



**Representations to SMBC Draft Local Plan
Supplementary Consultation
March 2019**

Arden Cross Ltd



1. Introduction

- 1.1 Arden Cross Ltd writes in response to Solihull Metropolitan Borough Council's ("SMBC") supplementary non-statutory public consultation on the Council's Draft Local Plan. This consultation seeks to provide an update on local housing need, to assess the additional call-for-sites submissions, refine the site selection process, publish concept master plans for the principal allocations and set out the future role of the main settlements.
- 1.2 These representations are made by Arden Cross Ltd which controls, through the ownership of its shareholders' land, the majority of the triangular site to the east of the M42, north of the A45 and west of the A452. This comprises the land surrounding the proposed HS2 Interchange Station and associated trace and is known as the Arden Cross site.
- 1.3 Arden Cross welcomes the opportunity to be involved in the plan-making process and set out its response to the Supplementary Consultation and recognise this as an important step forward in the preparation of the Local Plan.
- 1.4 These representations should be read in conjunction with, and take account of, those further representations made on behalf of Arden Cross in January 2016 (Local Plan Review Scope - Issues and Options) and in February 2017 (Draft Local Plan Review).

2. Arden Cross Response

- 2.1 Arden Cross is recognised as a unique and real opportunity to plan for an exciting high quality mixed use development stimulated by the arrival in 2026 of HS2 including the world class station and connectivity that this will bring to Solihull and the UK Central Hub. Such a development will bring about a step change in economic growth with benefits pertaining to a wide area of both the Borough and beyond.
- 2.2 The importance of Arden Cross and its potential contribution to economic growth during the Plan Period and beyond should be fully appreciated within the context of the Local Plan Review.
- 2.3 The scale of opportunity for highly sustainable and accessible development at Arden Cross, in conjunction with the wider plans for the UK Central Hub area is exceptional and substantial. It should therefore be planned for positively and with significant ambition.
- 2.4 The Local Plan Review process, as set out in the Supplementary Consultation document, must support the opportunity provided by the arrival of HS2 for major development and super-growth around the HS2 Interchange Station in a sound and evidential manner.

- 2.5 Arden Cross Ltd is working closely and collaboratively with the Urban Growth Company ("UGC"), HS2 and other key stakeholders to bring forward a holistic and deliverable development and infrastructure framework for the Hub area and, more especially, for the Arden Cross site. Earlier concept master plans drawn up by the UGC have indicated a range and extent of uses and amenities which could be provided on the Arden Cross site. This is now being taken forward by Arden Cross Ltd with a view to a revised vision and evidenced based master plan for the Arden Cross site being prepared during 2019. This work will further evidence the potential of the site to accommodate super-growth around the new transport hub.
- 2.6 In order to achieve an ambitious development around and complimentary to the HS2 Interchange Station, both the UGC and Arden Cross Ltd have recognised the need for a significant level of upfront investment in major infrastructure enhancements. One of the UGC's fundamental roles is to identify and coordinate the delivery of such investment in order that the full potential of the Hub area, including the Arden Cross site, can be achieved effectively and in a timely manner. To achieve these objectives it is necessary for the removal of land from the Green Belt to accommodate development growth in response to the genuine economic additionality stimulated by HS2.
- 2.7 Arden Cross Ltd recognise the reasons for the delays in the Local Plan preparation but would hope any future delays are kept to an absolute minimum so that the Arden Cross site is removed from the Green Belt and that this nationally significant development opportunity can be realised.

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