

Sites listed as “Allocated” within Area 2 in Appendix G & Appendix G1 to G4.

No. of Sites = 3

| Site Name | Land to the West of Birch Coppice | NWBC Comment |
|---|---|---|
| Appendix G Site Reference | No. 61 “Allocated” | Agreed |
| Site Location | At the entrance to Birch Coppice Industrial Estate near Dordon. What3Words: https://w3w.co/slower.cotton.sports | |
| Within Area A? | YES | Agreed |
| Within Area 2? | YES | Agreed |
| Available Buildings or Land? | Land – 5.1 hectares gross site area basis | |
| Other information | <p>Allocation E2 for Local Need under NWBC Local Plan 2021</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>E2 Land to the west of Birch Coppice, Dordon</p> <p>Approximately 5.1 hectares are allocated for employment purposes on land to the immediate west of Birch Coppice south of the A5 at Dordon. Landscaping will be required along the A5 and to the residential properties on the A5. The allotments with appropriate services and associated infrastructure, must be replaced and relocated to the alternative location to the north of the A5, identified as site OS1 on the policies map, prior to the start of construction.</p> <p>Identify a Site opportunity for accommodating open space/recreation uses involving re- location from land south of A5 to land north of A5, to facilitate improved recreational provision and facilitating employment and/or mixed development opportunities.</p> </div> <p>Please note the requirement to relocate the allotments prior to the start of construction. There are also a number of parties that need to be satisfied for the allocation to proceed. These are:</p> <ul style="list-style-type: none"> - Allotment Holders (including any/the statutory process of relocation) - Land owner of the remaining land - Land owner of the relocation site - NWBC as owner of part of the land (allotments) - 3rd party controlling the access to the allocation | <p>Noted: Discussions have been undertaken with the Allotment Society and the Council over relocation. Society were willing to discuss and have been involved in initial discussions indicated support and willingness to move. SoCG discussed in 2018</p> |
| NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red | <p>NWBC Appendix G: 219,583 sqft.</p> <p>Appellant Comment:</p> <p>The 219,583 sqft figure has been achieved by NWBC by applying a 40% site density ratio to the Gross Site Area of 5.1 hectares to achieve floorspace. That method is not correct as it includes areas to be used for landscaping, estate roads, SuDS, and diversion of PROW etc.. The correct method of application of a c.40% site density ratio is to the net developable area, which is the area left for construction of yards, car parks, circulation, and buildings once those other factors have been removed. We estimate that the remaining net developable land would be approximately 3-3.5 hectares. Using a 40% site density ratio on that area generates a likely floorspace of between 120,000 sqft to 140,000 sqft. In the Cushman & Wakefield evidence it has been suggested that approximately 150,000 sqft may come forward and it is most likely to be over a 2 unit scheme given the triangular shape and site constraints. An example for a similar sized site of 5.3 hectares called Prologis Park Extension near Coventry (site REF 66) has been provided at CD-i105 which shows either a 1 unit scheme of 159,000 sqft or 2 unit scheme totalling 146,871 sqft. That Prologis Extension site REF 66 is shown in Appendix G & Appendix G1 to G4 as being capable of delivering 228,195 sqft. The error of site density being applied to gross site area in Appendix G & Appendix G1 to G4 runs through the document. We have corrected it in Appendix 3 of the Market Rebuttal only where we have been able to find information to confirm the reduced floor area. It may well be that a number a lot more of the sites in Appendix G and Appendix G1 to G4 should be reduced in terms of floor area in addition to the amendments we have assisted with.</p> <p>Land for up to 150,000 sqft potentially</p> | <p>Although disagree content to suggest a range from 150,000 sq ft to 219,000 sq ft. 40% or 0.4 plot ratio is a standard that is used widely.</p> <p>Disagree Dot to comment on the 40% issue</p> |

| Site Name | Birmingham Business Park | NWBC Comment |
|---|--|---|
| Appendix G Site Reference | No. 72 “Allocated” | Site reference is 79 in the revised Appendix G Map and schedule |
| Site Location | Birmingham Business Park What3Words: https://w3w.co/drive.desire.custom | |
| Within Area A? | YES | Agreed |
| Within Area 2? | YES | Agreed |
| Available Buildings or Land? | None available – buildings constructed in 2019/2020 and fully let | IAC agree lease in 2019 |
| Other information | <p>This site was allocated in Solihull Local Plan 2013. It is fully developed and let to:</p> <ul style="list-style-type: none"> - IAC Group (2 units) - Likewise Group (1 unit) - Hranipex (1 unit) <p>See image below.</p>  <p>It is therefore not relevant to this Appeal.</p> | Agreed – Units were in construction but now occupied by IAC & Likewise |
| NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red | 9 ha / 968,751 sqft - Amended to ‘0’ (Zero) land or buildings available | Agreed/Noted |

| Site Name | TRW Stratford Road, Shirley, Solihull | NWBC Comment |
|------------------------------|--|---|
| Appendix G Site Reference | No. 31 “Allocated” | Agreed |
| Site Location | Station Road/Shirley Land Solihull What3Words: https://w3w.co/taps.jolly.calms | |
| Within Area A? | YES | Agreed |
| Within Area 2? | YES | Agreed |
| Available Buildings or Land? | Not applicable – this is a mixed residential scheme with houses built. Employment land is small and limited to car dealerships and care homes. 2 Care homes have been constructed. See Google Earth image below. | Noted |
| Other information | <p>Allocated in Solihull Local Plan 2013. TRW is predominantly a residential site. Please see link to the application on Solihull DC’s website here: PL/2018/02731/MAJFOT A hybrid planning application for the demolition of the existing buildings; an outline planning application for up to No. 330 (C3) residential dwellings and for up to 100,000 square feet (GIA) of car dealerships including MOT facilities (Sui generis) with all matters reserved apart from access and scale; and a full planning application for No. 242 (C3) residential dwellings and a full planning application for a single car dealership including MOT facilities (Sui generis) including a new vehicular access from Dog Kennel Lane, a new vehicular access from the existing A34 Cranmore Boulevard roundabout, tree removal works, landscaping, infrastructure upgrades and drainage works The Green Stratford Road Shirley Solihull B90 4LA</p> <p>We also extract the parameters plan from that website below which shows that only residential and car dealerships are permitted. A Google Earth image is also provided showing built houses. We therefore do not see this site as relevant and reduce “Total Developable Land Yet to be Built Out (sqft)” to ‘0’ (zero).</p> | Noted – Mixed site allocation – Agreed, construction was underway in 2022 site now completed from employment element. The site was allocated for B1, B2, B8 in table 13 of the Solihull Local plan as indicated below; See * |

See * from note above

Fig. 13 Table of Allocated General Business Sites

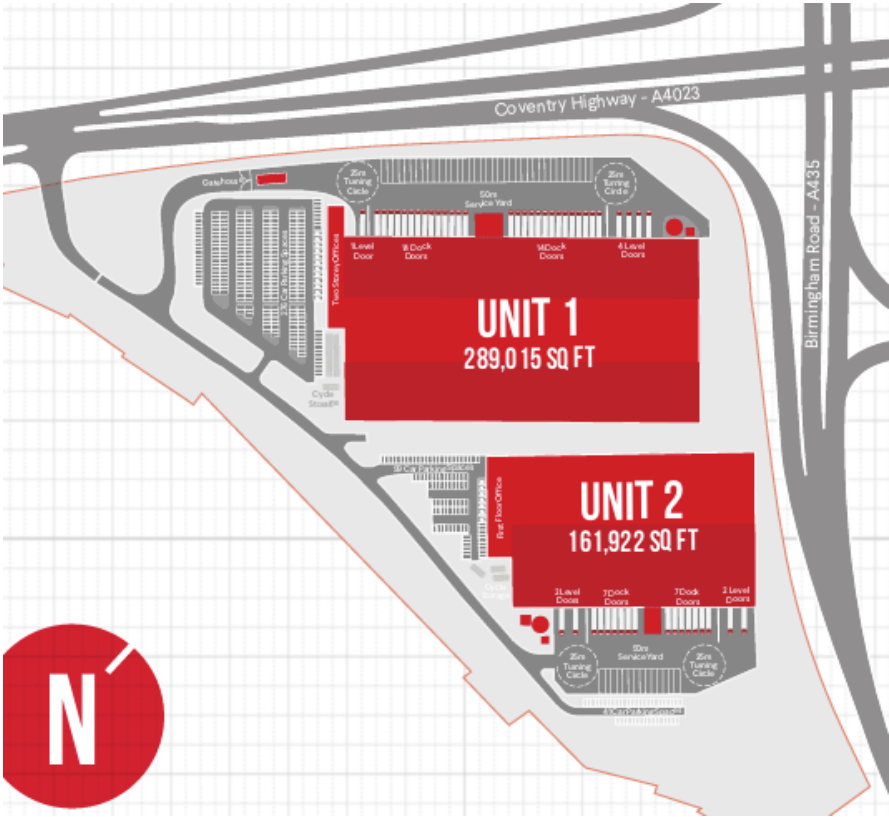

| Site | Site No. | Available Allocated Land Area (ha) | Readily Available Allocated Land Area (ha) | Preferred Use Class Purpose |
|-----------------------------|----------|------------------------------------|--|-----------------------------|
| TRW Stratford Road, Shirley | 25 | 18.5 | 18.5 | B1, B2, B8 |


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|--------------------------|--|--|
| Other information Cont'd |  | |
|--------------------------|--|--|

| | <div><p>KEY</p><p>Building Height Parameters (including Roof Plant) above Ground Floor Level</p><ul style="list-style-type: none">3 - 4 Storeys 14.00m max. height above G.L.2 - 3 Storeys 10.00m max. height above G.L.Vehicle access Vehicle access route through plots (not to be used for reference outside application site)Bus Route For reference outside application sitePrincipal pedestrian / cycleway routesCar Dealerships 14.00m max. height to eaves above G.L.Infrastructure Including existing, proposed and public realmLandscaped Area Including existing trees, landscaping onlyBus Stop for reference outside application siteIndicative position of Drainage System (SuDS)<p>Plot Parameters</p><table><tr><th></th><th>Use</th><th>Number of Units</th><th>Max. Number of Units</th><th>GIA Area</th><th>Max. GIA Area</th></tr><tr><td>Plot 1</td><td>Residential</td><td>242</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Plot 2</td><td>Car Dealership</td><td>-</td><td>-</td><td>28,177 Sq ft</td><td>-</td></tr><tr><td>Plot 3</td><td>Residential</td><td>-</td><td>330</td><td>-</td><td>-</td></tr><tr><td>Plot 4</td><td>Car Dealership</td><td>-</td><td>-</td><td>-</td><td>100,000 Sq ft</td></tr></table></div> | | Use | Number of Units | Max. Number of Units | GIA Area | Max. GIA Area | Plot 1 | Residential | 242 | - | - | - | Plot 2 | Car Dealership | - | - | 28,177 Sq ft | - | Plot 3 | Residential | - | 330 | - | - | Plot 4 | Car Dealership | - | - | - | 100,000 Sq ft | |
|---|--|-----------------|----------------------|-----------------|----------------------|----------|---------------|--------|-------------|-----|---|---|---|--------|----------------|---|---|--------------|---|--------|-------------|---|-----|---|---|--------|----------------|---|---|---|---------------|--|
| | Use | Number of Units | Max. Number of Units | GIA Area | Max. GIA Area | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plot 1 | Residential | 242 | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plot 2 | Car Dealership | - | - | 28,177 Sq ft | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plot 3 | Residential | - | 330 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Plot 4 | Car Dealership | - | - | - | 100,000 Sq ft | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red | 18.5 ha / 1,991,323 sqft - Amended to ‘0’ (Zero) land or buildings available | Agreed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

All Sites listed as “Permission Granted” within Area 2 in Appendix G & Appendix G1 to G4.

No. of Sites = 2

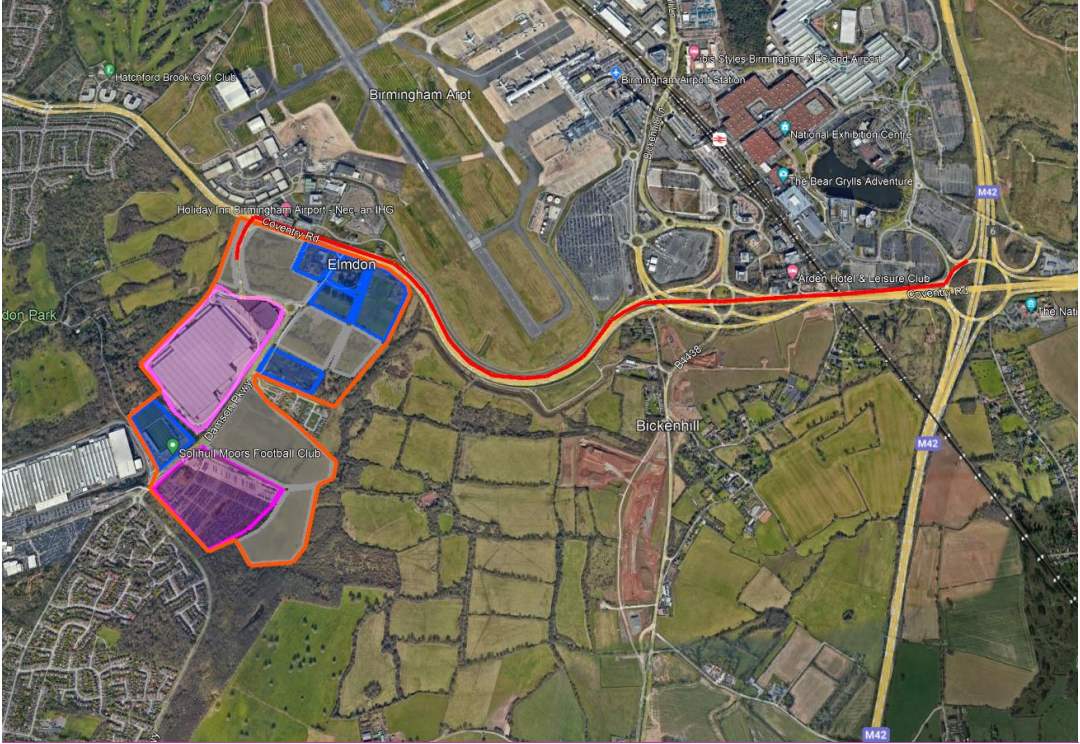
| Site Name | Redditch Gateway | NWBC Comment |
|---|--|---|
| Appendix G Site Reference | No. 18 “Permission Granted” | Agree |
| Site Location | A435, East of Redditch What3Words: https://w3w.co/bricks.really.grew | |
| Within Area A? | No | Agree |
| Within Area 2? | Yes | Agree |
| Available Buildings or Land? | 2 Buildings, no land: - Building 1 – 161,922 sqft - Building 2 – 289,015 sqft See link www.redditchgateway.com | Agree |
| Other information | See images below. These are 2 distinct buildings and could not be combined.   | Noted but disagree that the units could not address a need. |
| NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red | From June 2021 Google Earth: Unit 1 - 289,011 sqft Unit 2 - 161,910 sqft Unit 1/2 combined = 450,921 sqft Unit 1 - 289,011 sqft Unit 2 - 161,910 sqft 2 separate buildings totalling 450,921 sqft (not combinable) | No disagreement on size of units. Figures in red show total so agreed. However, one occupier could take both buildings. |

| Site Name | Peddimore | NWBC Comment |
|------------------------------|--|--|
| Appendix G Site Reference | No. 54 “Permission Granted” | Agree |
| Site Location | East of Birmingham, Off A38 What3Words: https://w3w.co/scan.fixed.feed | |
| Within Area A? | Yes | Agree |
| Within Area 2? | Yes | Agree |
| Available Buildings or Land? | <p>Land only</p> <ul style="list-style-type: none"> - B2 only on Zone 2 - Zone 1A remaining = c.3.49 hectares + Zone 1B = 7.86 hectares = 11.35 hectares total. Of that amount, at least 5.09 must be B2 leaving approximately 6.26 ha of B8 land. - This is difficult to split because Zones 1A & 1B areas do not match use class sizes permitted on site. <p>See Outline Plan below</p>  | |
| Other information | <p>NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red</p> <p>Zone A (1) - 180,500 sqft (Build to Suit) Zone A (2) - 151,750 sqft Zone A (3) - 70,000 sqft Zone A (4) - 145,500 sqft</p> <p>Zone B (1) - 1,000,000 sqft Zone B (2) - 110,500 sqft</p> <p>Zone A 2/3/4 combined = 367,200 sqft</p> | <p>Agree that the area in Zone 2 is identified on the parameters plan as B2. However, the plot has potential for “big box”, of potentially over a million sq ft.</p> |

| | | |
|--|---|--|
| | <ul style="list-style-type: none">- B2 only on Zone 2 – Up to 1,000,000 + 110,500 = 1,110,500 total of B2 on Zone 2.- Zone 1A & Zone 1B : remaining = 11.35 hectares total. Of that amount, at least 5.09 ha must be B2 leaving approximately 6.26 ha of B8 land. Applying 40% site density to that net developable area of 6.26 hectares gives 250,400 sqft of B8 only and 203,600 of B2. <p>Total B2 = 1,314,100 Total B8 = 250,400 sqft</p> | |
|--|---|--|

All Sites listed as “Reg 22” within Area 2 in Appendix G & Appendix G1 to G4.

No. of Sites = 1

| Site Name | UK Central, Solihull (Arden Cross, HS2 Interchange and Land at Damson Parkway) | NWBC Comment |
|---|---|--|
| Appendix G Site Reference | No. 60 | Agreed |
| Site Location | Near NEC/Bham Airport What3Words: https://w3w.co/drill.slows.newly | Agreed |
| Within Area A? | YES | Agreed |
| Within Area 2? | YES | Agreed |
| Available Buildings or Land? | Potential land (but for Jaguar Land Rover or related suppliers. Not yet released from Green Belt). | Agreed, However, Site is still dealing with market demand to be co-located to JLR. Proposed for release from GB in Local Plan. |
| Other information | <p>Reg 22 draft Solihull Local Plan proposed allocation, however it is understood that the Local Plan examination has stalled, and its policies and allocations could be subject to change. Therefore, all undeveloped parts of site are currently in the Green Belt. Of the 73 ha potential total net developable (equating to up to approximately 300,000 sqm), a building for Jaguar Land Rover of 98,000 sqm has already been consented and is in use on the site as well as a JLR vehicle dispatch area equating to 14.5 hectares has been constructed and is in use. Therefore, parcels equating to 27 ha of the 73 potential total hectares have already been taken up, leaving approximately 46 ha across 12 parcels. If the draft Solihull Plan is adopted and then the remaining 46 hectares of Green Belt released is to be phased over 12 parcels. Phase 2 will see a further 25ha net released over 6 distinct and separated parcels. A later Phase 3 which requires prior relocation of the Solihull Football Club, Solihull Exiles RFC, and Solihull Waste Collection Depot, and could provide a further 14 ha net over another 6 further parcels. It is understood the policy relating to this land is that it would be specifically allocated for JLR or JLR related suppliers as deemed critical for their UK expansion plans.</p>  | <p>Noted: However, despite current delay in Plan progress, Solihull have been approving sites within the Green Belt that accord with the current Local plan approach/direction (to date predominantly housing).</p> |
| NWBC Appendix G “Total Developable Land Yet To Be Built Out (sqft)” and amended figure in Red | <p>6,027,790 sqft</p> <p>c. 46 ha over 2 phases across 12 separate parcels for Jaguar Land Rover or related suppliers.</p> <p>If released from Green Belt indicated to be in 2 phases – Phases 2 & 3.</p> <p>Phase 2 over 6 distinct and separate parcels = 25 ha total over all Phase 2 parcels Phase 3 over 6 distinct and separate parcels = 18 ha total over all Phase 3 parcels (to come forward requires relocation of Solihull FC, and Solihull RFC, and Solihull DC Waste Centre.)</p> | <p>Site is dealing with market demand to be co-located to JLR. This is part of the market demand. JLR site itself lies within the Green Belt see Parcels RP15 and RP16 in Solihull Green Belt review study 2016, both parcels indicated/assessed as “underperforming”.</p> |