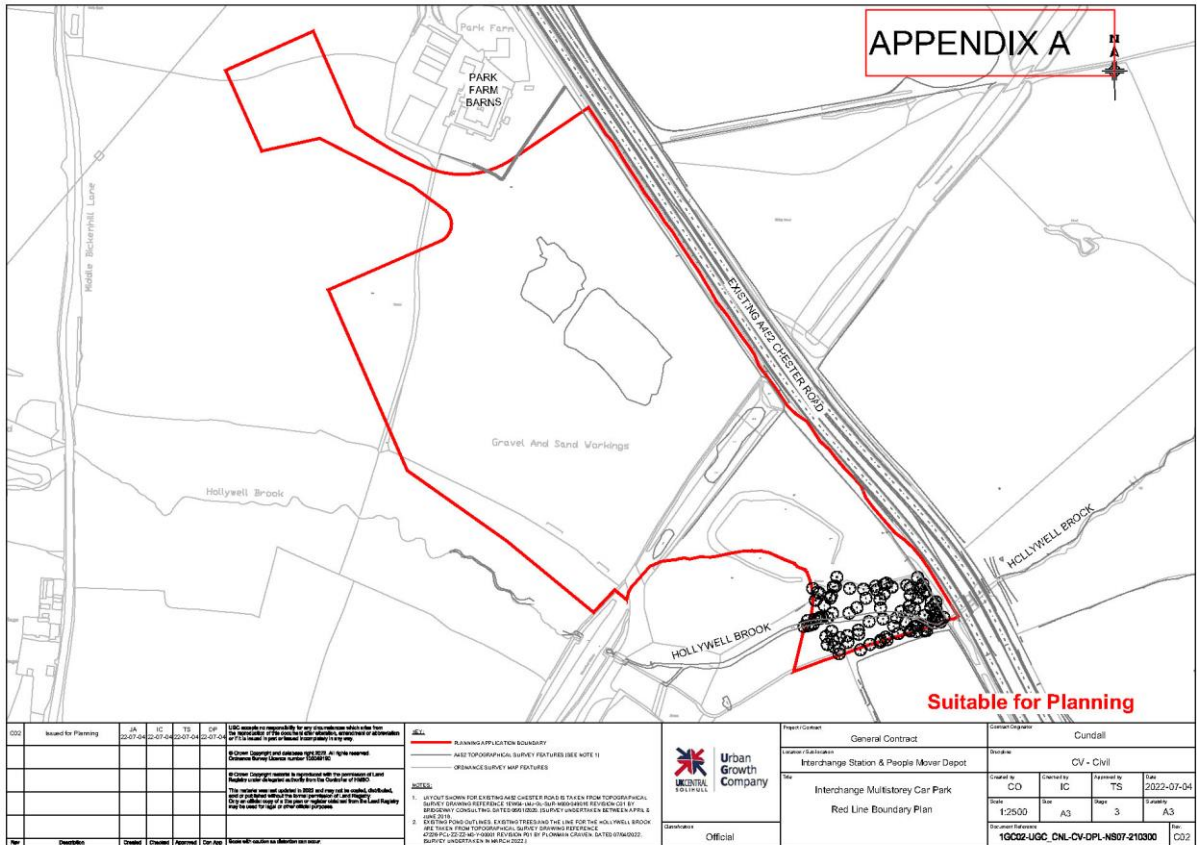
Secondly, the visual impact of substantial and utilitarian structures needs to be reduced through good design, but particularly through substantial structural landscaping along the whole of the A452 frontage.

Finally, the design and layout of the car parks needs to be looked at from the users' point of view as some parts of these parks are still going to be some distance from the station itself. A series of smaller car parks – albeit multistorey – closer to the station might be preferred from the “users” point of view. This may also have less of a visual impact.

### **Recommendation**

That the Borough Council draws attention to the matters raised in this report and any others that the Board may wish to include

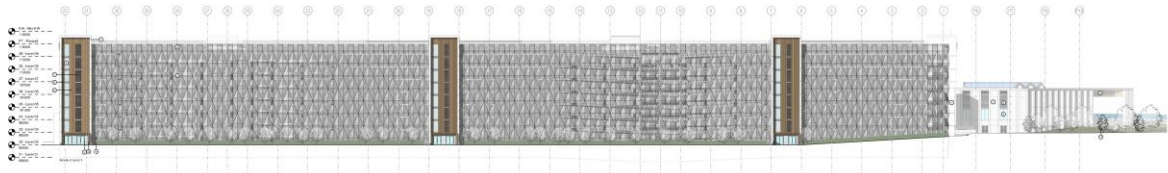




APPENDIX C



North Elevation - MSCP1  
1:200



East Elevation - MSCP1  
1:200

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Discipline	Name	Date																									



# Interchange Multistorey Car Park

## Planning Statement

**Document no: 1GC02-UGC\_CNL-PL-REP-NS07-596201**

Revision	Author	Reviewed by	Approved by	Date approved	Reason for revision
C02	Rachel Thompson	Ian Cansfield	Martin Faulkner	13/07/2022	Issued for Planning

Security classification: OFFICIAL

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# 1 Introduction

## 1.1 Introduction

1.1.1 This Planning Statement has been prepared by Cundall, on behalf of the Urban Growth Company (UGC) (The Applicant) to support their hybrid planning application to Solihull Metropolitan Borough Council (SMBC) under the Town and Country Planning Act 1990 seeking:

Full (detailed) planning consent for:

- the erection of a multistorey car park (3950 spaces), surface level car park (550 spaces) with associated access and landscaping (MSCP1).
- the erection of a surface level car park with associated access and landscaping (550 spaces) on a temporary basis for the duration of MSCP2 construction period.

Outline planning consent for:

- the erection of a multistorey car park (MSCP2) (maximum 3500 spaces). All matters reserved except for access, scale and landscaping.

1.1.2 Section 23 of the High Speed Rail (London – West Midlands) Act 2017 which is detailed in Section 4.2 of this report sets out a limits on the deemed planning consent for parking at the Interchange station. As part of the High Speed Rail (London - West Midlands) Act 2017, there is deemed consent up to a limit of 7,500 parking spaces for cars and five parking spaces for coaches. The Act confirms that the car parking at Interchange is to be treated as an outline planning permission under the Development Management Procedure Order.

1.1.3 This planning application sits in the context of a suite of planning consents and approvals in connection with the HS2 Rail project and in particular, Interchange Station, which include the Schedule 17 submissions required as part of the approval for the Station building and associated infrastructure and landscape works detailed in Table 1.

1.1.4 The hybrid planning application described above will meet the overall required quantum of car parking in line with the HS2 Act as set out in section 4 of this document. This is proposed as an alternative solution to the consented surface car parking proposals approved under the HS2 Act (planning application reference PL/2020/00275/MAROT).

- 1.1.5 The proposed quantum of parking is unchanged from the consented scheme, however it is proposed to be accommodated in a multistorey format in lieu of the current approach which relies on a significant area of surface level parking. The alternative approach proposed by UGC aims to consolidate the required car parking, to make best use of the land, and make space available for a significant quantum of future sustainable mixed use development in line with emerging planning policy position and the wider aspirations of SMBC and UGC. This will help maximise the benefits of HS2 for the region and capitalise on the opportunities for growth this provides.
- 1.1.6 The proposed development looks to work with existing landscape features. In particular, the use of the disused quarry which presently exists on-site to reduce the potential visual impact of the proposed development on the wider landscape and historic environment. This has the benefit of being able to reduce the lower two floors so that they are effectively below ground level. This results in a building that is approximately 7 metres lower in overall height than if the prevailing site levels outside the quarry had been used. This also minimises the need for materials to be brought from offsite to infill the redundant quarry. The scale and massing of the proposed development has been carefully designed to respond to the site context, with particular notice paid to the links with the consented Interchange Station, and the relationship with Park Farm and the wider Packington Estate.

## 1.2 The Applicant

- 1.2.1 The Urban Grown Company (UGC) ('the Applicant') is a special purpose delivery vehicle formed by SMBC and supported by the West Midlands Combined Authority (WMCA). UGC is a critical catalyst for growth, seeking to ensure that the full economic and development potential of the UK Central Hub in Solihull, HS2 Interchange Station and related infrastructure is delivered to maximise the investment potential and secure prosperity for local people and the wider region.
- 1.2.2 The UK Central Hub area is comprised of national and regional operations, including Birmingham Airport, the National Exhibition Centre (NEC), Jaguar Land Rover, Birmingham Business Park, Birmingham Interchange Rail Station and Arden Cross. The UGC aims to align the interests of those key landowners with the Council's vision for the UK Central Hub as part of a partnership approach to regeneration and a programme of ongoing investment for improved connectivity.
- 1.2.3 The HS2 Interchange Station presents a significant development opportunity within the UK Central Hub area. The UGC is seeking to capitalise and maximise this development opportunity through the consolidation of surface car parking spaces



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Revision: CD2

into a more efficient arrangement to release land around the HS2 Interchange Station for future development of a sustainable mixed-use development.

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**Page 3**

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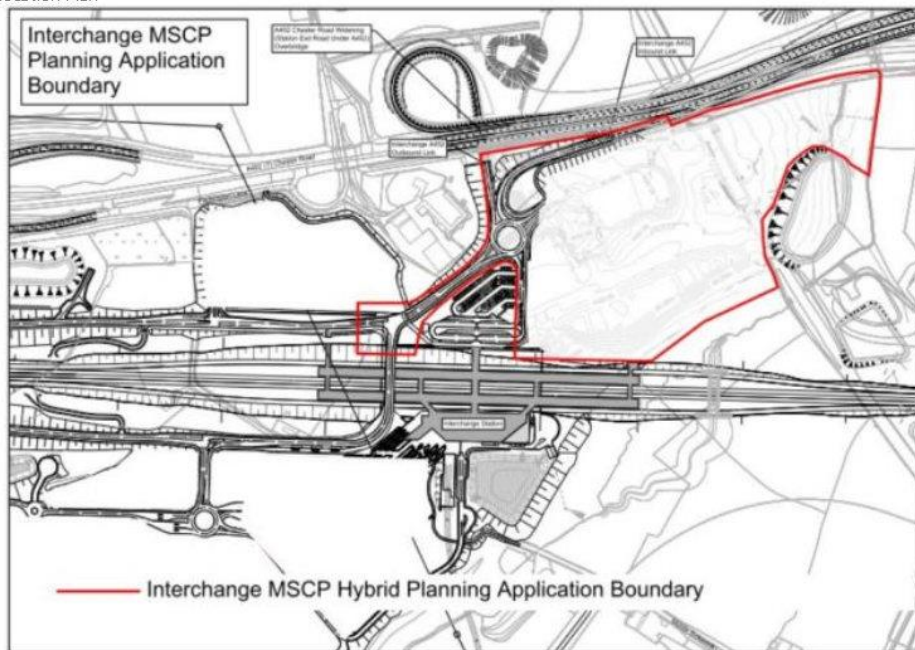
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## 2 Site Description

### 2.1 Site Location

2.1.1 The proposed development site is situated within a triangle of land between the M42, A45 and A452 known as Arden Cross. The site is located within the wider HS2 Interchange Station complex, approximately 2.3km east of Birmingham Airport, 1.3km east of the NEC and 7km north-east of Solihull town centre. The location of the proposed development is shown on Figure 1 below.

Figure 1: Site Location Plan



2.1.2 To the west of Arden Cross is located a cluster of existing developments and key infrastructure, including Birmingham Business Park; the NEC complex and Resorts World; and transport infrastructure including Birmingham Airport, Birmingham International Rail Station and the M42 and M6 motorways.

## 2.2 Site Planning History

2.2.1 The SMBC online planning application search function shows the planning history for the proposed development site. This is summarised in Table 1.

Table 1: Site Planning History

Application Reference	Description	Decision
PL/2011/01951/FULM	Planning application to allow the extraction and processing of sand and gravel including the construction of a new site access road, landscaping and screening bunds, sand screening plant, minerals washing plant, silt settlement lagoons, quarry offices, sand bagging shed and other associated infrastructure with restoration to agricultural land using imported inert fill.	Approved 18/06/2012
PL/2013/00510/DCON	Discharge condition nos. 3, 4, 7, 8, 12, 13 14, 22 and 25 on planning application 2011/1959.	Discharge of Condition Approval 15/03/2013
PL/2019/01315/HS2DIS	Development authorised by the High Speed Rail (London - West Midlands) Act 2017 for works comprising earthworks associated with the highway realignments at Birmingham Business Park and onto Chester Road (A452) and the B4438 roundabout and the creation of 1 No. attenuation basin near B4438 roundabout.	Approved 18/07/2019
PL/2020/00289/HS2DIS	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London to West Midlands) Act 2017 for works comprising: Construction of a High Speed Rail Interchange Station and associated external works, including short-stay, taxi and drop-off car parking, public realm, earthworks and other associated works.	Approved 01/09/2020
PL/2020/00291/HS2DIS	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London to West Midlands) Act 2017 for works comprising: Construction of a people mover system on an elevated viaduct together with four No. station stops, one No. maintenance facility and associated works.	Approved 14/10/2020
PL/2020/02328/HS2DIS	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London- West Midlands) Act 2017 for works comprising:- - Station Exit slip road from the proposed HS2 Interchange Station via and underbridge under the A452 Chester Road, adjacent to Park Farm Barns.	Approved 29/01/2021

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Application Reference	Description	Decision
	<ul style="list-style-type: none"> <li>- Road improvements including widening of A452 Chester Road north and south entry (Stonebridge Island A45/A452).</li> <li>- Construction of new culvert at Hollywell Brook.</li> <li>- Proposed overbridge on the A45 over the River Blythe (supporting an additional eastbound A45 onslip road), and scour protection.</li> <li>- Earthworks associated with the construction of access road and turning head from Packington Lane to attenuation basin.</li> <li>- Earthworks associated with the construction of access roads and turning head from A452 Chester Road to attenuation basin.</li> <li>- Earthworks associated with the construction of access road and turning head from A452 Chester Road to attenuation basin.</li> <li>- Earthworks associated with the construction of access road to attenuation basin from Diddington Lane.</li> <li>- Earthworks associated with the realignment of the entry slip road for Toby Carvery.</li> <li>- Earthworks associated with the proposed highway, landscaping bunds, and 4 No. attenuation basins, an environmental mitigation pond, flood compensation storage area.</li> <li>- Location of fencing throughout the site.</li> </ul>	
PL/2020/00275/MAROT	Reserved Matters application for details of access, appearance, landscaping and layout for the provision of car parking (excluding short stay, taxi and drop off parking) in connection with High Speed Rail Interchange Station pursuant to Section 23 of the High Speed Rail (London West Midlands) Act which confirms that the car parking at Interchange is to be treated as an outline planning permission under the Development Management Procedure Order.	Approved 27/04/2021
PL/2019/01203/VAR	Removal of condition No. 2 and 3 of planning approval 04.09.2014 (PL/2014/01027/CU (2014/642/S) for the change of use of land to haulage depot for parking of 80 tractors and trailers, 4 No. trucks with 50 car parking spaces. Proposed security office, office block and alterations to existing site entrances Namely: to remove condition granting a temporary consent for five years in case HS2 safeguarded the land	Approved 11/06/2019
PL/2019/00263/PPFL	Change of use of traditional farm buildings to workshops and storage. (B1c use)	Approved 26/04/2019
PL/2015/52804/MWMA	Planning application to allow the extraction and processing of sand and gravel, including the construction of a new site access road, landscaping and	Approved 20/10/2016

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Application Reference	Description	Decision
	screening bunds, mineral washing plant and other associated infrastructure with restoration using imported inert fill materials at Common Farm and Warren Farm, Middle Bickenhill, Solihull/Birmingham.	
PL/2018/02179/ADV	Three identical, non-illuminated signs measuring 1200mm wide x 500mm high, fixed into the ground using galvanised aluminium posts (2 per sign) with the distance between the ground and the bottom of the sign being approximately 500mm. Posts will be fixed into the ground to a depth of approximately 500mm using postcrete. Each sign will be installed facing an entrance to the roundabout and not conflict with any existing highways street furniture.	Approved 27/09/2016
PL/2019/02330/MINFHO	First floor bedrooms over existing attached garage (Resubmission of PL/2018/02784/MINFHO) and single storey rear extension	Approved 05/11/2019
PL/2018/02784/MINFHO	First floor over side with two storey extension, together with remodelling of elevations.	Withdrawn
PL/2015/52804/MWMAJ	Planning application to allow the extraction and processing of sand and gravel, including the construction of a new site access road, landscaping and screening bunds, mineral washing plant and other associated infrastructure with restoration using imported inert fill materials at Common Farm and Warren Farm, Middle Bickenhill, Solihull/Birmingham.	Approved 20/10/2019
PL/2012/00481/FULL	Retrospective planning consent to regularise two small brick sheds to house air heat pumps that provide heating /cooling to office space within development	Approved 11/07/2012

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## 3 Proposed Development

### 3.1 Context

- 3.1.1 The site is located within the administrative boundary of Solihull Metropolitan Borough Council (SMBC). The wider Arden Cross Triangle site covers an area of approximately 140ha. The Arden Cross Triangle site is the roughly triangular area of open countryside bounded by the A452 Chester Road to the east, the M42 to the west, and the A45 Coventry Road to the south. The Interchange MSCP site is located within the Arden Cross Triangle site.
- 3.1.2 To the north, east, and south the Arden Cross Triangle site is predominantly surrounded by open countryside and development associated with the strategic road network. To the west, the site is bounded the National Exhibition Centre and the wider built-up area of Solihull and Birmingham.
- 3.1.3 A number of designated heritage assets are located in close proximity of the site, including the Grade II\* Listed Park Farmhouse, and the Grade II\* Registered Park and Garden at Packington Hall.

### 3.2 The Need for a Multistorey Car Park

- 3.2.1 This proposed development is part of 'The Hub', which is an area of land near the M42, comprising Birmingham Airport, the National Exhibition Centre (NEC), Jaguar Land Rover, Birmingham Business Park and Arden Cross.
- 3.2.2 HS2 is a new high-speed railway that will connect towns and cities in the South, Midlands and North, faster, adding significant capacity to the national rail transport infrastructure and freeing-up capacity for freight and passenger travel on the traditional rail lines. Phase One will link London and the West Midlands, with Phase Two then linking to the East Midlands and the North. The HS2 Interchange Station in Solihull will be at Arden Cross, which is part of The Hub and which will become an internationally renowned and connected destination, providing a world-class environment for working, living and leisure.
- 3.2.3 Section 23 of the High Speed Rail (London - West Midlands) Act 2017 which is detailed in Section 4.2 of this report sets out a limits on the deemed planning consent for parking at the Interchange station. As part of the High Speed Rail (London - West Midlands) Act 2017, there is deemed consent up to a limit of 7,500 parking spaces for cars and five parking spaces for coaches. The Act specifies that

the deemed planning permission under Section 23 should be treated as an outline permission.

- 3.2.4 The consented HS2 scheme would deliver the same quantum of parking spaces as the consented surface level car parking, in line with the Act. The UGC's alternative proposal is for multistorey car parking, freeing up a significant area of land for development and making space available for future sustainable mixed use development in line with emerging planning policy position and the wider aspirations of SMBC and UGC.
- 3.2.5 The proposed multistorey car parking is vital to maximise the benefits of HS2 for the people and businesses of Solihull and the West Midlands. It will form a key component in supporting the future development and success of The Hub and in realising the sustainable growth ambitions of UGC and SMBC.
- 3.2.6 The MSCP proposal is a key component of The Hub and plays an important part in maximising the benefits of HS2 for the region. The proposed MSCP will be located adjacent to the HS2 Interchange Station. It will provide approx. 7,440 car parking spaces and provide convenient access to the HS2 Interchange Station and surrounding area for local people.

### 3.3 The Proposed Development

- 3.3.1 The description of development as agreed with SMBC is as follows;

Full (detailed) planning consent for:

- the erection of a multistorey car park (3950 spaces), surface level car park (550 spaces) with associated access and landscaping (MSCP1).
- the erection of a surface level car park with associated access and landscaping (550 spaces) on a temporary basis for the duration of MSCP2 construction period.

Outline planning consent for:

- the erection of a multistorey car park (MSCP2) (maximum 3500 spaces). All matters reserved except for access, scale and landscaping.

- 3.3.2 The proposed development is comprised of a 2-block MSCP which has been developed to provide 4,500 car parking spaces for HS2 Phase One and a total of 7,440 spaces for HS2 Phase Two
- 3.3.3 The concept is based on the following principles:

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- Approximately 4,000 car park spaces in a single MSCP (MSCP1) with approximately 500 spaces in a surface level car park adjacent to the MSCP for Phase One - the approximate plan dimension of MSCP1 is 210m x 50m;
- The provision of a second MSCP (MSCP2) prior to the opening of HS2 Phase Two to provide up to 7,440 spaces - the approximate plan dimension of MSCP2 is 210m x 50m;
- Vehicular access to the MSCP site is to be provided via the new Park Farm roundabout adjacent to the A452 - the approximate level of this roundabout is 95m AOD.
- A one-way vehicular road network within the site with access to the entrance to the car parking areas provided via an access road (between MSCP1 and the A452) with the road sloping from 95mAOD to 92mAOD at the entrances to the MSCPs and the surface level car park;
- Nine levels of car parking provided within MSCP1 with the lowest level of 89mAOD and an upper level of 113mAOD and a typical parapet level at approximately 116mAOD - access to the lowest level of MSCP1 is to be provided via internal ramps within the MSCP;
- The provision of a gently sloped surface level car park from 92mAOD to approximately 96mAOD with slopes no greater than 1 in 21;
- Eight levels of car parking provided within MSCP2 with the lowest level of 92mAOD and an upper level of 113mAOD and a typical parapet level at approximately 116mAOD;
- Both MSCP buildings are a similar height as the consented Interchange Station;
- Covered designated accessible spaces to be provided in both surface level car park and the MSCPs;
- Sustainable drainage systems and biodiverse landscaping to be provided as part of the development including the incorporation of a surface water detention basin prior to restricted discharge into the Holywell Brook.

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## 4 Planning Policy and Other Relevant Documents

### 4.1 Introduction

4.1.1 This section of the planning statement sets out the relevant planning policy context within which the planning application should be considered. Planning policies are analysed at national and local levels. For each of those, the policies considered to be the most relevant are discussed.

### 4.2 The 2017 HS2 Act

4.2.1 The High Speed Rail (London - West Midlands) Act 2017 provides the powers and land necessary to construct and maintain Phase One of High Speed 2.

4.2.2 Detailed matters relating to design and construction arrangements will be submitted to, and considered by, the Council as the approval body (termed 'Qualifying Authority') under the HS2 Planning Regime.

4.2.3 Deemed planning consent exists in outline for the works up to the limits specified in the Act. In line with Section 20 of the Act, for proposals beyond such limits, planning permission is required.

4.2.4 Section 23 of the Act sets out a limits on the deemed planning consent for parking at the Interchange station. As part of the High Speed Rail (London - West Midlands) Act 2017, there is deemed consent in outline for up to a limit of 7,500 parking spaces for cars and five parking spaces for coaches.

4.2.5 An application under the Town and Country Planning Acts via SMBC is required. Whilst long-stay car parking benefits from deemed planning permission provided for by Section 20 of the Act, Section 23 of the Act goes on to specify that the detail of this car parking is to be submitted as reserved matters [under the Town and Country (Development Management Procedure) (England) Order 2015 (as amended)] rather than under Schedule 17 of the HS2 Act.

### 4.3 Environmental Minimum Requirements

4.3.1 There are Environmental Minimum Requirements (EMRs) which must be adhered to in designing and constructing HS2.

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4.3.2 The EMRs comprise a number of documents, including General Principles, Code of Construction Practice, the Planning Memorandum, the Heritage Memorandum, and the Environmental Memorandum.

4.3.3 All relevant EMRs have been considered in relation to this application as evidenced throughout the planning pack.

## 4.4 National Planning Policy Framework

4.4.1 In July 2021, the Government published the revised National Planning Policy Framework (NPPF), a document which sets out the Government's planning policies for England, and details how they should be applied. The NPPF places a clear emphasis on the presumption in favour of sustainable development, something which the Government see as being at the heart of the planning system. The NPPF defines the purpose of the planning system itself as being to contribute to the achievement of sustainable development.

4.4.2 To achieve sustainable development, the NPPF (Para 8) identifies three overarching objectives (economic, social and environmental). This approach is set out in the Sustainable Development: The UK Strategy document and is reinforced through the document's three guiding principles of sustainable development.

4.4.3 Relevant policies in emerging plans carry weight. This is outlined in para 48, which states that 'Local planning authorities may give weight to relevant policies in emerging plans according to: a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)'.

4.4.4 Sustainable development is promoted throughout the NPPF and paragraph 9 states *"Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."* Furthermore, Chapter 11 addresses making effective use of land emphasising the need to make as much use as possible of previously-developed or 'brownfield' land.

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## 4.5 Local Planning Policy

- 4.5.1 The Development Plan for Solihull Metropolitan Borough Council (SMBC) consists of The Solihull Local Plan (2013). It is supported by various Supplementary Planning Documents and Guidance (SPDs and SPGs) which are also material considerations in the determination of planning applications.
- 4.5.2 Policy P1 (Support Economic Success) considers economic assets and growth drivers are located near the M42 in the area between junctions 4 to 6 that forms the M42 Economic Gateway. The Policy covers a number of specific sites including National Exhibition Centre and Birmingham Airport, Birmingham Business Park, Blythe Valley Business Park, Jaguar Land Rover (JLR). It states, *"This area supports more than 100,000 jobs and has strong potential for further sustainable growth that can create employment and contribute to regeneration."*
- 4.5.3 Policy P7 (Accessibility and Ease of Access) sets out accessibility criteria which new development is expected to meet. It also states;
- b) *Access to development from the core walking, cycling, public transport and road networks will be expected to be:*
    - i. *Safe, attractive, overlooked and direct on foot, by bicycle and from public transport;*
    - ii. *Safe for those vehicles which need to access the development;*
    - iii. *And assessed in accordance with Policy P15 'Securing Design Quality' in the Local Plan.*
- 4.5.4 Policy P8 (Managing Demand for Travel and Reducing Congestion) states "All development proposals should have regard to transport efficiency and highway safety." The policy considers factors such as travel demands and reducing the need to travel. It states, "The Council will support proposals for strategic public transport schemes such as rapid transit, local rail schemes as identified in LTP3 and local Park and Ride at appropriate railway stations subject to other policies in the Local Plan". It also highlights how sustainable modes of transport should be promoted and encouraged.
- 4.5.5 Policy P9 (Climate Change) considers greenhouse gas emissions and renewable energy. It requires all new developments to provide for systematic monitoring of the energy use and carbon emissions with the capability of linking into a Borough-wide



monitoring system, unless it is demonstrated that such monitoring is unnecessary. It also states;

*“Where lower cost solutions such as decentralised networks are viable, developers should aim to achieve zero carbon for all new developments in excess of 50 dwellings or 1,000 square metres, unless it is demonstrated that this is not feasible or viable. Where decentralised networks are not feasible or viable at the time of application, developers will be expected to show evidence in the design of the development to enable future adoption of decentralised networks.”*

*“In locations where decentralised networks do not exist and are shown to be unviable, or where the scale or nature of the development is unsuitable, on-site energy efficiency measures and low or zero carbon energy generation shall be provided to meet a carbon reduction equivalent to a minimum of 20% of predicted energy requirements.”*

- 4.5.6 Policy P10 (Natural Environment) highlights the benefits of the natural environment including the contribution to the green economy and the health of residents as well as the potential for reducing the impacts of climate change.
- 4.5.7 The site lies within an area designated as Mineral safeguarding area/area of search. Policy P13 (Minerals) explains that in these area *“proposals for non-mineral development will only be permitted where it can be demonstrated that the development will not result in the sterilisation of mineral resources or the loss of important infrastructure or sites for potential infrastructure needs in the areas.”*
- 4.5.8 Policy P14 (Amenity) seeks to protect and enhance the amenity of existing and future residents as well as business and other users. It addresses the development of overhead powerlines and substations as well as electronic communications. It also considers vegetation, air quality, land contamination, noise, odour and light pollution.
- 4.5.9 Policy P15 (Securing Design Quality) sets out key principles in relation to good quality, inclusive and sustainable design. These address factors such as local distinctiveness, environmental performance and natural environment. The policy references design guidance including *“Urban Design Compendium 1 and 2 (2007), By Design (2000 and 2001), Manual for Streets 1 (2007) and 2 (2010), Car Parking: What Works Where (2006), Building for Life and Secured by Design principles, or their equivalents.”* It emphasises the importance of engagement with the council and local community and explains that a robust Assessment-Involvement-Evaluation-Design

process outlined in the national guidance should be demonstrated in Design and Access Statements. It also states;

*“Development at key economic assets within the M42 Economic Gateway; the National Exhibition Centre, Birmingham Airport, Birmingham Business Park and Blythe Valley Park, will be expected to be of the highest quality to reflect their strategic importance.”*

- 4.5.10 Policy P16 (Conservation of Heritage Assets and Local Distinctiveness) recognises the importance of the historic environment to the Borough's local character and distinctiveness, its cultural, social, environmental and economic benefits and the effect this has on civic pride. It sets out requirements for new development to demonstrate how local characteristics have been conserved. It also states;

*“All applications and consents that affect the historic environment will be expected to have considered and used the evidence in the Solihull Historic Environment Record to inform the design of the proposal. This should be explained in the accompanying Design and Access Statement or, for significant proposals, in a Heritage Statement.”*

- 4.5.11 Policy P17 (Countryside and Green Belt) considers development in the Green Belt. It explains that the “best and most versatile” agricultural land will be safeguarded and the factors that will be considered in order to allow development in these areas. It emphasises that the Council will not permit inappropriate development in the Green Belt, except in very special circumstances and sets out provisions that will apply to development in the Green Belt.

## 4.6 Emerging Planning Policy

- 4.6.1 The emerging Solihull Local Plan is at Submission Draft stage (October 2020). The emerging Solihull Local Plan (Draft Submission) was submitted to the Planning Inspectorate on 13 May 2021 for independent examination. Hearing sessions were held in September and December 2021 and again in January and February 2022. There is an additional hearing session set to occur on Friday 8th July 2022 concerning the delivery of housing on the NEC site and a limited number of other matters.
- 4.6.2 Emerging Local Plan policies considered to be of particular importance to the proposal are discussed in this section.
- 4.6.3 Emerging Policy P1 (UK Central Solihull Hub Area) explains that the High Speed 2 Interchange Station at Arden Cross, which the proposed development forms part of, sits within the UK Central Solihull Hub Area. The policy seeks to deliver significant

employment and residential development at Arden Cross. It states, *"This Plan seeks to support the future aspirations of the key economic assets in a holistic, well connected way, and to bring forward development of the area surrounding the HS2 Interchange Station at Arden Cross."* The policy sets out objectives which proposals within the Hub will be expected to achieve. These cover topics such as connectivity, sustainability and economic growth.

4.6.4 In relation to Arden cross specifically Emerging Policy P1 states;

- i. *The Council will support and encourage the development of the Arden Cross land as an exemplary international station, with new public realm that contributes to the creation of a sense of place supporting the potential for commercial, residential and other opportunities, that will be well integrated into the surrounding environment, seamlessly linking to Birmingham Airport and the NEC in a well-coordinated way.*
- ii. *The Council will support proposals that include offices, and residential, together with associated ancillary uses (including retail, leisure and hotel developments of an appropriate scale).*
- iii. *Land bounded by the M42, A452 and A45, as shown as Site UK1 on the Policies Map, will be released from the Green Belt to accommodate new development that will capitalise on the unique opportunity presented by the UK Central Solihull Hub Area. The exceptional circumstances justifying the removal of the land from the Green Belt are set out in the justification to this policy.*
- iv. *It will be expected that proposals for development of the area will be promoted in a comprehensive and coordinated manner, taking account of the phasing set out in the Hub Framework Plan (2018) and Arden Cross Masterplan (2020), or future updates.*

4.6.5 Emerging Policy P7 (Accessibility and Ease of Access) explains that *'All new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.'* It goes on to set out requirements for access to development for example to give priority to pedestrians and cyclists. In addition, the Council have a number of expectations for development proposals to fulfil. These include, for all development excluding major residential schemes to provide access to a bus service offering at least a 30 minute daytime frequency within 400m of the site. In addition, requirements include;



- i. *Demonstrate how access to the site will be achieved in a sustainable manner, by a range and choice of transport modes;*
  - iv. *Provide on-site transport infrastructure that promotes ease of access and enhances accessibility levels;*
  - v. *Provide, contribute to and/or enhance on-site transport infrastructure schemes (including, but not limited to, public rights of way/public footpaths and cycle ways) where appropriate and viable;*
  - vi. *Are consistent with, and contribute to, the implementation of the 'Solihull Connected' strategy (or its replacement)*
- 4.6.6 Emerging Policy P8 (Managing Travel Demand and Reducing Congestion) sets out development proposals which the Council are likely to support. These include *"proposals for local Park and Ride at appropriate railway stations, subject to other policies in the Local Plan."* The policy seeks to promote sustainable development by reducing the need to travel and promote sustainable development. It explains that development proposals should take *"an evidence-based approach to demonstrate appropriate car parking provision, taking account of location, trip rates, and, where relevant, travel plan targets and forecast levels of car ownership."* The policy also outlines requirements for Transport Assessments and/or Travel Plans for proposals which are likely to have a significant impact on the highway network. It explains that the S106/278 or CIL contributions will be secured as appropriate to mitigate highways impacts.
- 4.6.7 Emerging Policy P8A (Rapid Transit) supports the delivery of METRO and SPRINT as part of an inter-connected network of rapid-transit lines. It identifies four corridors in Solihull that provide access to the UK Central Hub and Birmingham City Centre. Where appropriate contributions towards the delivery of SPRINT or METRO will be requested from development proposals within or adjacent to these corridors. The policy also explains that *"developments will be expected to design in access opportunities to ensure connectivity to Rapid Transit infrastructure is maximised from the outset."*
- 4.6.8 Emerging Policy P9 (Mitigating and Adapting to Climate Change) sets out the requirement for development proposals to demonstrate that proportionate measures are included to mitigate and adapt to the impacts of climate change. The policy sets out a number of thresholds such as *"Minor non-residential development will conform to at least BREEAM Very Good and major non-residential development will conform to at least BREEAM Excellent"* and *"Provide at least 15% of energy from*

*renewable and/or low carbon sources for all major housing developments and non-residential developments of 1000sqm or more.*”The policy also considers flood prevention, building layout and orientation to enhance natural ventilation and lighting as well as green infrastructure. In order to ensure that all criteria set out in the policy is met it requires that a Climate Change Assessment is submitted with relevant applications.

4.6.9 Emerging Policy P10 (Natural Environment) considers Biodiversity and Geodiversity, Biodiversity Net Gain, Arden Landscape as well as ecological designations. It states, *“The Council will seek to protect, enhance, restore, increase and connect the natural environment and secure measurable net gains in biodiversity.”*

4.6.10 Emerging Policy P11 (Water and Flood Risk Management) addresses water quality explaining that it must be protected and improved. The policy requires developer to undertake risk assessments on the impact on surface and groundwater systems and where necessary provide appropriate mitigation. The policy sets out the hierarchy for the disposal of surface water and highlights the need for water efficiency. In relation to Sustainable Drainage Systems it states *‘All development must include the use of above ground sustainable drainage systems, in order to contribute towards wider sustainability considerations.’* The policy also considers water quality and flood risk reduction.

4.6.11 Emerging Policy P14 (Amenity) explains that new development will be expected to safeguard the amenities of existing and future occupiers of homes, businesses and other uses. The policy also outlines what the factors that the Council will take into account in relation to amenity when assessing development proposals.

4.6.12 Emerging Policy P15 (Securing Design Quality) highlights the requirement for all development proposals to be of a high quality design. It sets out the Council expectation for proposals in relation to how they contribute to, or create, high quality places and spaces.

4.6.13 Emerging Policy P16 (Conservation of Heritage Assets and Local Distinctiveness) considers the importance of the historic environment to the Borough’s local character and distinctiveness. It states, *“Heritage assets are an irreplaceable resource that should be conserved as appropriate to their significance, sustained and enhanced, and put to viable use consistent with their conservation.”* The policy outlines characteristics that make significant contributions to the local character and distinctiveness of the Borough these include *“The Arden landscape, historic villages, hamlets, farmsteads, country and lesser houses and the distinct medieval core of historic rural settlements including Berkswell, Barston, Temple Balsall, Meriden Hill, Walsal End,*



*Hampton-in-Arden, Bickenhill and Knowle*” It goes on to highlight the requirements of applications for development which affect the historic environment and how they will be assessed.

- 4.6.14 Emerging Policy P17 (Countryside and Green Belt) addresses Green Belt as identified in the Policy Map. The supporting text which justifies the policy explains that *“Significant adjustments to Green Belt boundaries are required in the UK Central Hub Area to provide an appropriate planning framework for the Council’s ambitions for the HS2 Interchange and adjoining area, and to meet the needs of the key economic assets within the area.”* It is considered that exceptional circumstances have been met to justify the change in boundaries, as required by the NPPF.
- 4.6.15 Emerging Policy P17A (Green Belt Compensation) explains that *“planning permission will not be granted for development of sites removed from the Green Belt, unless and until appropriate compensatory improvements to environmental quality and accessibility of remaining Green Belt is incorporated into a Section 106 agreement.”* The policy sets out the hierarchy of compensatory improvements and states *“Where compensatory improvements have been identified as part of the concept masterplans included as part of the Local Plan, that such improvements are included in the development proposals.”*
- 4.6.16 Emerging Policy UK1 (Arden Cross and HS2 Interchange) should be read alongside the Hub Framework Plan and Arden Cross Masterplan documents. It explains that the site is allocated for mixed use development including the HS2 Interchange station and ancillary infrastructure, commercial, residential and associated retail, leisure and cultural uses. The policy makes reference to the Arden Cross Masterplan and the Development principles which it sets out.
- 4.6.17 Emerging Policy UK1 (Arden Cross and HS2 Interchange) also highlights the need to minimise and mitigate harm to adjacent heritage assets. The requirements set out are as follows;
- i. *A formal views analysis between Packington Park and the site shall be undertaken as part of a Landscape and Visual Impact Assessment to inform development, and proposals should then aim to avoid causing harm to the significances of heritage assets;*
  - ii. *Enhance key views to and from Park Farmhouse;*
  - iii. *Ensure the telecommunications mast does not impinge on key views of Park Farmhouse from Packington Park Pleasure Grounds;*

iv. Consider appropriate use of Park Farmhouse and the potential for interpretation.

4.6.18 The policy acknowledges to the likely infrastructure requirements including new highway and connectivity infrastructure.

## 4.7 Supplementary Planning Documents

### 4.7.1 Vehicle Parking Standards and Green Travel Plans SPD (2006)

4.7.2 The Vehicle Parking Standards and Green Travel Plans SPD was adopted in June 2006. It sets out the Council's vehicle parking standards and provide guidance on their implementation as well as providing design criteria.

4.7.3 The SPD considers parking requirements for different uses including employment land. It explains that there are opportunities improve access by more sustainable modes of travel particularly where sites are large enough (or collectively large enough) to be attractive to public transport operators. It also states;

*"The nature of ownership of business sites will also influence the prospects for encouraging access by greener travel modes and consequently the levels of car parking needed. Large sites that are in single ownership hold out the prospect of easily implementing comprehensive and co-ordinated travel plans."*

4.7.4 The SPD promotes the use of travel plans especially in cases where development is likely to have significant transport implications to;

- Reducing car usage and promoting the use of public transport, walking and cycling.
- Reducing traffic speeds and improving road safety and personal security, particularly for pedestrians and cyclists.
- Enabling environmentally friendly delivery and freight movements, including home delivery services.

## **4.8 Climate Change SPD**

- 4.8.1 SMBC are currently preparing a Climate Change SPD. A consultation draft is due to be made available in late 2022.

## **4.9 UK Central Hub SPD**

- 4.9.1 The UGC, SMBC and stakeholders are currently in the process of preparing the UK Central Hub SPD.

## **4.10 Solihull Strategic Green Belt Assessment (2016)**

- 4.10.1 In 2016 Atkins Limited were commissioned by Solihull Metropolitan Borough Council (SMBC) to carry out a strategic review of the Green Belt in Solihull as part of their early review of the Solihull Local Plan by December 2017. The purpose the Assessment was to assess the extent to which the land designated as Green Belt within SMBC fulfils the essential characteristics and purposes of Green Belt land as set out in the NPPF.

## **4.11 Warwickshire Arden Landscape Guideline Document 1993**

- 4.11.1 Warwickshire Arden Landscape Guideline Document was published in 1993. The guidelines are aimed at all involved in landscape management and point to how and where landscape character needs to be conserved, restored and enhanced.

## **4.12 Additional Relevant Documents**

- 4.12.1 The following documents are referenced in Emerging Policy P1 UK Central Solihull Hub Area.

### **4.12.2 The Hub Framework Plan (2018)**

- 4.12.3 The Hub Framework Plan (2018) is a non-statutory plan and is part of a suite of documents prepared by the UGC which include an Infrastructure Investment Appraisal, Value Capture Framework and Strategic Business Case. The overall vision for The Hub is as follows;

*“The Hub will become globally renowned as the best connected business, leisure and entertainment destination in Europe and become a major driver of the UK economy. It will be a unique and contemporary place, providing opportunities to live, work and play*

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*in an enhanced and sustainable environment. Transport and movement will be key to its success and the new and improved facilities on offer will be second to none.”*

4.12.4 The Plan sets out five clear place making principles to improve accessibility, establish a high quality green and blue network, create sustainable communities, leverage land with temporary uses and innovation, and generate a sense of place.

4.12.5 The Plan sets out growth ambitions for the area including;

- 35,000 – 77,000 full time equivalent (FTE) jobs;
- 22,750 person years of construction employment;
- 775,000 sqm of new commercial and mixed-use floorspace;
- circa. 3,000 homes; and
- £2.1 - £4.4bn in Gross Value Added (GVA).

**4.12.6 Hub Growth and Infrastructure Vision (2019)**

4.12.7 The Urban Growth Company has produced a Vision 2029 for the Hub. This aims *“to create Europe’s best-connected destination for business, leisure and living; a new and outstanding gateway to the UK.”*

4.12.8 The document highlights a number of significant benefits that the Vision could deliver including;

- An additional 200,000 people within a 45-min public transport commute of the Hub
- 18 million passengers a year will use Birmingham Airport
- Adding £6.2bn GVA p.a. to the economy – more than the current GVA of major UK cities such as Southampton, Sunderland or Peterborough
- The redevelopment of Birmingham International Station will propel it into the ‘global premier league’ of transport exchanges
- 70,000 new and 100,000 existing jobs will be supported

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- 15,000 people in highly-skilled jobs at Birmingham Business Park
- The NEC-campus will become a 24/7 entertainment, leisure and business destination
- Jaguar Land Rover will be producing its next-generation of globally renowned premium vehicles
- Arden Cross will be a sustainable destination of choice; a high quality space for business, leisure and living
- Up to 5,000 new homes will be delivered

4.12.9 Furthermore, the vision also emphasises the need for a sustainable development. The document states *“Sustainability is front and centre of our agenda as we look at how we can help the UK meet the challenge of the legally binding 2050 net zero GHG reduction target.”*

#### **4.12.10 Arden Cross Masterplan**

4.12.11 The Arden Cross Masterplan was revised in March 2021. The document sets out the following vision for the masterplan area;

*“Arden Cross will become an internationally renowned business destination that provides a world class environment for working, living, learning and leisure. With unrivalled connectivity, by rail, road and air, fantastic public realm and the best in smart technology Arden Cross will offer a bespoke location supporting businesses to invest, innovate and grow.*

*Through its emphasis on the natural landscape this truly mixed use place will provide for the highest quality of life, excellent productivity and an enabler for a carbon positive future, creating an environment in which people and businesses can thrive.”*

4.12.12 The masterplan describes the future components of the area including the innovation district, residential community and the transport hub plaza. It also details development principles considering factors such as connectivity, landscape and public realm as well as community infrastructure.

#### 4.12.13 Solihull Net Zero Action Plan

4.12.14 The Solihull Net Zero Action Plan (NZAP) was published in November 2021. The document sets out the SMBC's ambition to reach Borough-wide net zero carbon emissions by 2041, in-line with the West Midlands Combined Authority (WMCA) ambition. The NZAP seeks to:

- Identify actions Solihull Council can take to reduce greenhouse gas emissions across the Borough,
- Estimate the carbon savings, costs or payback and co-benefits associated with implementing the actions, and
- Explore a method of prioritising actions needed to enable the net zero transition.

#### 4.12.15 Full Business Case High Speed 2 Phase One (April 2020)

4.12.16 The business case for Phase One of High Speed 2 was published in 2020 considers the conclusions of the Independent Review of HS2, that was led by Douglas Oakervee and looked at whether and how to proceed with HS2. Although it is noted that this choice is the responsibility of the government. The review concluded that subject to its conclusions and qualifications Ministers should proceed with the HS2 project.

4.12.17 The business case sets out the significant economic benefits of the HS2 scheme as a whole. It states *"The scheme will contribute towards sustainable growth in towns, cities and regions across the country, spreading prosperity and opportunity more evenly. It will act as a catalyst for job creation, the development of new homes and ultimately, the regeneration of major cities and towns along the HS2 route."*

4.12.18 Other benefits of the scheme including providing a long-term solution to overcrowding on the rail network and contributing to the objective of levelling up the economy are also highlighted. In addition, the document shows that there is potential for HS2 to take passengers off domestic flights and reduce the demand for new roads.

## 5 Key Planning Issues

### 5.1 Introduction

5.1.1 This section sets out the planning policy context within which the planning application should be considered. Relevant adopted and emerging planning policies are analysed at national local levels.

### 5.2 Pre-application Engagement and Community Involvement

5.2.1 In line with Emerging Local Plan Policy P15, extensive pre-application engagement was undertaken prior to submitting the full application for the MSCP which included extensive meetings with SMBC officers and statutory consultees. Table 2 below is a non-exhaustive list of key pre-application meetings and engagements that took place between February 2021 and June 2022. There has also been close liaison with key HS2 personnel during the design development process, Independent Design Review Panel (IDRP) and meetings with the Network Rail Built Environment Accessibility Panel (BEAP).

Table 2: Pre-application Engagement

Activity	Date	Attendees
National Highways	14/06/22	National Highways, Cundall Planning and Transportation, SMBC
Heritage	26/05/22	SMBC, Heritage Consultant, Cundall Planning
Transportation and highways	23/05/22	Design Team, SMBC Officers
Transportation and highways	16/05/22	Design Team, SMBC Officers
Design pre-app	11/05/22	SMBC, Design Team, UGC

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Activity	Date	Attendees
Planning pre-app	29/04/22	SMBC Officers, Cundall
Heritage pre-app	21/04/22	SMBC, Heritage consultant, Design Team
Drainage, Ecology and Landscaping	02/03/22	Design Team, SMBC Officers, SMBC Drainage, TEP, UGC
Drainage pre-app	22/02/22	Design Team, TEP, UGC
Heritage	04/02/22	SMBC, Historic England, Design Team, Heritage Consultant, UGC
Transportation	03/02/22	SMBC, Design Team, UGC
Transportation	15/12/21	SMBC, Design Team, UGC
Drainage	14/12/21	SMBC Drainage, Design Team
Planning pre-app	26/07/21	SMBC officers, UGC, Design Team
Highways	24/03/21	SMBC Officers, UGC, Design Team
Planning pre-app	11/03/21	SMBC Officers, UGC, Design Team
Planning pre-app	04/03/21	SMBC Officers, UGC, Design Team

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Activity	Date	Attendees
Planning pre-app	11/02/21	SMBC Officers, UGC, Design Team

5.2.2 The approach to pre-application engagement has involved facilitating early discussion with relevant consultees to ensure that key issues and concerns can be meaningfully resolved in advance of the formal planning application consultation taking place. The scope agreed in the Planning Performance Agreement (PPA) has been followed and at times surpassed in terms of the breadth and frequency of discussions which have been positive and constructive.

5.2.3 In addition, a Statement of Community Involvement (SCI) has been produced and will be submitted in support of the planning application. The SCI details community engagement and explains how this fed into the design development of the scheme.

### 5.3 The Principle of Development

5.3.1 The principle of development of the site for the proposed use has been established through the High Speed Rail (London - West Midlands) Act 2017, and this is reflected in emerging local planning policy in the form of the emerging Solihull Local Plan.

5.3.2 On 23 February 2017 Royal Assent was granted for Phase One of HS2. This established the principle of development for the construction of Phase One of HS2 and associated development, including the West Midlands Interchange station and related infrastructure. As part of the High Speed Rail (London - West Midlands) Act 2017, there is deemed consent for parking at Interchange station up to a limit of 7500 parking spaces for cars and five parking spaces for coaches. This excludes provision of short-term parking for cars, taxis and coaches, or the provision of parking on working sites. The Act requires the deemed consent to be treated as an outline planning permission in respect of which access, appearance, landscaping and layout are specified as reserved matters for the subsequent approval of the local planning authority.

5.3.3 The Emerging Local Plan further establishes the principle of development. The site lies within Site UK1 as identified on the emerging Policies Map. Emerging Policy P1 (UK Central Solihull Hub Area) the proposed development explains *"Land bounded by the M42, A452 and A45, as shown as Site UK1 on the Policies Map, will be released from*

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*the Green Belt to accommodate new development that will capitalise on the unique opportunity presented by the UK Central Solihull Hub Area. The exceptional circumstances justifying the removal of the land from the Green Belt are set out in the justification to this policy.”*

- 5.3.4 Emerging Policy P1 ‘UK Central Solihull Hub Area’ plans for high quality, high-density mixed-use development with the potential to provide 1,000 homes (in the plan period). This policy relates to the Site and a wider surrounding area including land at Birmingham Airport, the National Exhibition Centre (NEC), Birmingham Business Park and Jaguar Land Rover. Arden Cross is one component of this wider emerging allocation.
- 5.3.5 In relation to Arden Cross, section 4 of Emerging Policy P1 states the Council will support and encourage development of Arden Cross for a range of commercial, residential, and other opportunities. The policy supporting text describes the Arden Cross site as an important and unique opportunity to maximise economic and social benefits.
- 5.3.6 Emerging Policy UK1 ‘HS2 Interchange’ allocates the site for mixed use development including the HS2 Interchange station and ancillary infrastructure, commercial, residential and associated retail, leisure and cultural uses.
- 5.3.7 Furthermore, the Arden Cross Masterplan (2020) explains that the proposed development will form part of a broader mixed-use area.

## **5.4 Green Belt**

- 5.4.1 The proposed development site lies within the Green Belt as defined by the adopted Local Plan proposals map.
- 5.4.2 The NPPF and Local Plan Policy P17 (Countryside and Green Belt) explain that inappropriate development is, by definition, harmful to the green belt and will not be approved except in Very Special Circumstances (VSC). The NPPF highlights that “substantial weight” is given to any harm to the Green Belt. As such the VSC must outweigh the harm to the Green Belt.
- 5.4.3 The construction of new buildings in the green belt is inappropriate unless it falls within the exceptions set out in NPPF paragraph 149 or Local Plan Policy P17 (Countryside and Green Belt). The proposed development does not meet these criteria therefore it represents definitional harm. As such VSC need to be

demonstrated to justify development in the area as such the VSC has been presented in the coming paragraphs of this report.

- 5.4.4 In this case the status of the Emerging Local Plan should be considered in conjunction with the VSC. In line with the NPPF paragraph 48 the Emerging Local Plan is given increasing weight as it passes through the examination process. The emerging local plan is currently undergoing examination in public this stage is due to be concluded in summer 2022.
- 5.4.5 A limited series of additional hearing sessions are planned for July 2022 for discussion of a limited set of policies focussed on a single allocation site and a small number of other matters. These include housing delivery at the NEC and proposed site allocation Policy UK3, the amended stepped housing requirement, updated housing trajectory and position on housing land supply. None of the matters to be discussed at these sessions relate to Emerging Policies P1 (UK Central Solihull Hub Area), P17 (Countryside and Green Belt) or UK1 (Arden Cross and HS2 Interchange). It is considered that the plan is at an advanced stage of preparation, and the weight which can be attributed to the plan should reflect this with reference to paragraph 48 of the NPPF.
- 5.4.6 The proposed development site is within an area proposed for removal from the Green Belt in the emerging plan. The supporting text which justifies the Emerging Policy P17 explains that *“Significant adjustments to Green Belt boundaries are required in the UK Central Hub Area to provide an appropriate planning framework for the Council’s ambitions for the HS2 Interchange and adjoining area, and to meet the needs of the key economic assets within the area.”*
- 5.4.7 The emerging Local Plan has fully justified the release the site from the Green Belt for The UK Central Hub Area and HS2. Justification for this has been provided during the plan making process following the Spatial Strategy and Site Selection methodology to prioritise brownfield opportunities in the urban area/settlements and give the least priority to isolated greenfield sites in highly performing areas of the Green Belt.
- 5.4.8 Emerging Policy UK1 explains that the site is allocated for mixed use development including the HS2 Interchange station and ancillary infrastructure, commercial, residential and associated retail, leisure and cultural uses.
- 5.4.9 Furthermore, the allocation of the UK Central Solihull Hub Area through emerging Policy P1 encourages sustainable economic growth. It states;



*Land bounded by the M42, A452 and A45, as shown as Site UK1 on the Policies Map, will be released from the Green Belt to accommodate new development that will capitalise on the unique opportunity presented by the UK Central Solihull Hub Area. The exceptional circumstances justifying the removal of the land from the Green Belt are set out in the justification to this policy.*

5.4.10 Paragraph 94 of the Emerging Local Plan explains that there are number of exceptional circumstances which justify the release of the site from the Green Belt. These are as follows;

- *The proposals are vitally important to the aim of maximising the economic growth and job creation potential of the Hub Area that is of national significance and will meet the NPPF aim to proactively promote economic growth;*
- *The need to capitalise on the arrival of the High Speed 2 rail link by maximising the substantial national infrastructure investment at this location;*
- *Stimulus to local, regional and national growth to assist with rebalancing the UK economy, accommodating growth for the wider Greater Birmingham & Solihull LEP area and the wider West Midlands;*
- *Significant socio-economic advantages, including additional housing to meet local and wider housing needs, the generation of high skilled jobs, increased GVA output and the agglomeration effect of the key economic assets that make up the Hub area;*
- *Improved access to employment from North Solihull, an area of persistently high unemployment;*
- *The multiple locational advantages of the area with its unrivalled transport facilities make this one of the most sustainable locations for growth in the Borough;*
- *The land is lower performing in the Solihull Strategic Green Belt Assessment (2016); The importance of maximising the efficient use of the Arden Cross land that would not have been possible if the land were not removed from the Green Belt and the base case parkway station developed instead;*
- *The proposals are site specific in that they rely on the development of HS2 and its interchange station that will be built in the Green Belt and will address the needs*

*of key economic assets that are of crucial significance to the local and regional economy;*

- *There are no similar opportunities for growth on this scale outside the Green Belt; and*
- *The land will be bounded by main roads that provide strong defensible Green Belt boundaries and minimises the impact on the Meriden Gap*

5.4.11 The key driver behind emerging policies P1 and UK1 is The High Speed Rail (London – West Midlands) Act 2017. The HS2 Act is currently being implemented on site (see the various schedule 17 applications shown in Table 1 which support this). Therefore, the factors underpinning the exceptional circumstances argument in the emerging plan are robust. Furthermore, emerging policies P1, P17 and UK1 can be afforded weight because the plan is at an advanced stage of preparation in line with NPPF paragraph 48.VSC that exist for the proposed development broadly mirror the exceptional circumstances which have been set out by SMBC to justify the release of the site from the Green Belt as detailed in the Emerging Local Plan.

5.4.12 The VSC for the proposed development include;

- the proposed development is required by the Act to support the functions of the broader HS2 scheme which is a project of national significance and which benefits from deemed planning permission and is being implemented. As discussed in Chapter 4 of the submitted ES no alternative locations for the proposed development are feasible outside of the Green Belt. This is because Schedule 1 of the 2017 Act states that works which may be necessary for the purposes of HS2 must be carried out within the defined Limits of Deviation (LoD) and Limits of Land to be Acquired or Used (LLAU).
- the proposed development would bring with it a range of economic benefits through its vital role to support the consented Interchange Station and free up land for mixed use development. This application supports the revised Business Case for HS2 (2020) further highlights the major economic benefits of the scheme and how development such as this proposal create a symbiotic relationship between HS2 and local / regional growth opportunities, allowing the benefits of HS2 to be experienced in the West Midlands, and not just facilitating faster travel out of the area.
- The proposed development would act as a catalyst for significant socio-economic advantages as part of the wider Emerging Policy UK1 allocation.

The former landowners are committed to bring forward development of the former triangle site in support of Policy UK1. The emerging proposals will be subject of a separate planning process in parallel with the emerging Local plan. This future development will play a critical role in delivering new jobs, homes and economic growth for sustainable economic growth of Solihull and the Region. . It is predicted that planned development within The Hub will establish an environment that supports 70,000 new and 100,000 existing jobs, up to 8,000 homes and generates £6.2bn GVA per annum. To put this in context, the current GVA levels for Solihull as a whole in 2019 was £10.34billion per annum, so this represents a significant uplift on economic activity levels.

5.4.13 It has been shown here that the VSC which exist for the proposed development hold weight, thus outweighing the definitional harm to the Green Belt. In this case the relationship with The High Speed Rail (London – West Midlands) Act 2017 which is being implemented should also be noted. As shown in Table 1 applications in relation to the Act have been approved whilst the adopted Local Plan Policy is still in place and with Green Belt designation covering the site area. Similarly with this application irrespective of whether this scheme is assessed against the adopted Local Plan or the Emerging Local Plan the proposed development is considered to satisfy the policy requirements.

5.4.14 In addition, it is acknowledged that Emerging Policy P17A (Green Belt Compensation) explains that *“planning permission will not be granted for development of sites removed from the Green Belt, unless and until appropriate compensatory improvements to environmental quality and accessibility of remaining Green Belt is incorporated into a Section 106 agreement.”* In relation to the proposed development, it is considered that the masterplan and significant on site improvements provided by the scheme in relation to access to open space through the landscaping strategy including public open space to the front of the buildings. This is discussed in more detail below.

5.4.15 Part 2 of Emerging Policy P17A references compensatory improvements being identified in masterplans. In this case significant improvements are identified in;

- UK Central Hub Framework Plan 2018
- UK Central Hub Growth and Infrastructure Plan 2018
- UK Central Hub Growth and Infrastructure Vision 2019
- Arden Cross Masterplan

- 5.4.16 The Arden Cross Masterplan sets out development principles for the Landscape and Public Realm Strategy explaining the importance of green and blue infrastructure. It states;

*“Historic tree lines, wildlife-rich hedgerows and site-wide water features have been identified early in the masterplanning design process as components on which to retain, enhance and establish a new green and blue infrastructure strategy at Arden Cross.*

*This will be formed from a strategy of seamless integration and connectivity between all new public realm and open space components. These areas will act as the ‘green glue’ connecting the site’s other uses and providing the framework for a phased development approach for the new mixed use community.*

*There will be a clear public realm hierarchy where civic quality hardscapes juxtapose against semi-natural wildlife habitat, experienced through a truly connected open space strategy linked to the pedestrian and cycle networks.*

*The proposed strategy is based on the principle of landscape which ‘works for a living’, creating a network which addresses climate change, delivers convivial public spaces and wildlife habitat.”*

The blue/green infrastructure which is envisaged for the site is illustrated in Figure 2 below.



Figure 2: Arden Cross Landscape & Public Realm network



5.4.17 From this we can see that a strategic approach has already been committed to in terms of compensatory provision across the Arden Cross Masterplan and Emerging Policy UK1 Allocation.

## 5.5 Design and Layout

- 5.5.1 A Design and Access Statement (DAS) has been produced and has been submitted in support of the planning application. The DAS sets out the HS2 design vision as well as details of the proposed development including the design rationale. Local Plan Policy P15 requires development at key economic assets within the M42 Economic Gateway to be of the highest quality to reflect their strategic importance. Therefore, the DAS includes the following core design principles;
- 5.5.2 People - Design for everyone to benefit and enjoy;
- Design for the needs of diverse audiences
  - Engage with communities over the life of the project
  - Inspire excellence through creative talent
- 5.5.3 Place - Design for a sense of place;
- Design places and spaces that support quality of life
  - Celebrate the local within a coherent national narrative
  - Demonstrate commitment to the natural world
  - Time - Design to stand the test of time;
  - Design to adapt for future generations
  - Place a premium on the personal time of customers
  - Make the most of the time to design
- 5.5.4 The principles identified for Interchange Station were carried forward into the design for Proposed Development through consideration of form, materiality and landscape.
- 5.5.5 Section 2.3 of Chapter 4 (Alternatives and Design Evolution) of the ES provides the detail with regards the multiple design and location options that were considered throughout the design development of the proposed development. In summary, the selected option has a range of benefits compared to alternatives.:

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1. The MSCP buildings are sited in the former Stonebridge Quarry, a heavily excavated depression which allows the buildings to be built partly within the excavated area, reducing their prominence relative to the surrounding context.
2. The buildings enjoy a high degree of visibility, aiding legibility between the MSCP and Station.
3. These MSCPs act as an acoustic buffer from the A452 for the benefit of the public realm and potential future development land.
4. The design strikes a balance between the proximity of the MSCP to the Station and the proximity of the potential future development to the Station.
5. The selected option ensures the vehicular traffic is kept in proximity to the A452, focussing the remainder of the Site on pedestrian and cycle movement.

5.5.6 In line with Emerging and Local Plan Policy P15 (Securing Design Quality) the IDR process allowed a number of different options for the Proposed Development to be explored in terms of user experience, connectivity with Interchange Station and future-proofing. There have been three iterations of IDR which has allowed the panel to contribute to the design evolution. These were undertaken on the following dates:

- 27<sup>th</sup> July 2021
- 26<sup>th</sup> April 2022
- 28<sup>th</sup> June 2022

5.5.7 A key component of the design evolution has been the assessment of the proposal through the HS2 Sifting process. Sifting describes an established HS2 process for optioneering at key stages of design evolution. Sifting appraisals were carried out alongside a panel of HS2 representatives on key elements of the design, to feed into design decisions on the following topics: façade selection, structural frame selection, roof/no roof selection, and covered walkway selection. The outcome of each sift is detailed in the DAS.

5.5.8 The Built Environment Access Panel (BEAP) was consulted on the proposed development in August 2021 and April 2022.

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5.5.9 In order to create a sense of place in line with Local Plan P15 (Securing Design Quality) each of the HS2 Rail Stations have common design elements. For example, the choice in materiality and fittings, which create a cohesive visual link across the network. Similar colours, and forms were considered for use in the MSCPs to ensure a design appropriate to the development context and consistency with the HS2 common design principles. This will emphasise the relationship between Interchange Station and the MSCP buildings, as well as improve clarity across the scheme for the users.

5.5.10 The layout of the proposed development is shown in the DAS and supporting plans. The layout for phase 1 is shown in Figure 3.

Figure 3: Phase 1 Layout



5.5.11 The indicative layout of the proposed development for phase 2 outline element of the scheme is shown in Figure 4.

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Figure 4: Phase 2 Layout



- 5.5.12 The proposed development allows more parking spaces to be located nearer to the station when compared to the consented scheme which provides a significant area of surface car parking. The proposed layout provides an efficient footprint to accommodate parking numbers, whilst maximising the opportunity for developable area. This is illustrated in Figure 5 and allows a significant proportion of this area to be retained as part of the natural landscape and/or be developed in the future as the site evolves in line with Emerging Policy UK1 and makes effective use of land in line with the NPPF.

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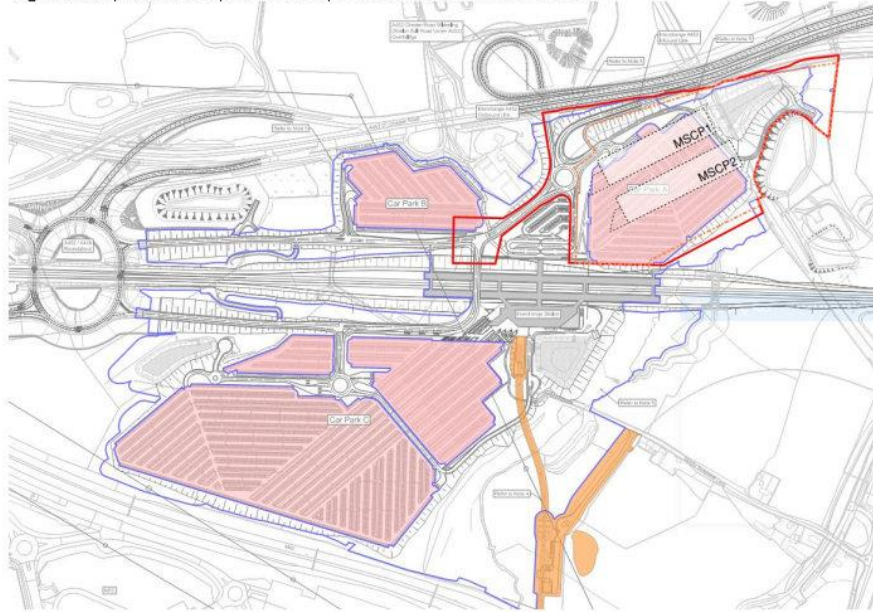
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Figure 5: Proposed Development in comparison to the Consented Scheme



**Key**

- Blue Line Boundary – Schedule 17 application boundary for Interchange Station (excludes car parking areas) [application number PL/2020/00289/HS2DIS]
- Planning Application Boundary for the Interchange Multistorey Car Park scheme (2-Block MSCP)
- Section 23 planning application area – Surface level parking areas proposed for the schedule Interchange Station for Submission Under Section 23 [application number PL/2020/00275/MAROT]

- 5.5.13 The massing of the MSCPs is consistent with the context of the surrounding development for example the proposed development relates to the scale of major highway infrastructure such as the A452 which lies adjacent. The MSCP design has also utilised the lower level of quarry to help reduce visual mass and reduce requirement for imported fill material.
- 5.5.14 The height of the MSCPs align with the height of Interchange Station. However, this is only likely to be perceptible from distance. For example, from the Packington Estate. This is illustrated in Figure 6.

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Figure 6: Building Heights in relation to HS2 Interchange Station and Park Farm



Phase Two Site Section NW - SE



Phase Two Site Section SE - NW

5.5.15 The scheme incorporates a pavilion and a raised walkway to provide sense of arrival and a legible entrance beneath a protected canopy. This mediates the scale of MSCP and provide connectivity to Interchange Station. This will contribute to the conformity of the scheme to Local Plan P15 (Securing Design Quality) and Local Plan Policy P7 (Accessibility and Ease of Access), respectively. Similarly, the pavilion entrance and landscaping mediate the scale of the MSCP with that of Park Farm.

5.5.16 The position and configuration of principal stair and lift core allow views to Interchange Station to assist pedestrian orientation. The massing highlights secondary entrances to the MSCP and breaks up the scale of the MSCP block. In line with Emerging and Local Plan Policy P14 (Amenity) the massing of MSCP provides an acoustic and visual buffer between the A452 and development to the south. A shadow path analysis has been undertaken for the proposed development and is presented in the DAS. It shows that the location of MSCP to the north-east of the site minimises shadows being cast over development to the south.

5.5.17 In line with Emerging and Local Plan Policy P7 (Accessibility and Ease of Access) inclusive design has been a key consideration throughout the design development process and with consultation with groups such as the Guide Dogs Association informing the choices made. The DAS addresses space planning for example minimising gradients, providing resting points and cover.

5.5.18 The DAS lists seven Principles of Universal Design as follows;

- Principle 1: Equitable Use

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- Principle 2: Flexibility in Use
- Principle 3: Simple and Intuitive Use
- Principle 4: Perceptible Information
- Principle 5: Tolerance for Error
- Principle 6: Low Physical Effort
- Principle 7: Size and Space for Approach and Use

5.5.19 An iterative process was undertaken during which the principles were weighted and a scoring system was used to help evaluate existing designs and guide the design process. This has resulted in a range of inclusivity measures being embedded into the design. As such the proposed development fulfils the requirements set out in Emerging and Local Plan Policy P7 (Accessibility and Ease of Access).

## 5.6 Sustainability

5.6.1 Emerging Policy P15 and Local Plan Policy P15 (Securing Design Quality) highlight that new development should achieve the highest possible standard of environmental performance through sustainable design and construction and the location and layout of the development in accordance with the guidance provided in Policy P9 – Climate Change.

5.6.2 The proposed development has been designed to maximise sustainability, for example, by consolidating the required car parking spaces into one area of multistorey car parking rather than surface car parking it minimises the use of land. The site is brownfield land and has previously been used as a quarry therefore the proposed development makes effective use of land as set out in the NPPF paragraph 119.

5.6.3 The proposed development will be integrated with the wider Arden Cross redevelopment and the 'UK Central Solihull Hub Area' as set out in Emerging Policy P1. This will enhance existing accessibility levels and promote ease of access in line with Emerging and Local Plan Policy P7 (Accessibility and Ease of Access). The site is well connected, and the ease of access facilitates linked trips with the wider area therefore also with in accordance Local Plan Policy P8 (Managing Demand for Travel and Reducing Congestion).

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- 5.6.4 The design of the scheme incorporates sustainability measures to conform with Local Plan Policy P9 (Climate Change) and for example the provision of 3% EV charging with the infrastructure in place to enable this to be increased to 20%.
- 5.6.5 In addition, there is provision for PV canopies throughout both phases of the development. Emerging Policy P9 (Mitigating and Adapting to Climate Change) requires new development to provide at least 15% of energy from renewable and/or low carbon sources for non-residential developments of 1000sqm or more.
- 5.6.6 Although a BREEAM assessment was not considered appropriate for the proposed development it was agreed with SMBC that achieving CEEQUAL “Excellent” is considered an acceptable alternative. CEEQUAL is a sustainability assessment, rating and awards scheme for civil engineering, infrastructure, landscaping and public realm projects. As such it is considered that the requirements of Emerging Policy P9 (Mitigating and Adapting to Climate Change) have been met.
- 5.6.7 Furthermore, a Climate Change Technical Chapter has been included in the Environmental Statement. It considers that design, as far as reasonably practicable, maximises resilience to climate change, maximises the potential for adaptation to climate change in the future, and minimises the risk of loss of operational performance due to the impacts of climate change on interdependent infrastructure.
- 5.6.8 The ES chapter suggests mitigation measures in relation to climate change which have been incorporated into the scheme in line with Emerging and Local Plan Policy P9 (Climate Change). For example, these include SUDs and design to accommodate high temperatures.

## **5.7 Socio-economic Impact**

- 5.7.1 Emerging Policy P1 (UK Central Solihull Hub Area) explains that *“The Hub Area offers the greatest potential for growth in the Borough”*. The proposed development will facilitate this and contribute to the achievement of the key objectives set out in the policy. For example, by supporting inclusive economic growth by supporting employment and supply chain opportunities that benefit businesses and residents across the Borough.
- 5.7.2 There are likely to be significant opportunities for the local community during the construction stages of the scheme in the form of temporary employment. The amount of employment created is directly related to the scale and type of construction expenditure.

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- 5.7.3 The development value for each phase of the scheme is approximately £100million. This gives a total construction value of £200million to complete the proposed development. Therefore, it is anticipated that significant on site and supply chain employment will be created as a result of the proposed development.
- 5.7.4 The proposed development will have a positive effect on industries within the construction supply chain more widely. While these jobs would be located across a wider geographic area, the opportunity exists to ensure local businesses benefit from trade linkages established during construction by means of local employment, social value and procurement clauses in construction contracts.
- 5.7.5 To maximise benefits to the local community, the Applicant will endeavour to implement the below measures, and will encourage any contractors involved with construction to take them into account;
- The creation of a local procurement strategy to include compiling a list of local companies interested in working on the project and passing this list onto the main contractor;
  - By ensuring that during the construction process there will be opportunities for those employed to develop skills which will be of benefit to the local economy in the longer term. This could include on-the-job training initiatives beyond those required on a statutory basis.
  - Other measures as may be ascertained throughout the planning process and legal agreements thereafter.
- 5.7.6 During operation the nature of the proposed development will enable connectivity and contribute to the vibrancy of the area in a sustainable location, bringing potential benefits to the area's social and economic vitality. It will facilitate the success of the Arden Cross triangle by making it more accessible. As such the proposed development helps to fulfil the aims of Emerging Policy UK1 (UK Central Solihull Hub Area).
- 5.7.7 In line with Emerging Policy UK1 (UK Central Solihull Hub Area), the proposed development will maximise the benefits of HS2 for the people and businesses of Solihull and the West Midlands. It will form a key component in supporting the future development and success of The Hub. The wider masterplan This will play a critical role in delivering new jobs, homes and economic growth for the people of Solihull. It is predicted that planned development within The Hub will establish an

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environment that supports 70,000 new and 100,000 existing jobs, up to 8,000 homes and generates £6.2bn GVA per annum.

- 5.7.8 The socio-economic benefits that the proposed development will provide support the economic growth and prosperity of the wider area. As such, the scheme conforms to Local Plan Policy (Support Economic Success) and Emerging Policy P1 (UK Central Solihull Hub Area).

## 5.8 Biodiversity

- 5.8.1 In order to conserve, enhance and restore biodiversity in line with Local Plan and Emerging Policy P10 (Natural Environment) an assessment of the species and habitats on the must first be undertaken. Therefore, a number of ecological reports have been produced as a result of surveys on the site to establish the baseline for the scheme and identify any protected species which may be present on the site. These include;

- An ecological Desk Study;
- Preliminary Ecological Assessment;
- Bat Survey Report;
- Breeding Bird Survey Report;
- Great Crested Newt (GCN) Survey Report;
- Otter Survey Report; and
- Reptile Survey Report.

- 5.8.2 The Preliminary Ecological Assessment (PEA) explains that the site falls within the Special Site of Scientific Interest (SSSI) impact risk zone for the River Blythe SSSI. The proposed development is considered to fall within a category of concern therefore the LPA will consult with Natural England with regard to potential impacts on the SSSI as a result of the development. The document recommends mitigation measures for example in relation to tree protection and dust control through a Construction Environmental Management Plan.

- 5.8.3 The PEA also identifies four ponds within the site, with two additional ponds within 250m of the site. *It states, "The ponds provide potential breeding habitat for amphibians,*



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*and were assessed as having “below average” to “average” suitability to support great crested newt (GCN) during the Habitat Suitability Index (HSI) assessment.” As a result, the report explains that GCN surveys would be required to support the planning application. It also highlighted other notable species which the site has the potential to support additional survey work that would be required and the relevant pre-construction checks. It should be noted that the necessary pre-planning surveys identified have been completed (described in the following paragraphs). The report concludes, “Precautionary working measures during proposed works have been recommended to avoid impacts on local wildlife and a variety of enhancement measures have been identified to benefit biodiversity in line with NPPF requirements.” The GNC report explained “The surveys have confirmed that GCN are not present on site or within 250m of the site. There are no constraints to the development in relation to GCN.”*

5.8.4 The breeding bird survey report explains that there are historic records of 15 notable species that have been recorded within 1 km of the site. Six of these species were recorded at the site and/or 100m survey buffer during the 2021 breeding bird survey. There were no historical records within 1 km of four additional notable species recorded during the 2021 breeding bird survey. Other key findings from the report include;

- A total of 29 bird species were recorded within the site boundary and 100m survey buffer during the 2021 breeding bird survey.
- No species were confirmed to be breeding within the site or 100m survey buffer.
- Notable possible breeding species include grey wagtail, greylag goose and shelduck.

5.8.5 The report concludes that *“the site is of below local significance for breeding birds.” The report goes on to make recommendations.*

5.8.6 The bat survey found that *“The site was evaluated as being of Local value to commuting and foraging bats, and less than local value to roosting bats.”* The report also states *“Proposals will result in a minor loss of suitable commuting and foraging habitats for bats including ponds and scrub. Proposed habitat creation within the site, including SUDs creation and shrub and tree planting will help to compensate for this loss.”* Furthermore, it provides recommendations for the planting strategy to incorporate species with known value to roosting, commuting and foraging bats.

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- 5.8.7 The invertebrate survey report notes *"The site has a total of 182 species recorded, including 11 species of importance. This constitutes 6.0% of the total species recorded. This is a moderate percentage and reflects the types of features on the site and their successional state."* It goes on to suggest that *"any impact on the site's key features and species should be considered to be of at least District (low) importance."* The report also provides recommendations.
- 5.8.8 The otter survey found, *"As no evidence of otter was found during the surveys, there are currently no implications to the development in relation to otter."*
- 5.8.9 The reptile survey found *"No reptiles were identified on site during the surveys. Reptiles are likely absent from the site."*
- 5.8.10 The findings of all ecology surveys have informed the landscape strategy for the site. In line with Emerging Policy P10 (Natural Environment) Biodiversity Net Gain calculations have been carried out in relation to the proposed development. These show that the position with regard to Biodiversity Net Gain is improved from the baseline position of the consented HS2 scheme including surface car parks. More details on the overall impacts of the scheme in biodiversity terms are set out in the Biodiversity Chapter of the Environmental Statement.

## 5.9 Landscape

- 5.9.1 The landscape strategy for the proposed development is set out in the HS2 Landscape Design Approach document and the DAS based on the broader design vision and principles for the scheme including People, Place and Time. In addition, the Landscape and Visual Impact Assessment as well as the ecology surveys and consultation with Birmingham Airport has informed the landscaping arrangements.
- 5.9.2 Emerging and Local Plan Policy P10 (Natural Environment) seeks to protect, enhance and restore the diverse landscape features and where possible reverse the degrading of the Arden landscape and promote local distinctiveness. The Landscape Character Assessment prepared by Warwickshire County Council and National Character Area (97 Arden) have also informed in development of the landscape strategy.
- 5.9.3 In line with paragraph 127 of the NPPF the proposed development has been designed to be sympathetic to the surrounding built environment and landscape setting through its integration with the landscape. By creating a landscape which can be enjoyed by all, has a strong sense of place, benefits the local area, is sustainable



and resilient it protects and enhance valued landscapes and recognise the intrinsic beauty of the countryside in line with paragraph 170 of the NPPF.

- 5.9.4 Landscape proposals for surface parking have been informed by and developed from the foundation of the consented scheme principles. They have been used to break down areas down into smaller enclosures. The landscape design includes woodland stands, hedgerows and parkland trees. Screening planting has been used to act as a filter for sensitive views in line with Emerging and Local Plan Policy P14 (Amenity).
- 5.9.5 Local Plan Policy P15 (Securing Design Quality) sets out key principles to achieve design quality including *“Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, easily maintained and encourage walking and cycling and reduce crime and the fear of crime.”* This is reflected in point (vii) of Emerging Policy P15. As such, a variety of lighting will be provided throughout the scheme for both security and to aid wayfinding. Planting has been designed with visibility in mind, allowing good passive surveillance. Colourful resilient planting that varies with the seasons has been incorporated for visual amenity and wayfinding.
- 5.9.6 In line with Emerging and Local Plan Policy P8 (Managing Demand for Travel and Reducing Congestion) the layout of the scheme and the landscaping means that pedestrians and vehicles will be separated wherever possible. In addition, pedestrian surfaces will take priority over vehicular surfaces to reinforce pedestrian right of way.
- 5.9.7 In line with Emerging and Local Plan Policy Policy P7 (Accessibility and Ease of Access) path widths will be generous and covered seating areas for rest and amenity will be provided at regular intervals. Seating will be suitable for individuals and groups and set at a range of heights, some with areas for lateral transfer.
- 5.9.8 Furthermore, consultation with Birmingham Airport has informed the landscape, planting, and drainage design. The surface area of standing water on site will be reduced from the current situation, and the soft landscaping design takes account of suggested habitat controls to reduce the attractiveness of water bodies to certain wildlife.

## 5.10 Heritage

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- 5.10.1 The NPPF emphasises that there should be a high degree of weight given to conservation of heritage assets and confirms that the Government attaches great importance to the design of the built environment in doing so. In line with Emerging and Local Plan Policy P16 (Conservation of Heritage Assets and Local Distinctiveness) a Heritage Statement has been produced in relation to the proposed development and Cultural Heritage Technical Chapter has been included in the Environmental Statement which has been submitted in support of the application. In addition, the design of the proposed development and the assessment of impact on heritage assets were informed by the Landscape and Visual Impact Assessment.
- 5.10.2 The site does not lie within a conservation area, however a number of designated heritage assets are located in close proximity to the Site. Table 3, below, outlines the designated heritage assets.

Table 3: Heritage assets

Name of Asset	Grade/ Designation	Commentary
Park Farmhouse	II*/ Listed Building	The proposed development is within 100m of Park Farm with a high degree of inter-visibility between the sites.
Packington Hall	II*/ Listed Building	Packington Hall is located approximately 1.4km from the proposed development.
Packington Hall Park and Garden	II*/ Registered Park and Garden	The Packington Hall estate is located approximately 700m from the proposed development (at its nearest point) and approximately 3.5km at its most eastern extent bound by Packington Lane.
The Rectory	II/ Listed Building	The Rectory is approximately 640m north of the proposed development and to the west of the River Blythe.
Church of Saint Bartholomew	II/ Listed Building	St Bartholomew's Church is approximately 600m north of the proposed development and to the west of the River Blythe.
Former Railway Bridge located between Packington Estate and Park Farmhouse	Non-Designated Heritage Asset	This former railway bridge over the former Whiteacre and Hampton Branch Line is located approximately 350 m west of the Application Site and the A452.

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- 5.10.3 The Heritage Statement outlines the pre-application engagement in relation to heritage. This includes consultation with SMBC, Heritage consultant and Historic England. This informed the approach to the assessment of impact on heritage assets. For example, it allowed verified views from the agreed viewpoints to be confirmed these were used for both landscape and heritage assessments. and the baseline conditions to be agreed.
- 5.10.4 The report addresses the significance of the identified heritage assets and the impact of the proposed development on that significance of above ground designated and non-designated heritage assets.
- 5.10.5 The report acknowledges that *“there is likely to be some harm caused to the contribution that setting makes to significance of the identified heritage assets by the construction of the MSCP’s.”* However, due to the distance from some heritage assets to scheme and the detailing of the final design the identified likely harm to the assets would be in the moderate to lower end of the scale of less than substantial harm.
- 5.10.6 Furthermore, the statement outlines the public benefits of the proposed development including that it will support the local businesses within the Park Farm Business centre, thereby ensuring their long-term occupancy and maintenance as part of the wider Packington Hall Estate.
- 5.10.7 The Heritage Statement concludes *“opportunities for enhancement and public benefits outweigh the harm caused by the Proposed Development; and thereby meeting the policy test established the Framework (paragraph 202) which requires the public benefits of a development proposal to be weighed against any identified harm to the significance of designated heritage assets where such harm is considered to be ‘less than substantial’.”* The proposed development therefore conforms to Local Plan Policy P16 (Conservation of Heritage Assets and Local Distinctiveness).

## **5.11 Archaeology**

- 5.11.1 An Archaeological Desk-Based Assessment has been undertaken by Archaeological Services Durham University in relation to the proposed development. The report finds that quarrying activity will have removed any archaeological resource from the majority of the site.
- 5.11.2 The report also states *‘A series of archaeological works, including geophysical survey and evaluation trenching, have been conducted within the site, including in the undisturbed areas. No significant archaeological resource was identified.’*

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- 5.11.3 As such the proposed development conforms to Emerging and Local Plan Policy P16 (Conservation of Heritage Assets and Local Distinctiveness) and the NPPF as it will not impact on any heritage assets of archaeological interest.

## 5.12 Transport

- 5.12.1 Emerging and Local Plan Policy P8 (Managing Demand for Travel and Reducing Congestion) explains that all development should have regard to transport efficiency and highway safety. As such a Transport Assessment has been undertaken and submitted in support of the application. In addition, a Traffic and Transport Technical Chapter has been included the Environmental Statement.
- 5.12.2 The Transport Assessment has assessed likely transportation implications of the proposed development and has been undertaken in accordance with guidelines set out by the government and relevant local guidelines.
- 5.12.3 Emerging and Local Plan Policy P8 (Managing Demand for Travel and Reducing Congestion) also highlight the councils support for strategic public transport schemes and promotes the use of sustainable modes of transport. The Transport Assessment considers sustainable modes of transport including active travel such as walking and cycling.
- 5.12.4 The Transport Assessment includes a "Delivery, Refuse collection, Fire and Servicing Access Strategy". In line with the requirements of point a(iv) of Local Plan Policy P8 (Managing Demand for Travel and Reducing Congestion).
- 5.12.5 The Transport Assessment considers the impacts of the scheme and concludes that *"The Proposed Development is an essential element of Interchange Station, and is in line with the local, regional/county and national policy objectives."*

## 5.13 Ground Conditions

- 5.13.1 Emerging and Local Plan Policy P14 (Amenity) sets out the requirement for proposals on land known, or suspected to be, contaminated to include appropriate information to enable the potential implications to be assessed and to incorporate any necessary remediation. As such, a Land Quality Technical Chapter has been included in the Environmental Statement. This is in addition to the Phase I Desk Study and Phase II Geotechnical and Geoenvironmental Assessment which have been completed in relation to the proposed development.



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5.13.2 The Land Quality Technical Chapter addresses the impacts of the proposed development on soil, rock, groundwater and surface water resources beneath and near the site and how the proposed development will affect the site's contaminative status. Mitigation measures are outlined where necessary for example a temporary spills management plan is to be prepared to mitigate potential for heavy plant/machinery fuel spillages entering Hollywell Brook via surface water/overland flow.

5.13.3 The chapter concludes *"This assessment has concluded that there will be an overall minor benefit from the proposed development following remediation of the contaminated soils on site with a potentially significant variation from the baseline condition identified."*

## **5.14 Acoustics**

5.14.1 A Noise Impact Report has been carried out by Cundall for the proposed development. It outlines that the purpose of the report is as follow;

- Review appropriate national and local planning policy and relevant guidance
- Document and assess existing noise levels at nearest Noise Sensitive Receptor
- Compare with previously recorded noise levels
- Utilise SoundPlan software to model and assess noise impact from the proposed Interchange MSCP development onto the nearest Noise Sensitive Receptor
- Determine noise limits for building services plant associated with the development.

5.14.2 The report states that *'An assessment in accordance with HS2's design criteria concludes that the noise impact associated with Phase 1 of the project should be negligible and the noise impact associated with Phase Two would be minor.'*

5.14.3 In line with Emerging and Local Plan Policy P14 (Amenity) the report shows that there will not be a significant impact on any residential dwellings in terms of noise.

## **5.15 Air Quality**

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- 5.15.1 An Environmental Statement has been produced in support of the planning application, this includes an Air Quality technical chapter. The chapter considers relevant national and local legislation, policies and guidance and makes reference to Local Plan Policy P14 (Amenity). It assesses air quality against the baseline and proposes mitigation measures where potential impacts are identified.
- 5.15.2 It finds that the proposed development is not located within or near an Air Quality Management Area (AQMA).
- 5.15.3 It explains that HS2 have produced a Code of Construction Practice (CoCP) for the route wide HS2 construction works, which contains a list of comprehensive construction mitigation measures. This includes mitigation measures to reduce the air quality impact during the construction of the proposed development.
- 5.15.4 In relation to the operational phase of development the chapter states *'As it is anticipated that the impact of the operational phase on sensitive receptors is likely to be negligible, and no operational mitigation measures are required. Provision has been made of electric vehicle charging spaces within the car parking.'* This is in line with Local Plan Policy P14 (Amenity).
- 5.15.5 The overall outcome of the assessment considered that the impact of the proposed development on Air Quality will be not significant. The proposed development therefore conforms to Emerging and Local Plan Policy P14 (Amenity).

## **5.16 Flood Risk and Drainage**

- 5.16.1 A Water Environment Technical Chapter has been included in the Environmental Statement which is being submitted in support of the proposed development. In line with Local Plan Policy P11 (Water and Flood Risk Management) this chapter considers flood risk from tidal, fluvial, artificial drainage, overland, infrastructure failure and groundwater. In addition to drainage as well as recommending mitigation measures where appropriate.
- 5.16.2 The chapter finds that the proposed development lies within a National Flood Zone 1, land with a low probability of flooding. It also states, *"The proposed drainage development, without mitigation measures, will have a positive impact on the environment, that is neither deemed substantial nor small in comparison to baseline indicators."* As such the proposed development conforms to Local Plan Policy P11 (Water and Flood Risk Management).

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- 5.16.3 The surface area of standing water on site will be reduced from the current situation as a result of the proposed detailed design of topography and layout arrangement. This is supported by Birmingham Airport. The chapter also considers surface water flows, attenuation and foul water.
- 5.16.4 In line with Local Plan Policy P11 (Water and Flood Risk Management) the proposed development incorporates several SuDS treatment trains across the site prior to discharge provide improved water quality and usable open public space.

## 5.17 Lighting

- 5.17.1 A Lighting Technical Chapter has been included in the Environmental Statement which is being submitted in support of the proposed development. It provides an assessment of the impact that the new lighting design might have on the existing site and surrounding sensitive receptors, including neighbouring residential units and ecological areas.
- 5.17.2 The document considers the relevant policy and legislation as well as illustrating the proposed lighting strategy. It concludes that *'A Lighting Strategy has been set out enabling assessment of potential operational lighting effects on sensitive receptors. The Strategy will minimise light pollution in all its forms.'*
- 5.17.3 In line with Local Plan Policy P14 (Amenity) lighting strategy has been set out which takes into account mitigation measures to ensure the impact on the local Ecology to be kept at an appropriate level. Therefore, also aligns with the policy aim of Local Plan Policy P10 (Natural Environment).

## 5.18 Health

- 5.18.1 In line with Emerging Policy P18 (Health and Wellbeing) the Healthy Urban Development Unit (HUDU) Planning for Health, Rapid Health Impact Assessment Matrix Self-completion Form has been completed in relation to the proposed development and has been included in Appendix A of this document.

## 5.19 Waste Management

- 5.19.1 Emerging and Local Plan Policy P12 'Resource Management' align with the NPPF which aims to minimise waste and pollution in order to achieve the environmental objective. As such waste from the construction and operational phases of the proposed development will be minimised as far as possible and that waste which is

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generated will be managed in an appropriate manner in accordance with the waste hierarchy as follows;

1. Reducing waste at the source,
2. Reuse of materials,
3. Recycling,
4. Energy recovery,
5. Landfilling.

5.19.2 In accordance with the Waste Hierarchy, where waste material is produced, it will preferably be re-used on site. If this is not a viable option, then other off-site uses will be considered to reuse the waste produced as well as options such as recycling of waste.

5.19.3 At this stage the precise waste quantities arising from construction cannot be calculated. In a best-case scenario, all construction materials would be utilised. However, it is acknowledged that due to over-ordering of materials, damage during storage and offcuts, this is often not the case. The estimated waste arising from the construction of the proposed development is dependent upon several factors, including construction methodologies and the nature of the materials used.

5.19.4 It is anticipated that all sub-contractors are to be signed up to the Site Waste Management Framework through a pre-contract meeting. A detailed Construction Environmental Management Plan (CEMP) will be produced this will set out methods that are to be adopted by the contractors to overcome any potential likely adverse environmental effects during the construction phase.

5.19.5 It is anticipated that there will be some construction materials that will result in waste being generated due to the nature of the construction. These include:

- Concrete slab - A small amount of excess concrete may be generated daily as concrete tends to be ordered by quantity for particular elements of the proposed development. Any excess concrete can be used on similar elements of the proposed development, such as hard standing to minimise unnecessary waste.

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- **Steelwork** - Generally, steel reinforcement is ordered off schedules to suit the structural elements of buildings resulting in only a small amount of excess waste steel. Some of the waste steel can be used in other elements of the structure and the remaining waste is stored in a lay-down area until a sufficient amount accumulates to fill a skip which is then sent to a recycling station.
- **Ply, Timber and Cladding** - These materials are generally re-used as often as possible for concrete firming or are sent to a timber recycling centre.
- **Glass** - The waste from glazing will be extremely low as each panel is designed for installation into the building. Any waste material can be recycled.
- **Miscellaneous Blockwork** - A relatively small amount of waste blocks and mortar will be cleared directly to a skip.

5.19.6 All skips and waste containers will, if segregation is to occur, typically be provided by and managed by the waste management contractor. Skips and containers should be labelled (according to waste type) and colour coded as per the national colour coding schemes shown in Table 4.

Table 4: Waste container colour coding

Type of Waste Material	Colour Scheme
Glass	Light Blue
Hazardous	Orange
Inert	Grey
Metal	Dark Blue
Mixed	Black
Packaging	Brown
Plastics	Purple

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Type of Waste Material	Colour Scheme
Plasterboard	White
Wood	Green

## 6 Conclusion

6.1.1 This Planning Statement has been prepared by Cundall, on behalf of the Urban Growth Company (UGC) ('The Applicant') to support their application to Solihull Metropolitan Borough Council (SMBC) for a hybrid planning application under the Town and Country Planning Act 1990 seeking:

Full (detailed) planning consent for:

- the erection of a multistorey car park (3950 spaces), surface level car park (550 spaces) with associated access and landscaping (MSCP1).
- the erection of a surface level car park with associated access and landscaping (550 spaces) on a temporary basis for the duration of MSCP2 construction period.

Outline planning consent for:

- the erection of a multistorey car park (MSCP2) (maximum 3500 spaces). All matters reserved except for access, scale and landscaping.

6.1.2 On 23 February 2017 Royal Assent was granted for Phase One of HS2. This established the principle of development for the construction of Phase One of HS2 and associated development, including the West Midlands Interchange station and related infrastructure. As part of the High Speed Rail (London - West Midlands) Act 2017, there is deemed consent for parking at Interchange station up to a limit of 7500 parking spaces for cars and five parking spaces for coaches. This excludes provision of short-term parking for cars, taxis and coaches, or the provision of parking on working sites. The Act requires the deemed consent to be treated as an outline planning permission in respect of which access, appearance, landscaping and layout are specified as reserved matters for the subsequent approval of the local planning authority.

6.1.3 This planning application sits in the context of a suite of planning consents and approvals in connection with the HS2 Rail project and in particular, Interchange Station, which include the Schedule 17 submissions required as part of the approval for the Station building and associated infrastructure and landscape works detailed in Table 1 of this document.

6.1.4 As explained earlier in this report, the proposed development is a standalone application submitted under the Town and Country Planning Act 1990. This is proposed as an alternative solution to the consented surface car parking proposals



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approved under the HS2 Act (planning application reference PL/2020/00275/MAROT).

- 6.1.5 The Planning Statement and the submitted Statement of Community Involvement has shown that extensive pre-application engagement has been undertaken with SMBC, statutory consultees, IDRPs and the public. This has fed into an iterative design process to create a scheme which performs highly in terms of inclusivity and sustainability.
- 6.1.6 The principle of development of the site for the proposed use has been established through the High Speed Rail (London - West Midlands) Act 2017, and this is reflected in emerging local planning policy. The scheme represents sustainable development by consolidating the consented surface car parking spaces into a more efficient arrangement to release land around the HS2 Interchange Station for future development of a sustainable mixed-use development in line with Emerging Policy UK1. Furthermore, the site is brownfield land and has previously been used as a quarry therefore the proposed development makes effective use of land as set out in the NPPF.
- 6.1.7 It is acknowledged that the proposed development is a departure from Local Plan Policy P17 (Countryside and Green Belt) as it constitutes development in the Green Belt. However, VSCs have been demonstrated within Section 5 of this document. The VSCs reflect the exceptional circumstances which have been set out by SMBC to justify the release of the site from the Green Belt as detailed in the Emerging Local Plan. These are based upon the fact that the MSCP is delivering part of a Nationally Significant Infrastructure project, which enhances connectivity across the country and supports economic success and the significant contribution that the MSCP makes to freeing up land for vital economic development activities. Indeed, the Proposed MSCP scheme looks to create a more compact form of development than the consented car park which relies on a significant area of surface level parking. The alternative approach proposed by UGC aims to consolidate the required car parking, to make best use of the land, and make space available for future sustainable mixed use development in line with emerging planning policy position and the wider aspirations of SMBC and UGC - in particular the Emerging Policy P1 (UK Central Solihull Hub Area) of the Emerging Local Plan.
- 6.1.8 The VSC and the status of the Emerging Local Plan in this case hold substantial weight, thus outweighing the definitional harm to the Green Belt. In addition, the relationship between the scheme and The High Speed Rail (London - West Midlands) Act 2017 which is being implemented should be noted.

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- 6.1.9 Similarly, whilst this Planning Statement and the Heritage Statement acknowledge that there is some less than substantial harm in relation to heritage assets, however, there are clear public benefits of the scheme which outweigh that harm. These include the wider HS2 project and the significant development opportunities that are opened up by the space saved by the MSCP Proposals. This will help create significant areas of commercial and residential development which have the potential to support the local businesses within the Park Farm Business centre, thereby ensuring their long-term occupancy and maintenance as part of the wider Packington Hall Estate.
- 6.1.10 Furthermore, the proposed development follows the three core HS2 design values of designing for people, place and time. The scheme has been developed to be inclusive and accessible for a diverse range of users of all backgrounds and abilities; to be a space that promotes good quality of life and user experience as well as celebrating the local landscape; and to be able to adapt and meet the changing needs of future generations. This will be achieved by a design that integrates arrival, connectivity and landscape.
- 6.1.11 It has therefore been shown that the planning balance is clearly and significantly weighted in favour of the application.

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# Appendix A – HUDU Rapid Health Impact Assessment Matrix

**HUDU Planning for Health**

# Rapid Health Impact Assessment Matrix

## Self-completion Form

October 2019

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NHS London Healthy Urban Development Unit

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## HUDU Planning for Health

### Rapid Health Impact Assessment Matrix – Self-completion Form

#### Introduction

The assessment matrix is designed to rapidly assess the likely health impacts of development plans and proposals, including planning frameworks and masterplans for large areas, regeneration and estate renewal programmes and outline and detailed planning applications. It should be used prospectively at the earliest possible stage during plan preparation, or prior to the submission of a planning application to inform the design, layout and composition of a development proposal.

The matrix does not identify all issues related to health and wellbeing, but focuses on the built environment and issues directly or indirectly influenced by planning decisions. It is generic and should be localised for specific use. Not all the issues or assessment criteria may be relevant and the user is encouraged to prioritise specific actions which focus on key impacts.

The assessment matrix identifies eleven topics or broad determinants. Under each topic, Section 2 of the tool identifies examples of planning issues which are likely to influence health and wellbeing and the section also provides supporting information and references.

Health impacts may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development and may particularly affect vulnerable or priority groups of the population. Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact.

Name of assessor / organisation:

Name of project (plan or proposal):

Planning reference (if applicable):

Location of project:

Date of assessment:

#### 1 Housing design and affordability

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal address the housing needs of older people, ie extra care housing, sheltered housing, lifetime homes and wheelchair accessible homes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include homes that can be adapted to support independent living for older and disabled people?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal promote good design through layout and orientation, meeting internal space standards?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal contain homes that are highly energy efficient (eg a high SAP rating)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	No dwelling are proposed as part of the scheme.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	



## 2 Access to health and social care services and other social infrastructure

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain or re-provide existing social infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station therefore there would be no impact on such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the impact on health and social care services and has the local NHS been contacted?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station therefore there would be no impact on such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station therefore there would be no impact on such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal assess the capacity, location and accessibility of other social infrastructure, eg schools and community facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station therefore there would be no impact on such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal explore opportunities for shared community use and co-location of services?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The proposed use is for car parking (sui generis) it is supported by toilets and circulation space in the pavilion building	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	

## 3 Access to open space and nature

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal retain and enhance existing open and natural spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Planting will be designed with visibility in mind, allowing good passive surveillance. Pedestrians and vehicles will be separated wherever possible. The design development process has considered security in line with HS2 and LPA requirements.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A hard and soft landscaping scheme and planting plan will support the planning application.
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposal will open up natural space to the public to a greater extent than the existing quarry site and the consented surface car parking scheme.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A hard and soft landscaping scheme and planting plan will support the planning application.
Does the proposal provide a range of play spaces for children and young people?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Planting will be designed with visibility in mind, allowing good passive surveillance. Pedestrians and vehicles will be separated wherever possible. The design development process has considered security in line with HS2 and LPA requirements.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A hard and soft landscaping scheme and planting plan will support the planning application.
Does the proposal provide links between open and natural spaces and the public realm?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Planting will be designed with visibility in mind, allowing good passive surveillance. Covered seating areas for rest and amenity will be provided at regular intervals. Seating will be suitable for individuals and groups and set at a range of heights, some with areas for lateral transfer. Colourful resilient planting that varies with the seasons will be incorporated for visual amenity and wayfinding.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A hard and soft landscaping scheme and planting plan will support the planning application.
Are the open and natural spaces welcoming and safe and accessible for all?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Planting will be designed with visibility in mind, allowing good passive surveillance. Pedestrians and vehicles will be separated wherever possible. The design development process has considered security in line with HS2 and LPA requirements.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A hard and soft landscaping scheme and planting plan will support the planning application.
Does the proposal set out how new open space will be managed and maintained?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	There will be a management plan produced by the end user and implemented once the scheme is operational.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A management plan will be produced for the site.

#### 4 Air quality, noise and neighbourhood amenity

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.
Does the proposal minimise air pollution caused by traffic and energy facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The drainage strategy for the Proposed Development incorporates SUDs. There has been pre-application engagement with the LLFA.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement, Drainage Strategy and submitted plans.
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development ensures no net loss of biodiversity.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Landscaping Plan.

#### 5 Accessibility and active travel

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal address the ten Healthy Streets indicators?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	There are no streets included in the proposed development.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	
Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Pedestrians and vehicles will be separated wherever possible. Pedestrian surfaces will take priority over vehicular surfaces to reinforce pedestrian right of way.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see design measures set out in the Design and Access Statement and Landscaping scheme.
Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Cycle parking will be provided through the Proposed Development.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Transport Assessment.
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The Proposed Development is well connected to the wider Arden Cross site.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Transport Assessment.
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Pedestrians and vehicles will be separated wherever possible.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	The design of the scheme and traffic calming measures that have been incorporated will ensure that there is no impact in terms of road safety as a result of the Proposed Development. Please see Transport Assessment and Design and Access Statement.
Is the proposal well connected to public transport, local services and facilities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed multistorey car parking is vital to maximise the benefits of HS2 for the people and businesses of Solihull and the West Midlands. It will form a key component in supporting the future development and success of The Hub. The MSCP proposal is a key component of The Hub and plays an important part in maximising the benefits of HS2 for the region.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement and Transport Assessment.

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal seek to reduce car use by reducing car parking provision, supported by controlled parking zones, car clubs and travel plans measures?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The quantum of car parking required is set out in the HS2 Act and will facilitate access to public transport.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	A framework travel plan will accompany the planning application
Does the proposal allow people with mobility problems or a disability to access buildings and places?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Covered designated accessible car parking spaces are to be provided in both surface level car park and the MSCPs. Path widths will be generous, to support the inclusivity aspirations. Inclusivity has been a key driver throughout the design process, identifying, understanding and responding to the needs of our diverse audiences. This has been reinforced with targeted engagement amongst relevant groups.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Design and Access Statement and Statement of Community Involvement.

**6 Crime reduction and community safety**

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate elements to help design out crime?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development ensures no net loss of biodiversity.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Landscaping Plan.
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	A variety measures such as lighting will be provided for both security and to aid wayfinding. Planting will be designed with visibility in mind, allowing good passive surveillance. The development will be accessible to the public.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Design and Access Statement.
Does the proposal include attractive, multi-use public spaces and buildings?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The drainage strategy for the Proposed Development incorporates SUDs. There has been pre-application engagement with the LLFA.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement, Drainage Strategy and submitted plans.
Has engagement and consultation been carried out with the local community and voluntary sector?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development ensures no net loss of biodiversity.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Landscaping Plan.

## 7 Access to healthy food

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal facilitate the supply of local food, ie allotments, community farms and farmers' markets?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.

## 8 Access to work and training

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The Proposed Development will provide training and employment opportunities during construction and operation. The socio-economic impacts of the Proposed Development are detailed in the Planning Statement.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement.
Does the proposal provide childcare facilities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development ensures no net loss of biodiversity.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Landscaping Plan.
Does the proposal include managed and affordable workspace for local businesses?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.
Does the proposal include opportunities for work for local people via local procurement arrangements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.



## 9 Social cohesion and inclusive design

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal consider health inequalities by addressing local needs through community engagement?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The Statement of Community Involvement details the stakeholder engagement which has been carried out including; online and in person drop-in events and special events for local ward councillors.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Stakeholder engagement informed the design of the Proposed Development. Please see Statement of Community Involvement.
Does the proposal connect with existing communities, ie layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The design of the Proposed Development promotes connectivity to the wider Arden Cross site. Inclusivity has been a key driver throughout the design process, identifying, understanding and responding to the needs of our diverse audiences. This has been reinforced with targeted engagement amongst relevant groups.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Statement of Community Involvement.
Does the proposal include a mix of uses and a range of community facilities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development does not incorporate a mix of facilities. It is line with the requirements of the HS2 Act.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please See Planning Statement.
Does the proposal provide opportunities for the voluntary and community sectors?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Voluntary and community sectors have been involved as part of the engagement strategy.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Statement of Community Involvement.
Does the proposal take into account issues and principles of inclusive and age-friendly design?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Inclusivity has been a key driver throughout the design process, identifying, understanding and responding to the needs of our diverse audiences. This has been reinforced with targeted engagement amongst relevant groups. For example, covered designated accessible car parking spaces are to be provided in both surface level car park and the MSCPs. Path widths will be generous, to support the inclusivity aspirations.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Design and Access Statement and Statement of Community Involvement.

## 10 Minimising the use of resources

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal make best use of existing land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The drainage strategy for the Proposed Development incorporates SUDs. There has been pre-application engagement with the LLFA.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement, Drainage Strategy and submitted plans.
Does the proposal encourage recycling, including building materials?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.
Does the proposal incorporate sustainable design and construction techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development would accommodate transient users of the consented HS2 Interchange station and would not include such facilities.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Construction Environment Management Plan and Planning Statement.



### 11 Climate change

Assessment criteria	Relevant?	Details/evidence	Potential health impact?	Recommended mitigation or enhancement actions
Does the proposal incorporate renewable energy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The drainage strategy for the Proposed Development incorporates SUDs. There has been pre-application engagement with the LLFA.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement, Drainage Strategy and submitted plans.
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, ie ventilation, shading and landscaping?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The design of the proposed development has been informed by consideration of winter and summer temperatures. The landscaping scheme has considered shading as informed by a shadow path analysis.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Design and Access Statement and landscaping scheme.
Does the proposal maintain or enhance biodiversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The proposed development ensures no net loss of biodiversity.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Landscaping Plan.
Does the proposal incorporate sustainable urban drainage techniques?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The drainage strategy for the Proposed Development incorporates SUDs. There has been pre-application engagement with the LLFA.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Please see Planning Statement, Drainage Strategy and submitted plans.