



*Solihull Local Plan Review*

# Draft Infrastructure Delivery Plan

October 2020

Draft Infrastructure Delivery Plan, October 2020.

Produced by SMBC Policy & Delivery Team

as part of the evidence base for the Solihull Draft Submission Plan

Regulation 2019 consultation.

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## 1.0 Introduction

### 1.1 What is the Infrastructure Delivery Plan?

The Infrastructure Delivery Plan (IDP) is a key component of the evidence base to support the Local Plan. The IDP provides a baseline of the existing infrastructure capacity and needs in the Borough and highlights the infrastructure requirements to support the predicted growth set out in the Local Plan.

The IDP provides a snapshot at the time of publication. Over the plan period, new funding opportunities will arise, equally, infrastructure priorities may change. This version of the IDP has been published to support the publication of the Solihull Submission Draft Local Plan Review. It will be reviewed and the Infrastructure Schedule updated at the Submission stage of the Local Plan. It will then be reviewed on an annual basis subsequent to Adoption.

### 1.2 Methodology

The IDP has been carried out in-house by the planning policy team at the Local Authority. Advice was taken from 'A steps approach to infrastructure planning and delivery' published by the Planning Advisory Service.<sup>1</sup> In the initial stages of preparation of the IDP a desktop study was carried out, analysing existing strategies/plans and responses to the previous consultation phases. All of the relevant stakeholders were then contacted to identify existing infrastructure capacity and needs, and any programmes of work to address those needs.

The next stage was to discuss the specific impacts of the proposed sites with infrastructure providers as well as reviewing the Local Plans and IDPs of neighbouring authorities to assess cumulative impacts of projected growth.

The last IDP was published in September 2012<sup>2</sup> to accompany the publication stage of the Draft Local Plan, which was adopted in 2013. This document updates the information contained therein for the Draft Submission stage of the Local Plan Review. More detail on the Local Plan Review process up until 2020 can be found on the Local Plan webpage: [www.solihull.gov.uk/lpr](http://www.solihull.gov.uk/lpr).

This document provides an assessment of infrastructure capacity in the Borough and sets out:

- The Lead Agencies and Main Evidence base used to inform the IDP
- The Strategic Issues for infrastructure providers or delivery
- Existing infrastructure provision
- Known gaps in infrastructure provision, both now or in forward plans
- Known planned infrastructure, to meet gaps or upgrade existing provision
- Impact of the development proposals in the Local Plan on said infrastructure, and whether this will require new provision or resources over and above either existing or what is planned

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1 PAS (2009). Source: <http://www.pas.gov.uk/pas/aio/109121>

2 Source: [https://www.solihull.gov.uk/Portals/0/Planning/LDF/Infrastructure\\_Delivery\\_Plan\\_September\\_2012.pdf](https://www.solihull.gov.uk/Portals/0/Planning/LDF/Infrastructure_Delivery_Plan_September_2012.pdf)

- Delivery potential to provide said infrastructure, e.g. funding sources
- Role of the Local Plan in deliverability either as policies or proposals
- Appendix A includes an Infrastructure Schedule, that outlines, as far as is feasible, schemes required to help deliver the Local Plan (see Appendix A).

### 1.3 Why Infrastructure Planning?

The National Planning Policy Framework emphasises the need to assess the quality and capacity of infrastructure within the Local Plan’s boundaries, as well as taking into account cross-boundary and national infrastructure. Deliverability is one of the criteria for judging the soundness of a Local Plan at the Examination in Public; the IDP is therefore a key part of the Local Plan’s evidence base.<sup>3</sup>

High quality, reliable and robust infrastructure is crucial to sustainable economic growth. The Government first published a National Infrastructure Plan in 2010, updated in 2016<sup>4</sup>. The March 2020 Budget signalled the publication of a landmark National Infrastructure Strategy in spring of this year. Since March 2020 we have been living in unprecedented times, both locally and globally, responding to the Covid-19 pandemic. The medium-long term effects on the economy and society are yet unknown and it is a constantly evolving situation. However, the Government is committed to delivering big ticket infrastructure items such as HS2, and preparing the UK for the end of the Brexit transition on 1<sup>st</sup> January 2021.

The IDP is a basis of information for understanding the deliverability of proposed allocations and levels of growth, and can also be used as part of the evidence base in preparing a Community Infrastructure Levy (CIL) Charging Schedule.<sup>5</sup> CIL is a potential levy on new development, the revenue from which “can be used to fund a wide range of infrastructure that is needed as a result of development.”<sup>6</sup> Solihull Council introduced CIL in 2016 and is reviewing the Charging Schedule as part of the Local Plan Review.

In conclusion, well-informed and co-ordinated infrastructure planning plays a key role in ensuring competitiveness, unlocking growth and providing best value for investment at a local, regional and national scale.

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<sup>3</sup> The tests of soundness are: ‘positively prepared, justified, effective and consistent with national policy’. The test of ‘effectiveness’ is described as “deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground” (Para. 35, p.12 of NPPF).

Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

<sup>4</sup> Source:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/520086/2904569\\_nidp\\_deliveryplan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_nidp_deliveryplan.pdf)

<sup>5</sup> Paragraph: 012 Reference ID: 25-012-20190901. Source: <https://www.gov.uk/guidance/community-infrastructure-levy>

Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1518612.pdf>

<sup>6</sup> Paragraph: 144 Reference ID: 25-144-20190901. Source: <https://www.gov.uk/guidance/community-infrastructure-levy>

## 1.4 Aims of the Infrastructure Delivery Plan

- Assess the baseline infrastructure capacity and needs in the Borough and identify the lead organisations to deliver and manage infrastructure
- Identify the infrastructure needs and costs arising as a result of development put forward in the Local Plan where feasible
- Align the implementation of the IDP with the aims and objectives of other local and regional strategies
- Provide evidence to prove the effective delivery of the Local Plan and pass the test of soundness at EiP
- Provide evidence for an aggregate funding gap over the plan period and a basis to carry out viability analysis for a CIL charging schedule
- Be a live document that is updated over the Local Plan period

## 1.5 What is Infrastructure?

For the purposes of the Infrastructure Delivery Plan, ‘infrastructure’ is the physical, social and green capital required to enable sustainable development. A holistic IDP will take account of the three principles of sustainability ‘society, economy and environment’ and integrate the requirements of each to ensure we can meet “the needs of the present without compromising the ability of future generations to meet their own needs”.<sup>7</sup> The following list is not exhaustive.

### PHYSICAL

Transport	- Airport, Strategic and Local highway networks, Rail, High Speed 2, Bus, Rapid Transit, Park & Ride, Travel Management, Cycle and Pedestrian Facilities, Car parking
Energy	- Gas and electricity generation and distribution. Renewable energy projects.
Water	- Water supply, water treatment, drainage, flood defences
ICT	- Broadband and wireless connections
Waste	- Collection and disposal, recycling
Minerals	- Reserves

<sup>7</sup> Para. 7, of the NPPF citing the sustainable development definition from “The Report of the Brundtland Commission, *Our Common Future*, 1987”.

Source:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

**SOCIAL**

Accommodation	- Affordable housing, including supported and extra care housing, market housing, and Gypsy and Traveller Sites
Education	- Primary, secondary, special educational needs, further education, adult education
Health	- Health centres, GP and dental surgeries, hospitals. Public health and prevention
Emergency Services	- Police, Fire, Ambulance, Community Support
Community Services	- Community centres and centres for: children, young people, elderly and those with special needs. Cemeteries and crematoria, courts, hostels, places of worship, libraries, post offices
Culture and Leisure	- Museums, theatres, cinemas, sport centres, swimming pools, public art and realm, heritage assets

**GREEN**

Open Space	- Parks and Country Parks, Children's play areas, Sport pitches and grounds, allotments, Arden Landscape, Local Green Spaces, green public realm
Forestry	- Urban forest, woodlands
Biodiversity	- Local wildlife sites, local nature reserves, private nature reserves, SSSIs, geology sites
Waterways	- Main rivers, small waterways, canals

**1.6 National Policy Guidance**

The boxes below iterate the relevant guidance by central Government on infrastructure planning.

**National Infrastructure Delivery Plan 2016–2021 p.7**

Infrastructure is the foundation upon which our economy is built. The government remains determined to deliver better infrastructure in the UK to grow the economy and improve opportunities for people across the country.

For the first time this new National Infrastructure Delivery Plan brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. This is reflected by the government's commitment to invest over £100 billion by 2020-21, alongside significant ongoing private sector investment in our infrastructure.

**National Planning Policy Framework (February 2019) Para. 20:**

Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

...

- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

**Planning Practice Guidance Para. 25-016-20140612****How does the levy charge relate to infrastructure planning?**

Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence.

Information on the charging authority area's infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of preparing the relevant Plan (the Local Plan in England, Local Development Plan in Wales, and the London Plan in London). This is because the plan identifies the scale and type of infrastructure needed to deliver the area's local development and growth needs (see paragraph 34 of the National Planning Policy Framework in England).

In determining the size of its infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other possible sources of funding to meet those costs. This process will help the charging authority to identify a levy funding target.

The government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. Charging authorities should focus on providing evidence of an aggregate funding gap that demonstrates the need to put in place the levy.

The Community Infrastructure Levy examination should not re-open infrastructure planning issues that have already been considered in putting in place a sound relevant Plan.

## 1.7 Local Strategic Framework

Since the adoption of the Solihull Local Plan in December 2013, the regional strategic landscape has changed significantly, capitalising on strong economic, transport, housing and environmental relationships.

Solihull is one of the 7 constituent authorities within the West Midlands Combined Authority, created in 2016<sup>8</sup>. The WMCA's responsibilities include administrating and negotiating the Devolution Deal with central Government. The WMCA has published a Strategic Economic Plan<sup>9</sup> in 2016, promoting an 'Economy Plus' scenario, and a Local Industrial Strategy<sup>10</sup> with the 3 related LEPs in 2019. Transport for West Midlands (TfWM) is the local Transport Authority and executive body of the WMCA, with bus franchising and highway management powers.

The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) continues its pivotal role in driving the sub-regional employment and skills agenda, delivering the GBSLEP SEP<sup>11</sup> and administering the Local Growth Fund<sup>12</sup>.

The Urban Growth Company (UGC) was established in 2016 by Solihull Council as a delivery vehicle to co-ordinate infrastructure delivery and maximise the growth potential of the UK Central Hub Area, which includes the HS2 Interchange station, Arden Cross, Birmingham Airport, the NEC and Jaguar Land Rover.<sup>13</sup>

The delivery of the Local Plan will be co-ordinated with other local and sub-regional strategies, such as the West Midlands Strategic Transport Plan 'Movement for Growth' (2016-2026), the West Midlands Housing Package (2019-2031) and the Health and Wellbeing Strategy (2019-2022) with the Solihull Health and Wellbeing Board.

There will be on-going discussion and collaboration with partner Authorities to fulfil our Duty to Co-operate and enhance delivery through the GBBCHMA Officers Group, the Coventry, Solihull and Warwickshire Planning Officers Forum and the LEP.

## 1.8 Delivery Mechanisms

As a unitary Local Planning Authority, Solihull MBC has a pivotal role as infrastructure and service provider. Responsibilities include:

- Local Highways Authority
- Local Education Authority
- Local Housing Authority
- Waste and Minerals Authority

<sup>8</sup> Source: <https://www.wmca.org.uk>

<sup>9</sup> Source: <https://www.wmca.org.uk/media/1382/full-sep-document.pdf>

<sup>10</sup> Source: <https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf>

<sup>11</sup> Source: <https://gbslep.co.uk/wp-content/uploads/2017/06/SEP-2016-30.pdf>

<sup>12</sup> Source: <https://www.gov.uk/government/collections/local-growth-deals>

<sup>13</sup> Source:

<http://eservices.solihull.gov.uk/mgInternet/documents/s31641/UK%20Central%20Interchange%20Delivery%20Vehicle%20Urban%20Growth%20Company.pdf>

- Social Care service provider
- Lead Local Flood Authority

Through the planning policy and development management process, the local authority will also have a crucial role to play in setting the level of and securing developer contributions to deliver the necessary infrastructure to support development.

New developments will be expected to meet their own infrastructure needs, from on-site provision of utilities to a new road junction to access a development site. Where new development puts pressure on social or green infrastructure, or creates a need e.g. for new community facilities or open space, provision will also have to be made for these. CIL funding will be able to fund local and strategic infrastructure.

The statutory agencies are also responsible for meeting their statutory obligations and responding to growth. It is anticipated that the Council will work in partnership with these agencies to maximise funding opportunities and to identify the most effective and timely delivery mechanisms for requisite infrastructure.

It is also recognised that different agencies work to different timescales and that budgeting priorities may be commercially sensitive. Hence there exists a greater degree of detail and certainty about the infrastructure provision in the first five years of the Local Plan. Any planned schemes for the later stages in the plan period will be included in later revisions of the IDP.

## 1.9 Funding

There are two main sources of funding:

- Contributions from developers to deliver the required infrastructure to support development. The Council has historically been successful in securing Section 106 contributions to ensure site-specific provisions on a case by case basis. The Council introduced a Community Infrastructure Levy (CIL) Charging Schedule in 2016. CIL can be used to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development; but does not replace existing funding streams.
- Public sector funding from national, regional, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers. Examples are:
  - Homes England funding through Affordable Homes Guarantees Programme and Small Sites Fund – grants to local authorities and other public landowners to speed up delivery of infrastructure projects for smaller schemes that have stalled.
  - Devolved Transport Grant Allocation, including Integrated Transport Block - from TfWM
  - Local Growth Fund programme – from MHCLG for LEPs – finishes in 2021.
  - Devolution Deal funding – from WMCA
  - European Regional Development Fund (ERDF) – managed by MHCLG – current local calls close 30<sup>th</sup> September, and this is likely to be the last ‘local round’. Post September the remaining funding is likely to move to a centralised pot allocated from London. ESIF is

the umbrella term for the funding (ERDF/ESF and EAFRD). ERDF is the most relevant pot to capital works). Projects that are approved will have to be completed by June 2023.

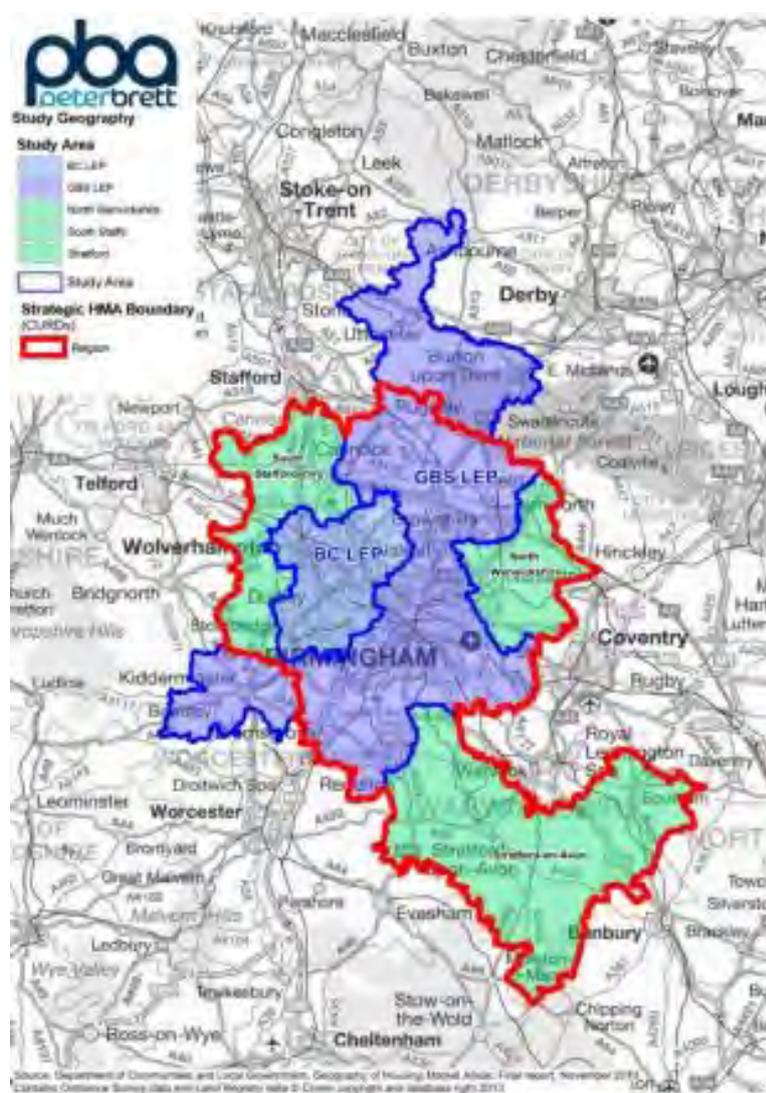
- Broadband Delivery UK - from Central Government
- Council Tax – managed by LPA
- New Homes Bonus – managed by LPA
- Shared Prosperity Fund – Potential future fund to replace ERDF
- Environment Fund - Highways England
- Future High streets Fund – MHCLG
- Strategic Economic Plan (SEP) Enabling Fund - Expression of Interest for Towns and Local Centres Revenue Funding Support - GBSLEP

## 2.0 Impact of growth and development on infrastructure

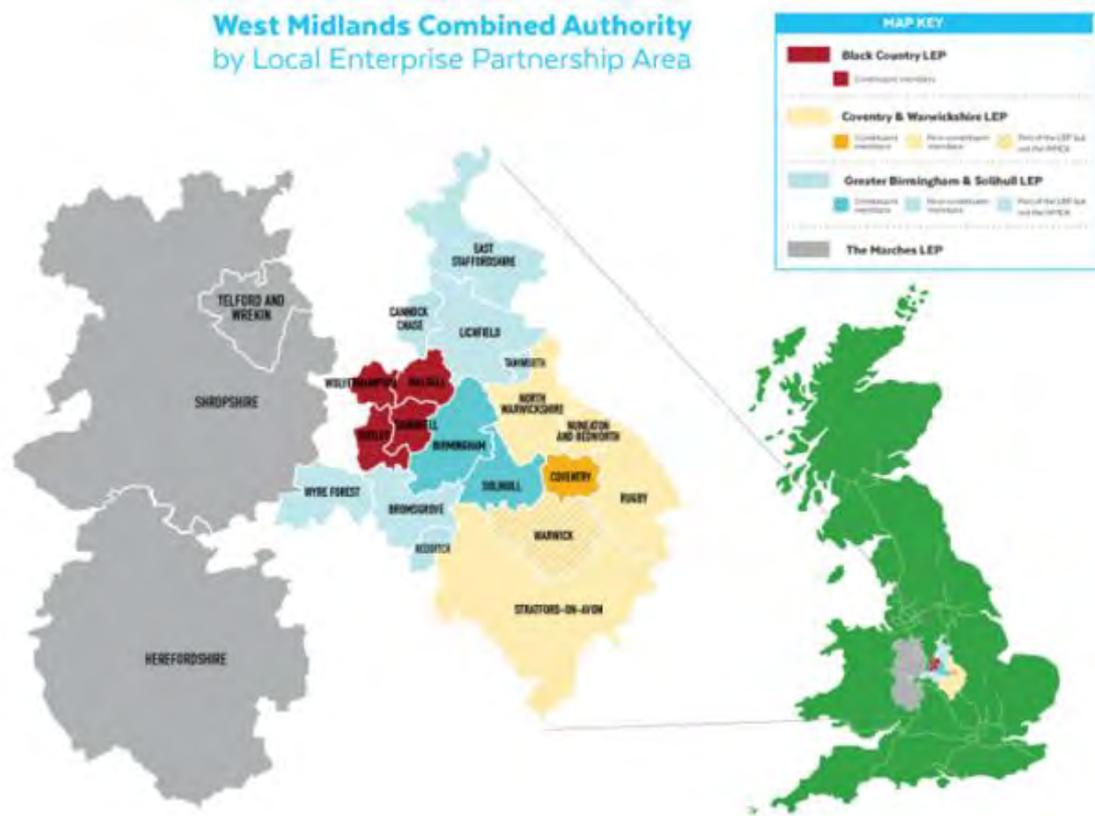
### 2.1 Overview of Solihull

Solihull covers an area of almost 180 square km. There are two main built-up areas, both bordering Birmingham to the west are intersected by the A45, Birmingham Airport, NEC and Birmingham Business Park. The south and east of the Borough are mainly rural farmland interspersed with small settlements such as Berkswell and larger villages such as Knowle. Most of this area is designated Green Belt and includes the strategically important Meriden Gap, which prevents coalescence of the urban area with the Metropolitan conurbation.

**Figure 1. Map of Solihull's GBS LEP and Housing Market Area geography<sup>14</sup>(PBA, 2016)**



<sup>14</sup> [https://www.solihull.gov.uk/Portals/0/Planning/LPR/SHMA\\_Part\\_1\\_OAN\\_2016.pdf](https://www.solihull.gov.uk/Portals/0/Planning/LPR/SHMA_Part_1_OAN_2016.pdf)

**Figure 2. Map of Combined Authority geography<sup>15</sup> (WMCA)**

Solihull is bisected by the M42 and the M6 runs along the north-east border. The Borough has frequent and reliable rail links to both Birmingham and London leaving from Solihull station and Birmingham International station. The bus and rail links are less accessible in the north and in the rural parts of the Borough.

According to the latest estimates for 2019, Solihull is home to 216,374 people<sup>16</sup> living in around 90,329 households<sup>17</sup>. Its good transport links, wealth of jobs and attractive built and natural environment have meant that the Borough has consistently higher average house prices than neighbouring authorities. However, the Borough is polarised with sixteen of the 29 lower super output areas (LSOAs) in North Solihull falling within the 10% most deprived areas in England.<sup>18</sup>

The mixed geography of Solihull is reflected in the Council's motto 'Urbs in Rure' and is particularly evident in the Borough's attractive, leafy mature suburbs. The Borough therefore operates at three spatial levels, working with partner authorities in the West Midlands Combined Authority (Metropolitan area), nearby authorities in the Greater Birmingham and Solihull Local Enterprise Partnership and those in the Coventry/Warwickshire sub-region (see Figures 1 and 2 above).

<sup>15</sup> Source: <https://governance.wmca.org.uk/documents/s633/Appendix%202.pdf>

<sup>16</sup> Source: ONS 2019 mid-year subnational population projections (released 24 June 2020): <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

<sup>17</sup> Source: Year 2019 from CLG 2014-based subnational household projections: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/536731/Household\\_Projections\\_Published\\_Tables.xlsx](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/536731/Household_Projections_Published_Tables.xlsx)

<sup>18</sup> <https://www.solihull.gov.uk/Portals/0/InfoandIntelligence/Index-of-Multiple-Deprivation-Summary.pdf>

## 2.2 Projected growth in the Borough

Key to Solihull's attractiveness as a place to live, work and invest in, is its high quality built and natural environment. The Submission Draft Local Plan therefore aims to strike a balance between setting the planning context to provide sustainable economic growth whilst protecting and enhancing the Borough's local distinctiveness. The Local Plan Review (2020-2036) is seeking to accommodate its own housing need in full, to make a contribution to the wider HMA shortfall and to maximise the opportunities presented by the arrival of HS2 in the Borough. This has resulted in higher levels of growth than was anticipated for the previous plan period (2011-2028).

### 2.2.1 Housing need

#### Local Housing Need

The LHN is arrived at by using the 2014 household projections (published in July 2016) and applying an affordability ratio to them. The affordability ratio is a comparison of the median house prices in an area to the median work place earnings in that area. These are published by the Office for National Statistics (ONS). The latest statistics were published in March 2020. A ratio over 4:1 (house price: earnings) indicates an affordability issue in an area that should be addressed by increasing the number of homes to be built in an area compared with what is expected through the household projections.

The 2014 household projections indicate the following:

- Number of households at 2020: 90,937
- Number of households at 2030: 97,259
- Difference (ten year period 2020 to 2030): 6,322
- Annual average: 632

The March 2020 affordability statistics<sup>19</sup> indicate the following:

- Median house price: £277,500
- Median workplace earnings: £32,970
- Affordability ration: 8.42<sup>20</sup>

As the affordability ratio of 8.42 is over 4, an adjustment factor needs to be applied. Using the standard methodology, the adjustment factor is 27.6%<sup>21</sup>, meaning that the household projections should be increased by this amount.

Therefore Local Housing Need is  $632 + 27.6\% = 807$  dwellings<sup>22</sup> per year.

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<sup>19</sup> Source:

<https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian>

<sup>20</sup> 277,500 / 32,970

<sup>21</sup> The formula in the standard methodology results in the following:  $1 + ((8.42 - 4) / 4) \times 0.25 = 1.276$  (i.e. a 27.6% increase)

<sup>22</sup> 632 x 1.276 (Rounded up)

**Table 1. Housing Need in Solihull (2020)**

Source	Years	Total	Annual Average
Local Housing Needs Figure	2020-2036	12,912	807
HMA contribution		2,105	
Submission Draft Local Plan Housing Land Provision (Stepped target)	2020-2026	5,106	851
	2026-2036	9,991	991
Total Housing Requirement	2031-2036	15,017	

**Table 2. Housing Land Supply in Solihull in Submission Draft Local Plan (2020-2036)  
base date 1<sup>st</sup> April 2020**

Source	Estimated Capacity
1 Planning Permissions (live)	1,119
2 Land Availability Assessments	400
3 Brownfield Land Register	77
4 Solihull Local Plan 2013	1,211
Minus 10% non-implementation rate (Rows 1-4)	-283
5 Planning Permissions (started)	1,663
6 NEC Masterplan & UKC Hub	2,740
7 Submission Draft Local Plan Proposed Sites	5,270
8 Windfall Housing Land Supply (2022-2036)	2,800
<b>Total Estimated Capacity</b>	<b>15,017</b>

The Submission Draft Local Plan provides for:

- sustainable urban extensions on Green Belt release sites;
- smaller sites at accessible locations within the rural area;
- maximising opportunities at the UKC Hub, providing mixed use development at Arden Cross and the NEC.

The remainder of the housing supply is composed of existing permissions, remaining Solihull Local Plan sites, and future windfall (which is largely brownfield redevelopment).

## 2.2.2 Economic Growth

Solihull has one of the most productive economies in the Midlands, and the Borough has had a consistently higher GVA per head than other parts of the Midlands in the past 5 years<sup>23</sup>. It acts not only as a national, but an international gateway, with Birmingham Airport and NEC as well as hosting the regionally important assets of Jaguar Land Rover, Birmingham and Blythe Valley Business Parks and Solihull Town Centre. Solihull's central location on the national motorway and rail networks and its high quality, attractive environment have been key to its success as a place to invest in, particularly in high value-added sectors such as business and professional service, creative industries, ICT, construction and automotive manufacturing. The arrival of the High Speed 2 rail link within the plan period, and the development of the Interchange Station east of the NEC, present a unique opportunity for growth to be boosted through development within the UK Central Hub Area.

Solihull is part of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), which was set up in October 2010 to help strengthen local economies, encourage economic development and enterprise, and improve skills across the region.

The GBSLEP Board is comprised of business leaders, and representatives from local authorities and education establishments. The LEP published their Strategic Economic Plan in 2016, and are working on a Local Industrial Strategy to complement the West Midlands Industrial Strategy<sup>24</sup>. Since 2013 the LEP have agreed three Growth Deals with Government, and the Growth Programme<sup>25</sup> supports the objectives of the Strategic Economic Plan.

It is also home of the 'Growth Hub', which provides advice, guidance and funding for businesses and entrepreneurs across the Greater Birmingham area.

The GBSLEP, along with the Black Country LEP and Coventry and Warwickshire LEP, work with the West Midlands Combined Authority in realising the growth ambitions of the wider West Midlands Area and propelling the 'Midlands Engine'.

The WMCA has worked with Government to secure two rounds of 'Devolution Deals', which devolve decision-making powers and resources to the Combined Authority level. The agreement includes the new Housing Delivery Team to unlock housing sites and invest in construction skills; support jobs growth in the automotive development of electric and driverless cars, significant transport infrastructure funding, investments in skills and local labour needs, and a commitment to work with the WMCA, Urban Growth Company and HS2 to ensure the maximum benefit from UK Central in Solihull.<sup>26</sup>

### 2.2.2.1 Providing land for employment growth

In addition to the key economic assets referred to above, the Borough is home to a number of locally significant business sites, which vary in age and quality. These are important for local employment opportunities, especially for small to medium sized enterprises (SMEs).

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<sup>23</sup> <https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/PublicHealth/The-Solihull-Economy.pdf>

<sup>24</sup> <https://gbslep.co.uk/delivery-plans#local-industrial-strategy>

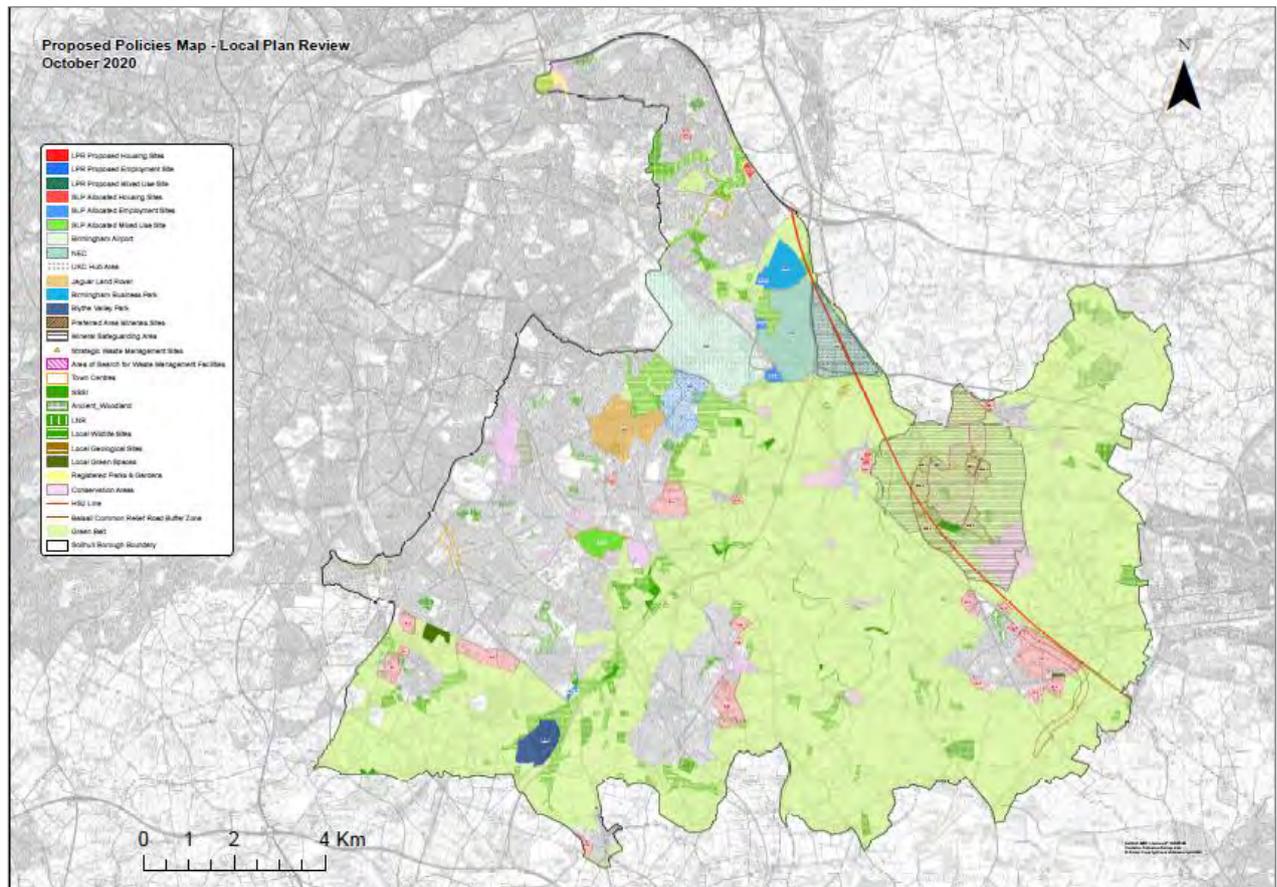
<sup>25</sup> <https://gbslep.co.uk/what-we-do/making-it-happen/growth-programme>

<sup>26</sup> <https://www.wmca.org.uk/who-we-are/devolution/>

Evidence in the Housing and Economic Development Needs Assessment (2020) indicates that there is need for ca. 147,000 sqm of employment floorspace to meet local needs over the plan period up to 2036. In particular there is a shortfall of ca. 26,300 sqm of land for industrial use and warehousing (B2, B8).

**Table 3. Capacity of Employment Site Allocations in Submission Draft Local Plan**

Site	Remaining Land	Available Land	Preferred Use Class
Fore, Stratford Road, Adj. M42	2.0 ha	2.0 ha	B1
Chep/Higginson, Bickenhill Lane, Bickenhill	4.0 ha	0.0 ha	B1, B2, B8
Land North of Clock Interchange, Coventry Road	2.0 ha	1.0 ha	B1
Birmingham Business Park	2.4 ha	2.4 ha	B1, B2, B8
Blythe Valley Park	Between 59K and 99K sqm	2.0 ha	B1, B2, B8
<b>New Allocations</b>			
Land at HS2 Interchange (UKC1)	ca.140 ha	TBC	Mixed
Land at Damson Parkway (UKC2)	ca. 94ha	TBC	Mixed

**Figure 3. Policies Map of Submission Draft Local Plan**

### 2.3 Green Infrastructure Network

Green Infrastructure should be a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types. It has an increasingly vital role in alleviating the impacts of climate change and contributing to the adaption imperative to respond to changes in climate, for people and the natural world.<sup>27</sup>

GI assets include all open spaces and links at all scales in urban, suburban and rural areas:

#### Natural / semi-natural green space

Designated sites for biodiversity and geodiversity – SSSIs, LNRs, LWS, LGS, other nature reserves (Warwickshire Wildlife Trust, Forestry Commission, Woodland Trust)

Priority habitats – UKBAP and LBAP

Quarries

Flood plain

#### Designed landscapes

<sup>27</sup> Source: SMBC (2012) Solihull Green Infrastructure Study.

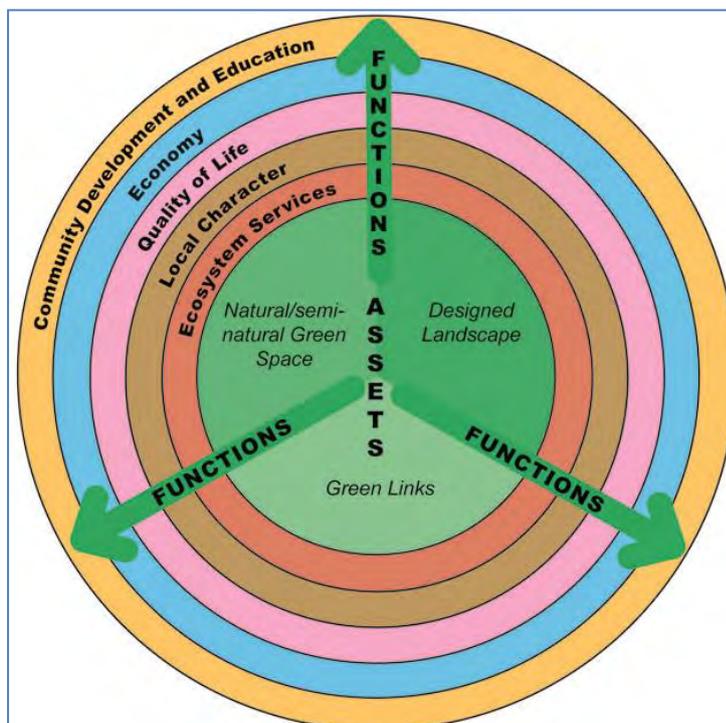
Parks and gardens – urban parks, country parks and formal gardens  
 Amenity spaces – informal recreation spaces, green spaces in and around housing, domestic gardens, and village greens  
 Outdoor recreational facilities – sports pitches, golf courses, school and other institutional playing fields/pitches, canals and other outdoor sports areas  
 Productive landscapes – allotments, community gardens, city (urban) farms, and orchards  
 Historic environment  
 Cemeteries and churchyards  
 Urban forest – including street trees  
 Living roofs and sustainable drainage systems (SuDS)

### Green links

Long distance paths, rights of way and bridleways  
 Cycle routes  
 Rivers and canals  
 Disused railway lines  
 Other transport links – motorways, road verges, railway lines, green bridges

One of the key qualities of Green Infrastructure is its ‘multifunctionality’ (see Figure 4 below). In an economic climate of competing interests in land and the need to maintain Green Belt boundaries, provide habitat for biodiversity, encourage agricultural diversity, adapt to climate change and flood risk, provide sport and recreation grounds, and preserve and enhance our historic assets, our green spaces need to serve a variety of needs.

**Figure 4. The Relationship between Green Infrastructure Assets and their Multifunctional Nature<sup>28</sup>**



<sup>28</sup> Source: SMBC (2012) Solihull Green Infrastructure Study.

### 2.3.1 National Context

The Natural Environment White Paper (2011) called for ‘**more, bigger, better, joined**’ sites with more green space provision, more accessible to different users, more joined up, better quality and serving a variety of functions. It set out a national target to halt biodiversity loss by 2020, supported by the Biodiversity Strategy for England. The White Paper recognised the economic benefits that are obtained from natural environment resources or natural capital and made clear that biodiversity loss has important adverse economic and social consequences, as well environment ones.

Since the publication of the White Paper and Biodiversity Strategy in 2011, there have continued to be national declines in both the quantity and quality of priority (S.41) habitats and species. In 2018, the Government published its first 25-year Environment Plan. The Plan sits alongside the Government’s Industrial Strategy and Clean Growth Strategy, as three pillars to achieve sustainable development.

The key ambitions in the Plan of particular relevance to Solihull are:

- Embedding an ‘environmental net gain’ principle for development, including housing and infrastructure
- Delivering new environmental land management system, including more environmentally-friendly rules for farming
- Improving soil health
- Supporting larger scale woodland creation
- Reducing risks from flooding
- Develop national and local nature recovery networks
- More efficient and nature-friendly water abstraction and supply
- Help people improve their health and wellbeing by using green spaces
- Encourage children to be closer to nature
- Create more green infrastructure in and around urban areas
- Reduce waste and maximise resource efficiency
- Reduce pollution
- Leaving a lighter footprint on the global environment

The Environment Bill was first presented to Parliament in January 2020. The Bill aims to put the environment at the centre of policy making and will bring into UK law environmental protections and recovery following withdrawal from the EU.

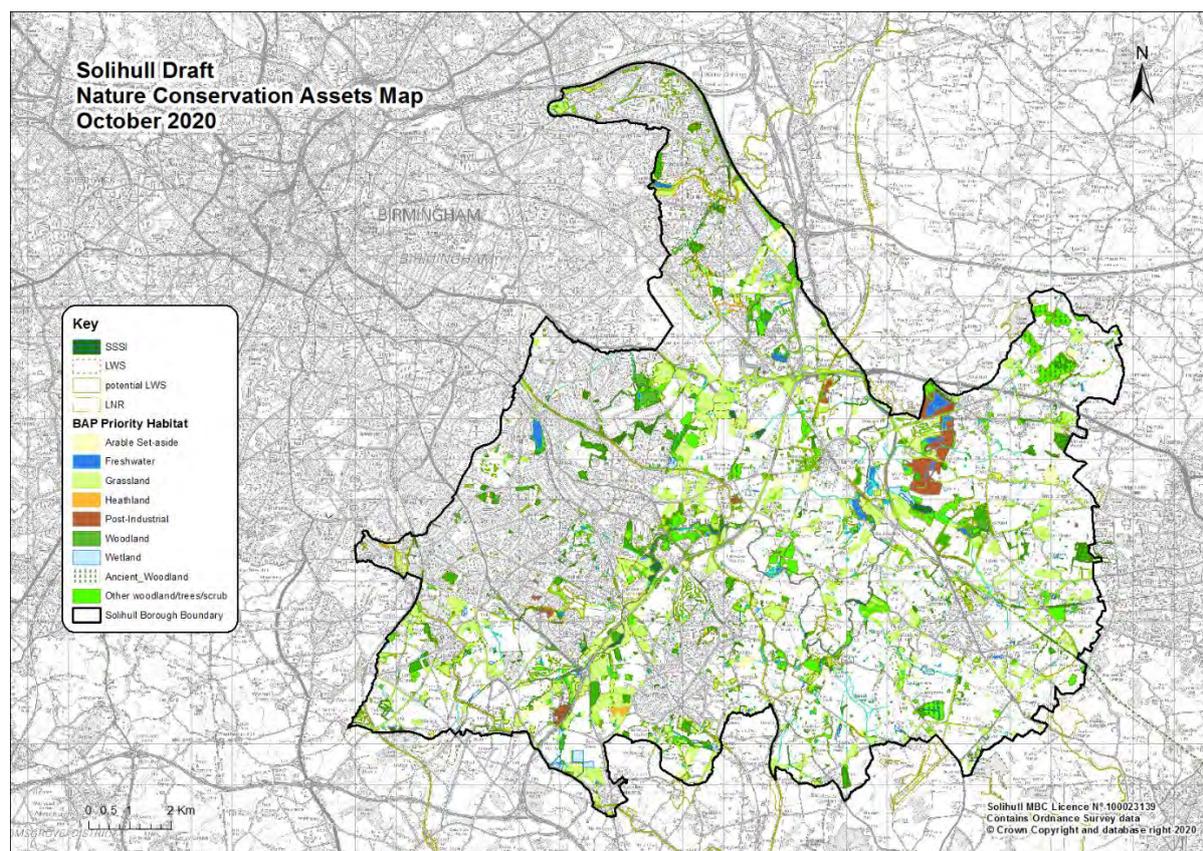
### 2.3.2 Local GI Context

The Council produced a Green Infrastructure Study as part of the evidence base for the 2013 Local Plan and worked with partners in Coventry and Warwickshire on the production of a sub-regional GI strategy.

The sub-region of Solihull, Coventry and Warwickshire was awarded Local Nature Partnership status<sup>29</sup> in 2012. The ambition for LNPs is that they will help their local area to manage the natural environment as a system and to embed its value in local decisions for the benefit of nature, people and the economy. Solihull is also a key member of the WMCA's Environment and Energy Board<sup>30</sup>. Led by the Warwickshire Wildlife Trust, work has begun on the Local Nature Recovery Strategy.

Solihull Council have committed to a Natural Capital Investment Strategy and Delivery Plan as part of their 2020-2025 Council Plan.

**Figure 5. Map of Nature Conservation Sites in Solihull**



<sup>29</sup><https://www.warwickshirewildlifetrust.org.uk/LNP#:~:text=Warwickshire%20Coventry%20and%20Solihull%20Local,The%20LNP%20purposes%20are%3A&text=Become%20local%20champions%20influencing%20decision,to%20social%20and%20economic%20outcomes>

<sup>30</sup> <https://governance.wmca.org.uk/mgCommitteeDetails.aspx?ID=152>

## PHYSICAL INFRASTRUCTURE

### 3.1 TRANSPORT

3.1.1 AIR TRAVEL	
<b>Lead Agency</b>	Birmingham Airport Ltd
<b>Evidence Base</b>	Birmingham Airport Masterplan 2018-2033 <sup>31</sup> Birmingham Airport Surface Access Strategy (2018-2023) Birmingham Airport Sustainability Strategy (2020-2025) <sup>32</sup>
<b>Strategic Issues</b>	<p>Solihull is home to Birmingham Airport, the largest Airport in the region and the seventh busiest airport in the UK.<sup>33</sup></p> <p>The Airport has a catchment area of 10 million people living within 1 hour travel time (and 35 million people within 2 hours).<sup>34</sup></p> <p>The 2018 Masterplan sets out how the Airport will meet regional demand for air travel up to 2033, and follows the Government's re-stated policy of making the best use of existing runways at regional airports.</p> <p>It outlines an ambitious investment programme of £500 million, including expansion of the terminal building, additional aircraft stands and modernising facilities to raise the level of service for passengers.</p> <p>The Masterplan also includes a Surface Access Strategy and reiterates the Airport's commitment to high sustainability objectives. The Airport have stated in their Sustainability Strategy that they aim to be a net zero carbon Airport by 2033, prioritising zero carbon Airport operations and minimising carbon offsets.</p>
<b>Existing provision</b>	<p>There are both domestic and international flights from Birmingham Airport. The airport's runway was extended in 2014 and the extension has enabled direct flights to reach the West Coast of America, South America, the Far East and South Africa.</p> <p>In 2019, 12.7 million passengers used Birmingham Airport<sup>35</sup>, an increase of 40% in 5 years. Birmingham Airport is connected to Birmingham International Station by AirRail Link, a fully automated cable hauled system. The station is on the West Coast Mainline and during the daytime there are eight trains an hour to Birmingham New Street with a journey time of ten minutes. During the daytime there are three fast services per hour to London Euston with a journey time of ca. 80 minutes.</p>

<sup>31</sup> Source: <https://www.birminghamairport.co.uk/media/5538/birmingham-airport-master-plan-2018-webres.pdf>

<sup>32</sup> Source: [https://www.birminghamairport.co.uk/media/5975/mb22164\\_airport-sustainability-strategy-booklet\\_v8-3.pdf](https://www.birminghamairport.co.uk/media/5975/mb22164_airport-sustainability-strategy-booklet_v8-3.pdf)

<sup>33</sup> Source:

[http://www.solihull.gov.uk/akssolihull/users/public/admin/kab86.pl?phase=two&cmt=&operation=DETAILS&edname=ed4950https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard\\_Content/Data\\_and\\_analysis/Datasets/Airport\\_stats/Airport\\_data\\_2019\\_01/Table\\_01\\_Size\\_of\\_UK\\_Airports.pdf](http://www.solihull.gov.uk/akssolihull/users/public/admin/kab86.pl?phase=two&cmt=&operation=DETAILS&edname=ed4950https://www.caa.co.uk/uploadedFiles/CAA/Content/Standard_Content/Data_and_analysis/Datasets/Airport_stats/Airport_data_2019_01/Table_01_Size_of_UK_Airports.pdf)

<sup>34</sup> p.63 of 2018 Masterplan

<sup>35</sup> Source : <https://www.birminghamairport.co.uk/media-information/news/2020/01/birmingham-airport-s-passenger-figures-round-up-for-2019/>

<b>Gaps in provision</b>	<p>The Airport Masterplan is clear that the single runway can cope with projected increases in passenger numbers, but highlights 3 main factors limiting the Airport's growth:</p> <ul style="list-style-type: none"> <li>• Land available within the Airport's current operational boundary to construct additional aircraft stands and space for ancillary services such as freight.</li> <li>• Surface Access to the Airport and the on-going impact of congestion</li> <li>• Modernisation of UK airspace</li> </ul>
<b>Planned provision</b>	<p>Work began on the terminal extension early in 2020, however has been paused due to dealing with the more immediate impacts of the Covid-19 pandemic.</p> <p>The Surface Access Strategy includes targets for further modal shift from car to public transport by 3% in 2025.</p> <p>Birmingham Airport will work with the UGC as plans for the transformation of Birmingham International Station into an integrated transport hub are developed and delivered.</p> <p>As part of HS2 development, a people mover shuttle link will be provided from HS2 Interchange Station via NEC to Birmingham Airport.</p>
<b>Impact of development proposals</b>	<p>Work in partnership with Birmingham Airport, and wider UKC Hub partners to deliver the Airport Masterplan (2018-2033) and the Surface Access Strategy (2018-2023), and optimise links with HS2 Interchange.</p>
<b>Delivery potential</b>	<p>See Airport Masterplan, including terminal extension to provide larger departure lounge, improved baggage sorting facilities, and enhanced check-in area.</p> <p>Pre-Covid projections that passenger numbers increase from 13M/year in 2018 to 18M/year in 2033.</p>
<b>Role of Local Plan</b>	<p>'Maximise the capacity and benefits of the recently extended runway at Birmingham Airport, including through enhancing the passenger experience.'</p> <p>See Policy P1 'UK Central Solihull Hub Area'</p>

### 3.1.2 STRATEGIC HIGHWAY NETWORK

<b>Lead Agency</b>	Highways England
<b>Evidence Base</b>	PRISM Modelling (2020)
<b>Strategic Issues</b>	<p>Highways England is the government-owned company responsible for the operation, maintenance and plan-design-build of the Strategic Road Network in England. Within the Borough, this includes the M42 carriageway and slip roads at Junctions 4, 5 &amp; 6 as well as sections of the A45(T), A452(T) and A446(T) which links the M42 junction 6 with M6 junction 4.</p> <p>The M6 and M40 motorways are also in close proximity to the Borough.</p> <p>The 'M42 Corridor' connects the M6 and M40; thus providing the link between Manchester and the north-west of the UK and London and the</p>

	<p>south-east. It also forms part of the ‘Birmingham Box’, an orbital motorway system around Birmingham comprising the M42, M5 and M6.</p> <p>The M42 Corridor comprises the key driver of the region’s productivity performance with Junctions 4, 5 &amp; 6 providing immediate access to a number of key employment sites, such as the NEC and Birmingham Airport.<sup>36</sup> Furthermore, all three junctions provide a connection to arterial routes accessing Birmingham City Centre.</p> <p>The combination of long distance national and regional through-traffic, as well as local traffic accessing destinations within Solihull, makes the section of the M42 within the Borough one of the busiest motorways in the UK. As such, congestion on the M42 Corridor has been a longstanding issue.</p> <p>Two Motorway Service Areas planning applications have been submitted to the Council are under consideration. The IDP will be updated when the outcome of these applications is determined.</p>
<b>Existing provision</b>	<p>See above.</p> <p>Several improvements to the M42 corridor in and around the Solihull area have been carried out since the adoption of the Solihull Local Plan in 2013. The M42 was the pilot smart motorway and has additional infrastructure over and above the later specification adopted by the Department for Transport. Operation of the M42 will be impacted by the Government’s announcement made during March 2020 regarding smart motorways.<sup>37</sup></p> <p>Improvement works also took place at Stonebridge roundabout, A45(T)/A446(T) junction during 2016.</p>
<b>Gaps in provision</b>	<p>The ‘M42 Transport and Infrastructure Assessment’ (2011) highlighted that Junctions 4, 5 and 6 suffer from congestion during peak periods.</p> <p>Highways England recognised that congestion and journey reliability issues are a significant constraint to future investment and economic growth. Junction 6 of the M42 has almost reached capacity, causing severe congestion and delays across the network, and does not have sufficient capacity to accommodate predicted traffic growth beyond 2019 – even without the inclusion of HS2.</p> <p>Public consultation on the M42 Junction 6 Improvement Scheme first began in 2016 on 3 potential options. Statutory consultation took place in 2018 and a Development Consent Order application was submitted in January 2019 to the Planning Inspectorate.</p> <p>The objectives of the scheme<sup>38</sup> are to:</p> <ul style="list-style-type: none"> <li>○ ensure the safe and reliable operation of the road network</li> <li>○ increase the capacity at junction 6, reducing congestion</li> <li>○ improve access to key businesses and locations such as Birmingham Airport and support economic growth in the area</li> </ul>

<sup>36</sup> Ecotec Study on M42 Corridor, 2008.

<sup>37</sup> <https://www.gov.uk/government/publications/smart-motorway-evidence-stocktake-and-action-plan>

<sup>38</sup> Source: <https://highwaysengland.co.uk/our-work/west-midlands/m42-junction-6/>

	<ul style="list-style-type: none"> <li>improve access for cyclists, walkers and other vulnerable users of the network</li> </ul>
<b>Planned provision</b>	<p>The Development Consent Order was granted consent in May 2020.</p> <p>This includes the construction, operation and maintenance of a new junction on the M42 approximately 1.8km south of the existing Junction 6 (referred to as M42 Junction 5A), between Catherine de Barnes and Hampton in Arden.</p> <p>The proposals further include new road infrastructure and works to the existing road network, including:</p> <ul style="list-style-type: none"> <li>a new 2.4km long dual carriageway link road between the new motorway junction (5A) and Birmingham Airport. This will be constructed on the west side of the M42.</li> <li>with a free flow slip road to the A45 Coventry Road Westbound;</li> <li>capacity and junction improvements at the Clock Interchange;</li> <li>new free flow links between the A45 eastbound and M42 Northbound and from the M42 southbound to the A45 eastbound at Junction 6;</li> <li>the realignment and modification of several local roads;</li> <li>modifications to the location and spacing of emergency refuge areas, overhead gantries and message signing along the M42 motorway;</li> <li>modifications and improvements to the local public rights of way (“PRoW”), footbridges and private accesses;</li> <li>and the reconfiguring of the Warwickshire Gaelic Athletic Association (“WGAA”) sports facility at Páirc na hÉirean (“the Proposed Development”).<sup>39</sup></li> </ul>
<b>Impact of development proposals</b>	SMBC are working with Highways England to establish whether any further modelling work is required in addition to PRISM modelling already carried out.
<b>Delivery potential</b>	The proposed new Junction 5A to M42 is due to be completed in 2024, and works are currently on schedule.
<b>Role of Local Plan</b>	<p>The Local Plan includes policies to focus development in sustainable and accessible locations to reduce the need to travel; and to manage demands for travel to sustain an efficient and balanced multi-modal network. Transport Assessments and Travel Plans will be required in association with specific development proposals, as prescribed by relevant Supplementary Planning Documentation. All stakeholders will need to work together to achieve more sustainable transport outcomes, and to reduce existing pressures on the network.</p> <p>The need for the improvements under the Development Consent Order are over and above those presented by the growth in the Local Plan, but will have a beneficial impact for the new developments within the Borough.</p>

<sup>39</sup> Source: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010027/TR010027-000967-200521%20M42%20DL%20Final.pdf>

<b>3.1.3 LOCAL HIGHWAY NETWORK</b>	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>West Midlands Local Transport Plan ‘Movement for Growth’ (2016)<sup>40</sup> and Delivery Action Plan (2017)</p> <p>Solihull Connected (2016)<sup>41</sup></p> <p>PRISM Modelling (2020)</p> <p>Solihull Traffic Impact Assessment (2020)</p> <p>Balsall Common Transport Study (2020)</p> <p>Knowle Transport Study (2020)</p> <p>Solihull Highway Network Management Plan 2020 – 2026<sup>42</sup></p> <p>A34 Corridor Enhancements Study (2018)</p> <p>A452 Corridor Enhancements Study (2018)</p> <p>Solihull Local Cycling &amp; Walking Infrastructure Plan (2020 Draft)</p>
<b>Strategic Issues</b>	<p>The local highway network is managed by Solihull Council, acting in its statutory duty as the Highway Authority.<sup>43</sup></p> <p>Transport for West Midlands (TfWM), is the transport arm of the West Midlands Combined Authority (WMCA). TfWM co-ordinates investment to improve the region’s transport infrastructure and create a fully integrated, safe and secure network. It is also responsible for assessing and planning for the region’s future transport needs so the network can meet the demands of businesses and a growing population.</p> <p>TfWM has the statutory duty to prepare and approve the Local Transport Plan, this is currently known as ‘Movement for Growth’, which Solihull’s Local Transport Strategy ‘Solihull Connected’ aligns with.</p> <p>The 5 key objectives in Solihull Connected are:</p> <ul style="list-style-type: none"> <li>• Ensure that major transport investment enables and manages growth to achieve the council priorities for homes and jobs.</li> <li>• Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking.</li> <li>• Contribute to the council priorities to support people’s everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment.</li> <li>• Identify a prioritised short, medium and long-term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough.</li> <li>• Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use.</li> </ul>

<sup>40</sup> Source: [https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf?bcsi\\_scan\\_05c10f12792177b7=0&bcsi\\_scan\\_filename=movement-for-growth.pdf](https://www.tfwm.org.uk/media/1099/movement-for-growth.pdf?bcsi_scan_05c10f12792177b7=0&bcsi_scan_filename=movement-for-growth.pdf)

<sup>41</sup> Evidence base for Local Plan Review available at: [www.solihull.gov.uk/lpr/evidence](http://www.solihull.gov.uk/lpr/evidence)

<sup>42</sup> Source: <https://www.solihull.gov.uk/About-the-Council/Strategies-policies/transporttraffic>

<sup>43</sup> Solihull MBC is currently working on a Highway Asset Management Plan.  
Source: <http://www.solihull.gov.uk/transport/25090.htm>

<b>Existing provision</b>	The majority of the roads in the Borough are managed by the Local Authority, from lightly trafficked rural roads to well-used corridors linking the Strategic Road Network with Birmingham City Centre.
<b>Gaps in provision</b>	<p>Many roads in the Borough suffer congestion during periods of peak demand, particularly those corridors providing access to major employment centres and / or linking the M42 with Birmingham City Centre (such as A34 Stratford Rd, A41 Warwick Rd, A45 Coventry Road and A452 Chester Road).</p> <p>Localised congestion hotspots are also evident at other locations throughout the Borough, often at well-used junctions.</p>
<b>Planned provision</b>	<p>Through the UK Central Infrastructure Programme, a range of interventions are currently being developed. These interventions cut across a range of modes, and seek to enable growth across Solihull in a managed and sustainable manner. Interventions include:</p> <ul style="list-style-type: none"> <li>• Solihull Railway Station – major upgrade and capacity improvement</li> <li>• Multi-modal access to Solihull Town Centre, including the implementation of strategic cycle links with Knowle and Dickens Heath and improvement to a number of junctions within the town</li> <li>• Multi-modal bridges over the M42 and West Coast Main Line (linking Birmingham Airport with the NEC and the HS2 Interchange Station).</li> <li>• A45 / Damson Parkway Junction – capacity improvements</li> <li>• A34 Stratford Road Corridor – multi modal interventions (ranging from enhanced cycle lanes, provision for pedestrians and public realm to increased highway capacity and priority for public transport)</li> <li>• A452 Chester Road Corridor – capacity improvements at key network constraints, e.g. at Chelmonds Cross Village Centre.</li> </ul> <p>The schemes included within the UKC Infrastructure Programme are being developed so as to accommodate not only traffic associated with growth across Solihull, but also to resolve existing and forecast issues that will arise irrespective of the Local Plan proposals. The development of specific schemes / interventions is progressing well, with public consultation on many anticipated throughout 2021.</p> <p>The Council also delivers, on an annual basis, a programme of smaller-scale road safety and highways based schemes through provision of modest DfT funding associated with the regional Local Transport Plan Integrated Transport Block programme.</p>
<b>Impact of development proposals</b>	<p>Traffic modelling carried out suggests significant traffic growth that leads to congestion in a number of locations across the Borough by 2036. Background traffic / congestion issues are further exacerbated as a result of the housing numbers planned for the borough, the impact of development proposals for the Airport, National Exhibition Centre and UKC along with background growth from development proposals in proximity to the borough – for example in central Birmingham or the University of Warwick.</p> <p>Strategic, multi-modal modelling has been carried out through use of the West Midlands PRISM model; supplemented by a more localised</p>

	<p>assessment of the impact of particular Local Plan sites on nearby traffic levels and parking provision.</p> <p>The assessment concludes that the impacts of the Local Plan can be appropriately mitigated through the implementation of a number of interventions, including:</p> <ul style="list-style-type: none"> <li>• The provision of a relief road at Balsall Common, delivered in combination with improvements to public realm, cycle and pedestrian facilities and parking provision with the village centre and the length of A452 that runs through it;</li> <li>• The implementation of a range of cycle, pedestrian and public realm improvements within and around Knowle High Street, complemented by a number of small-scale junction improvements;</li> <li>• A number of highways-focused interventions along the A34 corridor; and</li> <li>• Measures to better manage, control and enforce parking provision within Knowle, Balsall Common and Dickens Heath.</li> </ul>
<b>Delivery potential</b>	<p>Mitigation of localised impacts associated with specific developments will be identified in more detail and delivered through the Development Management process.</p> <p>Work is on-going (as referred to above) to identify measures to mitigate area-wide impacts, the delivery potential of which is likely to be dependent on:</p> <ul style="list-style-type: none"> <li>○ The delivery of the Highway Asset Management Plan</li> <li>○ More detailed work on Concept Masterplans at application stage</li> <li>○ Availability of CIL or other developer contributions.</li> <li>○ Changes in the approach of the freight and logistics sector.</li> <li>○ Successful behaviour change that leads to people choosing alternative modes of travel rather than car travel.</li> </ul> <p>Potential Funding mechanisms:</p> <ul style="list-style-type: none"> <li>○ Developer contributions;</li> <li>○ WMCA funding</li> <li>○ Core funding</li> </ul>
<b>Role of Local Plan</b>	<p>The Submission Draft Local Plan Includes policies to focus development in sustainable and accessible locations to reduce the need to travel; encourage mode shift to more sustainable forms of transport; and support proposals such as SPRINT and Metro.</p> <p>Transport Assessments and Travel Plans will be required for particular types and scale of development to ensure that detrimental impacts are adequately mitigated and appropriate measures secured to encourage and enable travel by non-car modes. The 2006 Vehicle Parking Standards and Green Travel Plans SPD is due to be updated when the Local Plan is adopted.</p>

<b>3.1.4 CYCLE LANES AND FOOTPATHS</b>	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Local Cycling &amp; Walking Strategy and Local Cycling &amp; Walking Infrastructure Plan (draft) (2020)<sup>44</sup></p> <p>West Midlands Cycling and Walking Network Plan (2019)<sup>45</sup></p> <p>Manual for Streets I and II (2007 and 2010)</p>
<b>Strategic Issues</b>	<p>Adopted cycle lanes and footpaths are managed and maintained by the Council.</p> <p>Walking and cycling are both active travel modes that promote healthy lifestyles as well as contribute to sustainable transport objectives such as reducing carbon emissions.</p> <p>Despite the increasing interest in walking and cycling, there exist significant barriers such as a lack of safe, attractive or direct routes to some key destinations.</p> <p>In 2018, the Council began development of a Local Cycling and Walking Strategy and Implementation Plan. The 2020 Engagement Report includes the 5 key emerging objectives:</p> <ul style="list-style-type: none"> <li>• Increase the number of people cycling and walking in Solihull</li> <li>• Improve the provision of cycling and walking infrastructure, making active travel more convenient for short distance journeys</li> <li>• Improve cycling capability throughout the borough by providing cycle training initiatives</li> <li>• Make cycling and walking 'the norm' through targeted promotion, particularly working with local schools; and</li> <li>• New developments to include high quality cycle and walking infrastructure and facilities.</li> </ul>
<b>Existing provision</b>	<p>As of 2012, there are 131 miles (211km) of recorded public rights of way (PROW) in the Borough, the majority of which are in the rural parts. There is an urban network of Rights of Way that is not currently recorded. Nearly all of the recorded routes are public footpaths; there are only 7 miles (11km) of public bridleway, which equates to 5%, considerably lower than the national average of 17%<sup>46</sup>.</p> <p>The North Solihull Strategic Cycle project<sup>47</sup> received £1.3 million from the European Regional Development Fund (ERDF) and been match funded by Solihull MBC. The project created a new 8-mile network of cycle friendly routes connecting the North Solihull Regeneration Area to key employment areas and linking to schools.</p> <p>The Wildlife Ways Project is a £16.8 million programme of works from 2018-2021, part funded by ERDF, to make Solihull greener by opening up</p>

<sup>44</sup> Source: <https://www.solihull.gov.uk/Portals/0/ParkingTravelRoads/Solihull-Cycling-and-Walking-Engagement-Report.pdf>

<sup>45</sup> Source: <https://www.tfwm.org.uk/development/cycling/cycling-and-walking-network/>

<sup>46</sup> Source: Solihull Green Infrastructure Study (Jan 2012)

<sup>47</sup> Going green with new cycle routes planned for North Solihull.

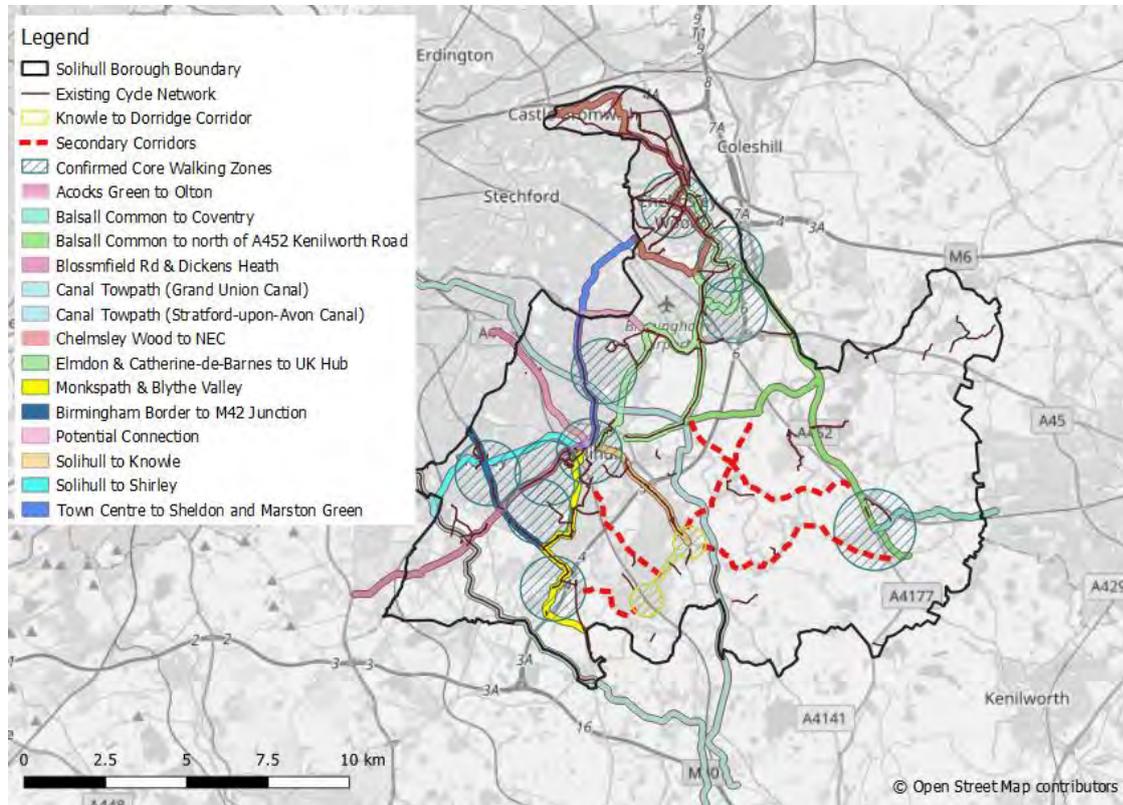
Source: <http://www.communities.gov.uk/news/regeneration/2000912> -

	<p>and improving existing routes that both allow wildlife to flourish and encourage active travel.</p> <p>Overall improvements will be made to 69km of existing footpath and cycle networks and there will be 23km of new footways and improved access for cyclists. The routes will be landscaped with links, wherever possible, to existing green spaces and sustainable transport options. The widened pathways, surrounded by new trees, bulbs and wildflowers, will lead to less reliance on cars and improve our air quality as a result.<sup>48</sup></p>
<b>Gaps in provision</b>	<p>As part of the Local Cycling and Walking Strategy, key strategic cycling routes are being audited to explore the practicalities of developing infrastructure for cycling in each corridor and, in doing so, helps to inform the scale of capital works that will be required to make the necessary improvements.</p> <p>Similarly, six core walking zones have been identified and a “Level of Service” audit has been undertaken to identify existing conditions and to develop interventions required within each CWZ.</p>
<b>Planned provision</b>	<p>The Wildlife Ways project will continue into 2021, and the Council is keen to build on its success to introduce further Wildlife Ways in the Borough.</p> <p>The outcome of the cycling routes and core walking zone audits will set out the requirements on the scale and location of new cycling and walking infrastructure in the Borough.</p> <p>The emerging Solihull Local Cycling and Walking Infrastructure Plan is intended to establish a continuous rolling programme for delivery of Strategic Cycle Routes across the Borough, subject to the availability of funding.</p>
<b>Impact of development proposals</b>	<p>New developments should link to the strategic cycling and walking infrastructure where possible, as well as prioritising the needs of cyclists and pedestrians within developments.</p> <p>Potential for increased cycling networks and provision of cycle racks/sheds and showering facilities as part of planning obligations and/or Green Travel Plans. The provision of this type of infrastructure also supports wider objectives relating to active travel and improved health.</p>
<b>Delivery potential</b>	<p>Key principles set out in Concept masterplans for allocated sites.</p> <p>Funding Mechanisms:</p> <p>On-site provision or developer contributions.</p> <p>Funding initiatives managed by Sustrans using funds provided by the National Lottery and other funding sources.</p> <p>National cycling initiatives</p> <p>West Midlands Combined Authority cycling initiatives.</p>

<sup>48</sup> Source: <https://wildlifeways.co.uk/questions/>

<p><b>Role of Local Plan</b></p>	<p>Policies P7 and P8 in the Submission Draft Local Plan encourage modal shift to more sustainable forms of transport and the needs of pedestrians and cyclists should be factored into concept masterplans</p>
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**Figure 6. Draft Local Cycling Strategic Routes and Core Walking Zones**



<b>3.1.5 PARKING</b>	
<b>Lead Agency</b>	Solihull MBC and private operators
<b>Evidence Base</b>	West Midlands Movement for Growth (2016) Solihull Parking Study (2020) Vehicle Parking Standards and Green Travel Plans SPD (2006)
<b>Strategic Issues</b>	'Movement for Growth' and the Submission Draft Local Plan both recognise that the expansion of existing park and ride sites and opening of new sites will need to be supported where there is a proven demand and business case integrated with the existing urban area parking supply.
<b>Existing provision</b>	Park and Ride at various rail stations throughout the Borough. More information on municipal car parks can be found on the Solihull MBC website: <a href="http://www.solihull.gov.uk/transport/carparks.htm">http://www.solihull.gov.uk/transport/carparks.htm</a>
<b>Gaps in provision</b>	As part of the Movement for Growth and the 2019 West Midlands Rail Strategy a structured approach to expanding car and cycle parking at railway stations is proposed although it is recognised that this may ultimately involve imposing charges for car parking where car parking is currently free.  Park & Ride provision at key railway stations continues to be an issue, with car parks often over-subscribed and parking displaced onto nearby streets. This is particularly evidence at Berkswell and Dorridge stations.  Transport for West Midlands is in the process of developing a strategy to consider future capacity, financing and management requirements across its West Midlands Park & Ride sites.
<b>Planned provision</b>	The 2019 West Coast rail franchise award to First and Trenitalia (Avanti West Coast) included a commitment to add a further 200 car parking spaces to the existing 2,124 car parking spaces at Birmingham International.
<b>Impact of development proposals</b>	Greater economic growth and housing growth is likely to result in increased demand for parking as a result of increased commuting, and potentially shopping trips.  This could result in the need for Park and Ride in specific locations to reduce congestion on key routes to major employment / retail centres.  However, the priority is for modal shift to more sustainable forms of transport, especially for shorter trips, many of which are still undertaken by car.
<b>Delivery potential</b>	Potential extension of Whitlocks End Park and Ride.  Increased parking capacity at Berkswell Station as part of Site BC1 Barretts Farm.  Improvements to encourage active travel from proposed Local Plan sites to Whitlocks End, Berkswell and Dorridge stations.
<b>Role of Local Plan</b>	P8 supports local Park and Ride in appropriate locations, subject to other policies in the Plan. The Council will support development proposals which take an evidence-based approach to demonstrate appropriate car parking provision. Travel Plans will also be encouraged for proposals that

	are likely to have significant impacts on the highway network to encourage alternative modes of travel from the private car.
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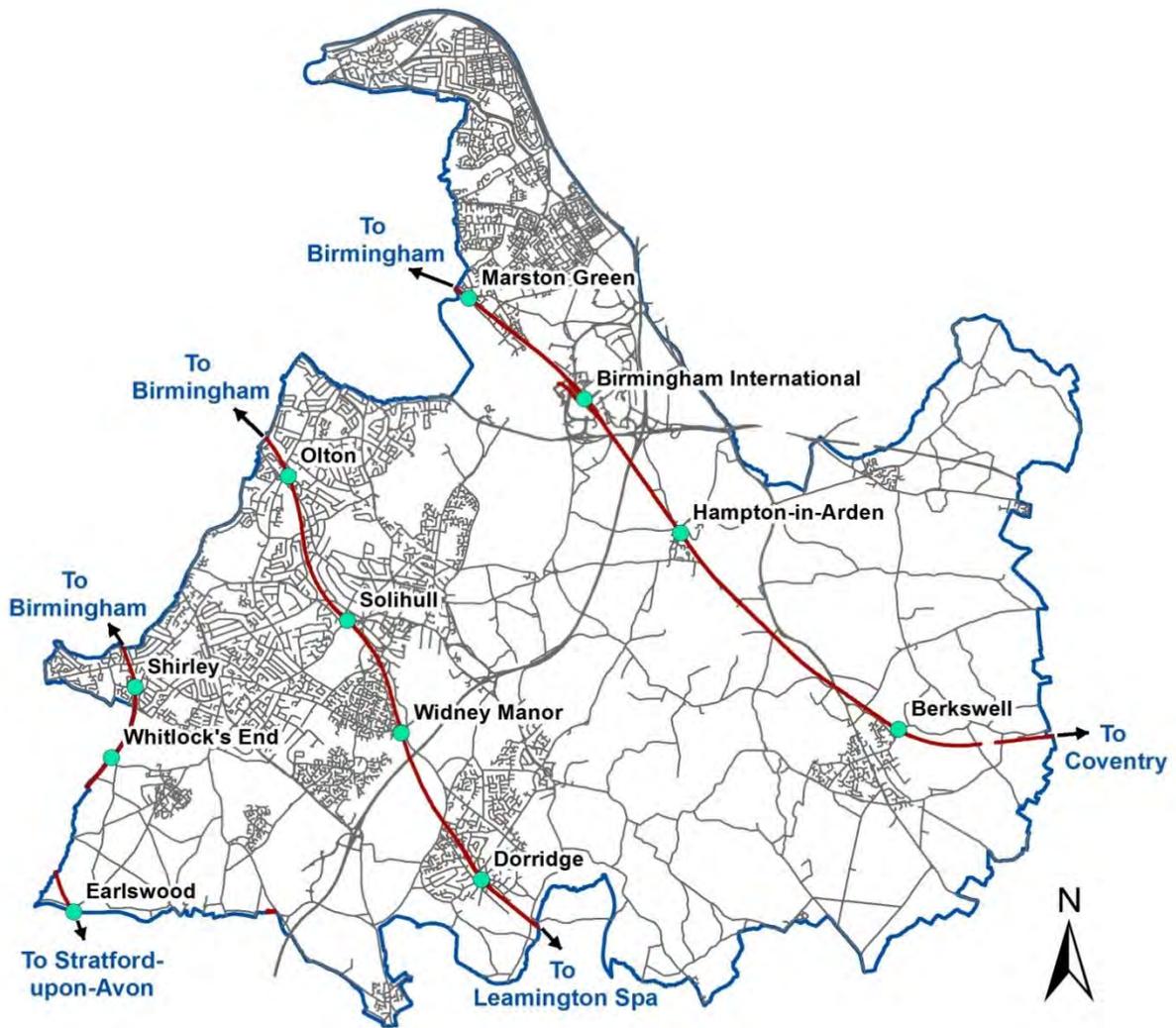
3.1.6 RAIL SERVICES	
<b>Lead Agency</b>	Department for Transport Network Rail West Midlands Rail Executive Train operating companies
<b>Evidence Base</b>	West Midlands Rail Executive Rail Investment Strategy Control Period 6 Delivery Plan (2019-2024)
<b>Strategic Issues</b>	<p>The management of the UK rail industry has changed significantly during 2020 largely as a result of the covid-19 pandemic. All services are now believed to be covered by Emergency Measures Agreements.</p> <p>Network Rail own and manage the country's rail infrastructure, e.g. the tracks, signalling systems, tunnels.<sup>49</sup></p> <p>Network Rail has a Delivery Plan, which was updated in 2019.<sup>50</sup> This focuses on a variety of factors, including safety, increasing rail capability, e.g. during extreme weather events and running more trains, more punctually for passengers and freight.</p>
<b>Existing provision</b>	<p>The rail network in the Borough is provided by five rail franchises operating from eleven rail stations. A number of long distance rail services serve the borough particularly from Birmingham International. The network tapers off during the evening and is more restricted on Sundays. The map below sets out the rail network in the Borough.</p> <p>Three railway lines run through the Borough:</p> <p>1) The West Coast Mainline which stops at:</p> <ul style="list-style-type: none"> <li>• Marston Green</li> <li>• Birmingham International</li> <li>• Hampton-in-Arden</li> <li>• Berkswell</li> </ul> <p>The West Coast Mainline is the busiest line in the country, already with high speed capacity for 125mph trains.</p> <p>2) The Chiltern Railway line which stops at:</p> <ul style="list-style-type: none"> <li>• Olton</li> <li>• Solihull</li> <li>• Widney Manor</li> <li>• Dorridge</li> </ul> <p>3) Stratford-upon-Avon line which stops at:</p>

<sup>49</sup> <https://www.networkrail.co.uk/who-we-are/about-us/>

<sup>50</sup> <https://www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plan-for-2019-2024/>

	<ul style="list-style-type: none"> <li>• Shirley</li> <li>• Whitlocks End</li> <li>• Earlswood</li> </ul>
<b>Gaps in provision</b>	<p>Prior to Covid-19 the rail network across the West Midlands was suffering from scarcity of track capacity, network bottlenecks, overcrowded trains, poor access to the rail network, gaps in network of existing services, low frequencies, long journey times, inferior station facilities, stations with poor accessibility for passengers with reduced personal mobility, inadequate parking for cars and cycles and inadequate integration with bus links.</p>
<b>Planned provision</b>	<p>The Avanti West Coast contract includes commitments to new trains, replacing first class accommodation with standard and providing additional 200 car parking spaces at Birmingham International. The West Midlands Trains contract includes a proposal to significantly improve Sunday services from May 2021 along with improvements to station facilities, which has yet to be implemented.</p> <p>The Chiltern Railways contract comes to an end during 2021. It is not known how the Department for Transport intends to respond to this, but this could be an opportunity to lobby for infrastructure and service proposals.</p> <p>The Urban Growth Company is leading on an upgrade to Birmingham International railway station and Solihull Council is leading on an upgrade to Solihull railway station. Behind both of these schemes is a desire to deliver much improved, modern passenger facilities capable of accommodating passenger growth over the next 30 years, whilst providing improved integration with other modes of travel.</p>
<b>Impact of development proposals</b>	<p>The development proposals should generate additional pressures on the railway network as passenger numbers rise – for example pressure on capacity and car parking and general pressure on the road network around railway stations.</p>
<b>Delivery potential</b>	<p>Potential expansion of Whitlocks End Park and Ride, close to Site BL1.</p> <p>Increased parking capacity at Berkswell Station as part of Site BC1 Barretts Farm.</p> <p>Birmingham International and Solihull railway station schemes.</p> <p>Improvements to encourage active travel from proposed Local Plan sites to Whitlocks End, Berkswell and Dorridge stations.</p>
<b>Role of Local Plan</b>	<p>The Submission Draft Local Plan encourages a more sustainable pattern of transport use. There may be a need to support growth to railway stations within the context of respecting wider environmental considerations.</p>

**Figure 7. Local rail network in the Borough**



<b>3.1.7 High Speed Rail 2 (HS2)</b>	
<b>Lead Agency</b>	High Speed 2 (HS2) Ltd Department for Transport <sup>51</sup>
<b>Evidence Base</b>	High Speed Rail (London - West Midlands) Act 2017 An Act to make provision for a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes. [23rd February 2017] HS2 Growth Strategy (2014) UGC Framework (Oct 2017)
<b>Strategic Issues</b>	HS2 Safeguarding Zones HS2 operational and construction needs
<b>Existing provision</b>	None
<b>Gaps in provision</b>	Access to Birmingham Interchange railway station by bus, coach, cycle, Metro and Sprint still to be confirmed.
<b>Planned provision</b>	HS2 Safeguarding Zones High Speed Rail line from London to Birmingham Birmingham/HS2 Interchange railway station to be built east of NEC Surface carparking <sup>52</sup> Road junctions Enabling works Automated People mover from Birmingham Interchange to the National Exhibition Centre, Birmingham International and Birmingham Airport Birmingham International Station transport hub upgrade New cycling and walking paths in the Balsall Common and Berkswell areas
<b>Impact of development proposals</b>	The implementation of HS2 will generate additional traffic movements that will result in highway capacity constraints in the vicinity of the HS2 Interchange Station. Solihull MBC is working with HS2 Ltd. to deliver enhancements to proposals approved by the HS2 Act that minimise impacts on local and strategic highway networks.
<b>Delivery potential</b>	High Speed rail services are forecast to begin in the early years of the next decade, however some infrastructure in our borough such as the road layout changes will be complete before that time.
<b>Role of LPR</b>	Continue support of HS2 and associated works, and seeking to maximise the benefits and opportunities, not just in terms of economic growth, but also environmental enhancements, improved connectivity and minimising disturbance to residents and businesses. Release land from Green Belt as part of Local Plan submission.

<sup>51</sup> Source: <https://www.gov.uk/government/policies/hs2-high-speed-rail>

<sup>52</sup> Council are seeking an amendment to the HS2 proposal for a Parkway style interchange station with surface car parking to a solution which better utilises land and serves positive placemaking principles.

<b>3.1.8 LOCAL BUS NETWORK</b>	
<b>Lead Agency</b>	TfWM Public Transport Operators
<b>Evidence Base</b>	Movement for Growth (TfWM, 2016) Strategic Vision for Bus (TfWM, 2018) TfWM: Bus Network Development Plan for Solihull (Coming Soon)
<b>Strategic Issues</b>	Public Transport in the Borough is co-ordinated by Transport for West Midlands (TfWM).  The Bus Alliance is committed to delivering Network Development Plans (NDP) for the region, in order to ensure that the bus network continues to meet local needs and is able to adapt to meet future opportunities and challenges. Network Development Plans are programmed for a) East Birmingham and North Solihull and b) South Solihull. <sup>53</sup>
<b>Existing provision</b>	Urban Solihull benefits from a relatively comprehensive bus network, with services provided by a number of different operators; principally by National Express West Midlands. <sup>54</sup>  A number of services within the Borough receive subsidy from TfWM, primarily in more rural areas.  A number of services operate in the Borough under contract to third parties – e.g. Blythe Valley business park or the National Exhibition Centre.  A comprehensive network of bus service is operated to schools and colleges across the borough.  An Advanced Quality Partnership scheme exists covering central Solihull to deliver minimum standards of bus services and infrastructure in and surrounding the central area of Solihull.
<b>Gaps in provision</b>	Below is a summary of the infrastructure and bus service gaps within the Solihull Borough that we consider are restricting the ability of the bus network to respond to the changing demand for bus travel within Solihull Borough. <ul style="list-style-type: none"> <li>○ Lack of user confidence</li> <li>○ Lack of cohesive image</li> <li>○ No long term approach to developing the bus network</li> <li>○ No long term funding commitment</li> <li>○ Gaps in network of existing services</li> <li>○ Low frequencies and long journey times</li> <li>○ Poor reliability of the network</li> <li>○ Inferior bus stop facilities</li> <li>○ Inconsistent vehicle quality</li> <li>○ Insufficient integration with rail links</li> </ul>
<b>Planned provision</b>	The impact of Covid-19 has impacted on medium term plans to develop the bus network further. However, the West Midlands Bus Alliance has

<sup>53</sup> Source: TfWM Delivery Plan to 2026: <https://www.tfwm.org.uk/media/2539/2026-delivery-plan-for-transport.pdf>

<sup>54</sup> Source: <http://nxbus.co.uk/west-midlands/>

	<p>identified 50 deliverables, which all partners within the alliance are committed to.</p> <p>Two Bus Rapid Transit routes (known regionally as Sprint) are under development by Transport for West Midlands.</p>
<b>Impact of development proposals</b>	<p>The site allocations in the Submission Draft Local Plan will add to patronage on currently financially viable bus services, thereby supporting their continued operation.</p> <p>Furthermore, in certain locations, an increase in patronage may contribute towards improving the viability of currently subsidised services.</p> <p>Mitigation can be secured through:</p> <ul style="list-style-type: none"> <li>○ Transport Assessments;</li> <li>○ Travel Plans;</li> <li>○ Developer contributions.</li> </ul>
<b>Delivery potential</b>	Improvements to bus services will be sought in areas where warranted by demand or as part of larger, subregion-led schemes.
<b>Role of LPR</b>	Policies in the Submission Draft Local Plan, especially P7 and P8 and P8A, aim to support and promote more sustainable transport modes. The Council will continue to work with TfWM and bus operators to ensure that bus services align more closely with the pattern of development proposed in the Local Plan.

### 3.1.9 METRO, SPRINT AND VERY LIGHT RAIL

<b>Lead Agency</b>	TfWM Public Transport Operators
<b>Evidence Base</b>	Movement for Growth (TfWM, 2016) GBSLEP
<b>Strategic Issues</b>	<p><b>Metro:</b> Metro here includes light rail and tram-train passenger systems.</p> <p><b>Very Light Rail:</b> The aim of Very Light Rail is to provide an affordable alternative to conventional light rail systems, which due to cost can make business cases challenging. Conventional tramways can require all services under the road to be relocated and often need complex overhead wiring. The concept of Very Light Rail would utilise lightweight technology which has been successfully applied in the automotive sector and the latest propulsion technology to create a low cost, lightweight tram that is capable of running on-street and negotiating tight corners.<sup>55</sup></p> <p><b>Sprint:</b> Sprint is a tyre based rapid transit solution which provides tram like quality and experience. Sprint services will benefit from more direct routing with less frequent stops, quicker journey times, high quality vehicles with off board ticketing, multi door boarding, and dedicated infrastructure.<sup>56</sup></p>

<sup>55</sup> (Sec 9.7 TfWM MfG Delivery Plan)

<sup>56</sup> (Sec 9.11 TfWM MfG Delivery Plan)

<b>Existing provision</b>	There are no existing Metro, Sprint or Light Rail services in Solihull. A cable car service operates between Birmingham Airport and Birmingham International railway station.
<b>Gaps in provision</b>	The Midland Metro has been very successful where operational in Birmingham, Sandwell and Wolverhampton and bus rapid transit or light rail solutions are deemed to be successful and attractive elsewhere.
<b>Planned provision</b>	<p>HS2 Connectivity Package</p> <p>Metro: The Midlands Metro Alliance (MMA) will implement a £1.2 billion 10 year programme of tram network extensions and new lines. These five extensions include one connecting the east of Birmingham to Chelmsley Wood, Birmingham Airport, the National Exhibition Centre and Birmingham Interchange for High Speed Two rail services (expected 2026).</p> <p>Very Light Rail: Coventry will be the initial area of search for a publically operating modern Very Light Rail system, as an alternative to tyre based and conventional Metro based connectivity solutions. Subject to the outcome of the development work planned 2017/18, it is envisaged that the first route will be between Coventry Railway Station in the city centre to the University of Warwick with a potential further route to link up with the proposed growth around Whitley. Ultimately the aim would be to connect Coventry to HS2 Interchange and UK Central. (Sec 9.10 of TfWM MfG Delivery Plan)</p> <p>Sprint: A core cross Birmingham Sprint route will be delivered in time for the 2022 Commonwealth Games; comprising schemes from Birmingham to Walsall and from Birmingham to Birmingham Airport/Solihull Town Centre (A45).</p> <p>The first phase of Sprint routes also includes the development of a route from Hall Green to HS2 Interchange via Solihull, which will be delivered to provide connectivity ready for the arrival of HS2 and the growth of UK Central.</p>
<b>Impact of development proposals</b>	The proposed Sprint and Metro routes are designed to unlock travel needs and improve accessibility to health services, employment opportunities, leisure facilities, education centres, retail sites and transport interchanges.
<b>Delivery potential</b>	By working with partners funding opportunities will be sought to secure the Bus Rapid Transit and Metro proposals for the borough.
<b>Role of LPR</b>	Policies in the Submission Draft Local Plan, especially P7, P8 and P8A, aim to support and promote more sustainable transport modes. The Council will continue to work with TfWM and bus operators to ensure that the new Sprint and Metro services align with the pattern of development proposed in the Local Plan.

<b>3.1.10 COACH TRAVEL</b>	
<b>Lead Agency</b>	Department for Transport Transport for West Midlands Solihull MBC Coach operating companies
<b>Evidence Base</b>	Confederation of Passenger Transport – Back Britain’s coaches
<b>Strategic Issues</b>	Coaches are used for private hire or contract work across the borough and can bring coach parties to destinations in the borough, especially the Airport and the National Exhibition Centre. A number of providers operate national coach networks e.g. Flixbus, Megabus, National Express and some smaller operators. Within the borough the only coach stops are at Birmingham Airport.
<b>Existing provision</b>	Limited coach parking available in the borough other than at the Airport and National Exhibition Centre.
<b>Gaps in provision</b>	Limited coach parking in Solihull. The Commonwealth Games will generate significant demand for coach travel by athletes, officials, media and other groups associated with the tournament.
<b>Planned provision</b>	No new provision currently planned.
<b>Impact of development proposals</b>	Development proposals likely to increase demand for travel by coach – for example from new schools and colleges.
<b>Delivery potential</b>	No new provision currently planned.
<b>Role of Local Plan</b>	To ensure any special needs for coach access, such as access and parking for coaches, are considered in the planning stage.

<b>3.1.11 FUTURE OF MOBILITY</b>	
<b>Lead Agency</b>	Department for Transport Transport for West Midlands Solihull MBC Operators and suppliers
<b>Evidence Base</b>	Innovate UK Transport for West Midlands Future Mobility Zone Future of Mobility research – various authors
<b>Strategic Issues</b>	Need for mobility to evolve to meet future travel needs, adoption of net zero carbon emissions targets and policies and changing needs of individuals and the community.
<b>Existing provision</b>	Some electric car charging exists in the borough. Electric buses in use on route 6 (Solihull – Shirley – Birmingham) and at Birmingham Airport. Trials of autonomous vehicles taking place. Widespread use of electric scooters although these are illegal on the public highway.

<b>Gaps in provision</b>	Over to the promoters of their models to demonstrate the gaps in provision, however it would appear that there is significant potential to use new mobility methods to influence travel behaviour.
<b>Planned provision</b>	Future Mobility Zone funding is making more than 100 miles of 'real world' roads in Coventry, Solihull and Birmingham suitable for Completely Autonomous Vehicle developers to not only come and test their new technology but bring their manufacturing operations with them.
<b>Impact of development proposals</b>	New development proposals and population growth will make it harder for the borough to achieve its Net Zero Carbon emissions objectives.
<b>Delivery potential</b>	Potential to demonstrate a consolidated "one-to-many" delivery approach, using an autonomous delivery van, removing requirement for additional car / van journeys around the borough
<b>Role of Local Plan</b>	To facilitate the development and adoption of new technology through policy provisions. This could be operation on the roads but also to include development, research and manufacturing capabilities.

## 3.2 ENERGY

<b>3.2.1 ELECTRICITY DISTRIBUTION AND TRANSMISSION</b>	
<b>Lead Agency</b>	National Grid ESO Western Power Distribution
<b>Evidence Base</b>	National Grid website Zero carbon operation of the electricity system by 2025 (2020) <sup>57</sup> National Grid and Western Power responses to Infrastructure Delivery Plan consultation and Local Plan consultation.
<b>Strategic Issues</b>	In June 2019, Parliament went beyond the UK's existing commitment to an 80% reduction on 1990 emissions levels by legislating for a net zero greenhouse gas emissions target by 2050.  National Grid's ambition is that, by 2025, they will have transformed the operation of the electricity system such that we can operate it safely and securely at zero carbon whenever there is sufficient renewable generation on-line and available to meet the total national load. <sup>58</sup>  In the year 2019/2020, almost a third (29.5%) of electricity generation connected to the network is from renewable sources. <sup>59</sup>
<b>Existing provision</b>	Electricity Transmission – National Grid (NG) owns, maintains and operates the electricity transmission network in England and Wales. NG provides electricity supplies from generating stations to local distribution companies. Prior to 2019, National Grid Electricity Transmission (NGET) continued to operate as a single entity as both Transmission Owner (TO) and System Operator (SO). In April 2019 a new, legally separate Electricity System Operator was established.  Electricity Distribution – The local distribution company in the Solihull administrative area is Western Power distribution <sup>60</sup> . It is their role to distribute electricity to homes and businesses. <sup>61</sup>  The closest Primary substation (33/11kV) can be found on these maps: <a href="http://www.westernpower.co.uk/network-capacity-map">www.westernpower.co.uk/network-capacity-map</a>
<b>Gaps in provision</b>	The UGC commissioned Peter Brett Associates to undertake a UK Central Hub Utilities Study in 2018, which has identified the potential need for a new primary substation including new connections to the Grid supply point. <sup>62</sup>

<sup>57</sup> <https://www.nationalgrideso.com/news/zero-carbon-operation-great-britains-electricity-system-2025>

<sup>58</sup> Ibid

<sup>59</sup> <https://www.nationalgrid.com/uk/electricity-transmission/document/134511/download>

<sup>60</sup> On 1 April 2011 WPD acquired Central Networks in the Midlands, formerly owned by Eon. The East and West Midlands operating companies are reported under the PPL WEM Holdings plc group structure.

Source: <http://www.westernpower.co.uk/Finance.aspx>

<sup>61</sup> National Grid's high voltage electricity overhead transmission lines/underground cables within SMBC's administrative area:

ZF Line – 400kV/275kV route from Hams Hall substation in North Warwickshire to Feckenham substation in Redditch

YYA Line – 275kV route from Coventry substation in Nuneaton and Bedworth to Berkswell substation in Solihull

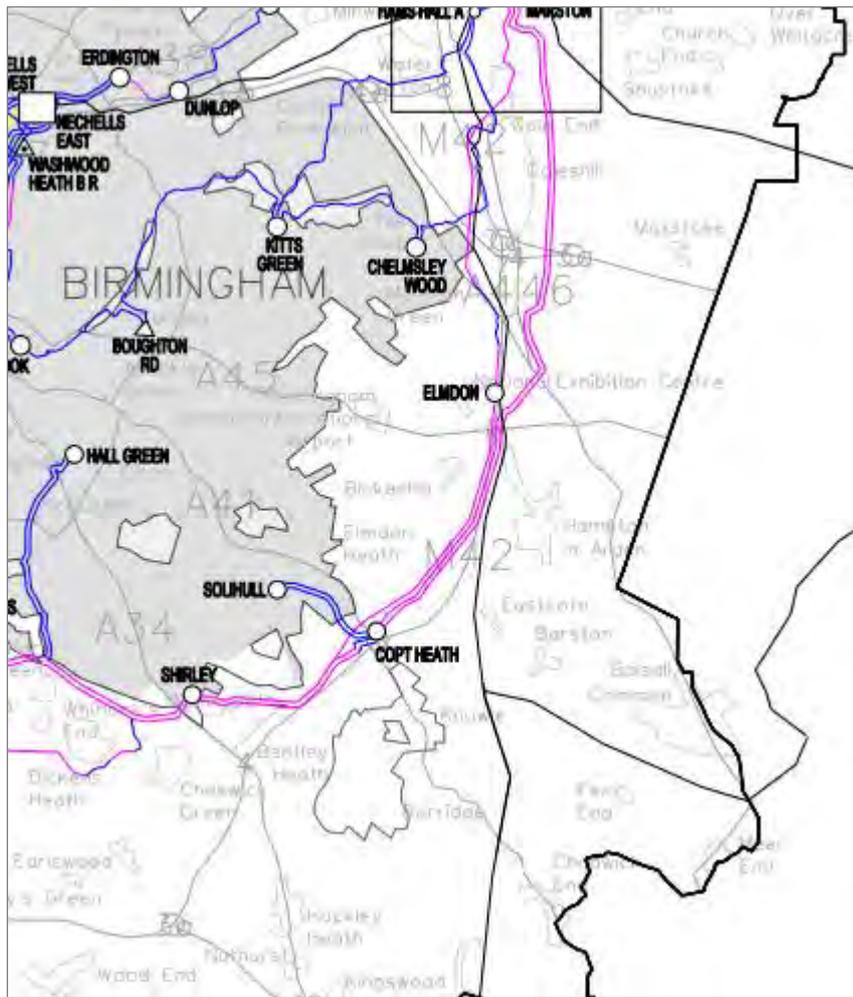
YYE Line – 275kV route from Berkswell substation in Solihull to the ZF line

There is also a substation at Berkswell within the administrative area of Solihull (275kV).

<sup>62</sup> <https://www.ugcsolihull.uk/wp-content/uploads/2018/05/UK-Central-Hub-Utilities-Study-Exec-Summary.pdf>

<b>Planned provision</b>	<p>National Grid has no work planned on the electricity transmission system within the SMBC area.</p> <p>The Council is engaged with WPD at both the UGC level, and with Officers. The latter in relation to work being carried out for the Electric Vehicle Strategy and Low Carbon Energy Framework to understand the capacity of the grid and ensure there is sufficient resilience and capacity to respond to different initiatives.</p>
<b>Impact of development proposals</b>	<p>National Grid has stated that gas and transmission networks could cope with the scale of growth predicted in the Submission Draft Local Plan.</p> <p>WPD have reviewed the Council's proposed housing growth and responded that there are no immediate capacity issues with the sites proposed. Most of these development fall within the same three substations and there will be some interactivity between those competing sites to gain capacity, particularly with amount of housing growth envisaged.</p>
<b>Delivery potential</b>	<p>Connection to appropriate utilities would be the responsibility of the developer.</p> <p>UKC Hub Area Energy Innovation Zone.</p>
<b>Role of Local Plan</b>	<p>Policies in Local Plan will aim to improve energy efficiency and as such reduce pressure on the grid.</p>

**Figure 8. Location of Electricity Transmission network in Solihull<sup>63</sup> (WPD, 2020)**



3.2.2 GAS DISTRIBUTION AND TRANSMISSION	
<b>Lead Agency</b>	National Grid Gas Transmission (NGGT) Cadent Gas Ltd
<b>Evidence Base</b>	National Grid website National Grid response to Infrastructure Delivery Plan consultation and Emerging Core Strategy consultation.
<b>Strategic Issues</b>	In June 2019, Parliament went beyond the UK’s existing commitment to an 80% reduction on 1990 emissions levels by legislating for a net zero greenhouse gas emissions target by 2050. And in the March 2019 Spring Statement, the Government pledged to mandate the end of fossil-fuel heating systems in all new homes from 2025.  Today 80% of homes rely on natural gas for heating, as do many businesses, commercial properties and public buildings, including schools and hospitals.

<sup>63</sup> Source: West Midlands Long-term Development Strategy (Part One) November 2019.pdf <https://www.westernpower.co.uk/downloads-view/73207>

<b>Existing provision</b>	<p>Gas Transmission – National Grid Gas Transmission own, manage and operate the high pressure gas national transmission system (NTS) in Great Britain. National Grid is the combined gas transmission system operator (TSO), undertaking both the gas transmission owner and system operator roles. The network includes pipes and compressor stations. National Grid connect production to the distribution systems, as well as to large, directly connected consumers; gas enters the transmission system through importation, reception terminals, storage facilities and interconnectors. However, there are no gas transmission assets located within the administrative area of Solihull.<sup>64</sup></p> <p>Gas Distribution – Between 2016 and 2019, National Grid Gas Distribution transferred its assets to the newly formed consortium, Cadent Gas Ltd.<sup>65</sup></p> <p>Cadent Gas owns and operates lower-pressure distribution gas mains in the West Midlands, delivering gas to around 11 million homes, offices and factories. Cadent Gas does not supply gas, but provides the networks through which it flows and connects homes and renewable gas suppliers to the network.<sup>66</sup></p>
<b>Gaps in provision</b>	The Council is not aware of any significant gaps in provision.
<b>Planned provision</b>	Cadent Gas has no significant works planned on the gas transmission system within the SMBC area. <sup>67</sup>
<b>Impact of development proposals</b>	National Grid has stated that gas and transmission networks could cope with the scale of growth predicted in the Submission Draft Local Plan document.
<b>Delivery potential</b>	<p>Connection to appropriate utilities would be the responsibility of the developer.</p> <p>Energy Innovation Zones</p>
<b>Role of Local Plan</b>	Policies in Local Plan will aim to improve energy efficiency and as such reduce pressure on the grid.

<sup>64</sup> <https://www.nationalgrid.com/uk/gas-transmission/document/129016/download>

<sup>65</sup> <https://cadentgas.com/about-us/our-company/investor-relations/group-structure>

<sup>66</sup> <https://cadentgas.com/about-us/our-company/who-we-are>

<sup>67</sup> 7-year statement on proposed enhancements to electricity transmission network.

Source: <http://www.nationalgrid.com/uk/Electricity/SYS>

10-year statement on proposed enhancements to gas transmission network. Source: <http://www.nationalgrid.com/uk/Gas/TYS>

<b>3.2.3 RENEWABLE AND LOW CARBON ENERGY</b>	
<b>Lead Agency</b>	WMCA
<b>Evidence Base</b>	<p>Renewable Energy Feasibility Study for Solihull (Due March 2020)</p> <p>Net Zero Action Plan for Solihull (Due March 2020)</p> <p>Regional Energy Strategy for West Midlands (2018)<sup>68</sup></p> <p>Low Carbon Energy Framework (2020)</p> <p>Clean Growth Strategy (2017)</p> <p>Future Homes Standard Consultation (2019)</p>
<b>Strategic Issues</b>	<p>In July 2019, the WMCA pledged to be net zero carbon by 2041, nine years ahead of the legislated national target.<sup>69</sup></p> <p>Shorter term targets of a 36% reduction in carbon emissions by 2022 and a 69% reduction by 2027 have also been set to ensure steady progress.</p> <p>In October 2019, Solihull Council declared a 'Statement of Intent to Protect the Environment'. This includes the Council's corporate aim to become net zero carbon by 2030, as well as to collaborate with the WMCA to achieve the net zero emissions target for the West Midlands area by 2041.<sup>70</sup></p>
<b>Existing provision</b>	<p>Although situated in Coventry, the Coventry &amp; Solihull Waste Disposal Company (CSWDC) is an independent waste management company, whose main business is extracting energy (heat and electrical power) from municipal and commercial solid waste.<sup>71</sup> A high proportion of this waste comes from Solihull.</p> <p>The Council has a positive track record of retrofitting Solihull Community Housing (SCH) homes to reduce their carbon emissions and tackle fuel poverty. Schemes have included solar panels, solar thermal, ground source heat pumps and Passivhaus technology.<sup>72</sup> Several Council properties, including the Central Library and new schools in North Solihull have also been fitted with on-site renewable and low-carbon energy technologies.</p> <p>BEIS data for 2019 states that in the last year 7784 MWh of energy from renewable electricity was produced in Solihull, all from photovoltaics.<sup>73</sup></p> <p>Latest data up to April 2020 lists 24 accredited full applications, with 5MW installed capacity for non-domestic Renewable Heat Incentive (RHI) schemes. 46 accredited schemes have been installed for domestic RHI, but generation data is not provided by local authority area.<sup>74</sup></p> <p>In March 2019, the Government decided to close the Feed-in Tariffs scheme, the government's subsidy scheme for generation of renewable electricity from small-scale low-carbon installations.</p>

<sup>68</sup> <https://www.energycapital.org.uk/wp-content/uploads/2018/11/regional-energy-strategy-west-midlands-final.pdf>

<sup>69</sup> <https://www.wmca.org.uk/news/climate-change-target-set-for-the-region/>

<sup>70</sup> <https://www.solihull.gov.uk/Portals/0/Planning/Climate-Statement-Oct-2019.pdf>

<sup>71</sup> Source: <https://www.cswdc.co.uk/>

<sup>72</sup> <http://www.energycapital.org.uk/innovative-retrofit-in-solihull-combats-fuel-poverty/>

<https://www.theade.co.uk/assets/docs/case-studies/SolihullCommunityEnergyEfficiency.pdf>

<sup>73</sup> <https://www.gov.uk/government/statistics/regional-renewable-statistics>

<sup>74</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/886160/RHI\\_monthly\\_official\\_stats\\_tables\\_Apr\\_20\\_final.xlsx](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/886160/RHI_monthly_official_stats_tables_Apr_20_final.xlsx)

<b>Gaps in provision</b>	<p>Current lack of decentralised heating and energy networks within the Borough.</p> <p>No identified ESCO in the Borough.</p>
<b>Planned provision</b>	<p>In 2018, the Regional Energy Strategy for West Midlands proposed the establishment of four pilot Energy Innovation Zones, including the UK Central Hub Area.<sup>75</sup> Energy Capital is currently working with the Department for Energy and Industrial Strategy to define the concept of Energy Innovation Zones, the most developed being at Tyseley in Birmingham.<sup>76</sup></p> <p>The NEC is working with Centrica Business Solutions to provide heat and power to the NEC site through the design, installation, operation and maintenance of three gas generators, including an 850 kWe Combined Heat and Power unit (CHP). The decentralised heat and power network will see the NEC reduce its energy costs and improve energy resilience on site, as a result of being less reliant on grid power.<sup>77</sup></p> <p>A series of feasibility studies have been carried out on the potential of providing district heat and/or energy network in Solihull Town Centre.<sup>78</sup> Investigations at Tudor Grange Park revealed that the location is not suitable for Ground Source Heat pumps, but</p>
<b>Impact of development proposals</b>	<p>The Council has responded to the Government's Future Homes Standard consultation and recommended the implementation of 'Option 2'; a 30% increase in energy efficiency compared to current (2013) Building Regulations for new dwellings.</p> <p>There are a number of potential constraints to providing alternative forms of energy, including the Airport Safeguarding Zone, conservation of heritage assets, visual amenity in the Green Belt and impacts on residential amenity. However, many of these can be overcome with sensitive design and selection of appropriate locations.</p>
<b>Delivery potential</b>	<p>Energy Innovation Zone</p> <p>West Midlands CA developing own ESCO</p> <p>Micro-generation from renewables/low carbon sources provided on site</p> <p>The forthcoming Net Zero Action Plan and the Renewable Feasibility Study will provide more information on delivery pathways.</p>
<b>Role of Local Plan</b>	<p>Policy P9 on Climate Change in the Submission Draft Local Plan stipulates that 15% of energy for new housing developments should arise from renewable/low carbon sources and by 2025, residential development should be net zero carbon. The policy further promotes the development of renewable and low carbon energy infrastructure.</p>

<sup>75</sup> <https://www.energycapital.org.uk/eizs-across-the-west-midlands/uk-central-hub-eiz/>

<sup>76</sup> <https://www.tyseleyenergy.co.uk/energy-innovation-zone/>

<sup>77</sup> <https://www.centrica.com/media-centre/news/2020/centrica-and-nec-announce-energy-service-partnership/>

<sup>78</sup> <https://www.sustainable-energy.co.uk/projects/aquifer-water-source-heat-pump-heat-network/>

### 3.3 WATER SUPPLY AND TREATMENT

3.3.1 WATER SUPPLY AND TREATMENT	
<b>Lead Agency</b>	Severn Trent Water
<b>Evidence Base</b>	Water Resources Management Plan 2020-2025 (2019 <sup>79</sup> ) Water Cycle Study (2017) <sup>80</sup> STW Representations to SDLPR
<b>Strategic Issues</b>	<p>Both water supply and waste water treatment are owned and managed by Severn Trent Water (STW) in the Borough.</p> <p>It is a statutory requirement that every five years water companies produce and publish a 'Water Resources Management Plan' that looks ahead at the possible water supply and demand issues 25 years into the future. The fourth WMRP was published in August 2019 and a summary of the current strategy is to:</p> <p><b>Reduce leakage on our network:</b></p> <ul style="list-style-type: none"> <li>• 23% of total water supply is lost through leakage</li> <li>• Have reduced leakage in last 10 years, but further 15% improvement planned 2020-2025, and 50% planned up to 2045.</li> </ul> <p><b>Help customers to use less water through water efficiency activities and education:</b></p> <ul style="list-style-type: none"> <li>• Water efficiency home check programme</li> <li>• Free products on request</li> <li>• Work to ensure sewers remain clean and blockage free</li> </ul> <p><b>Increase the coverage of water meters across our network:</b></p> <ul style="list-style-type: none"> <li>• Currently 41% of households have meters; will pursue more proactive approach as full meter coverage could potentially deliver up to an 80ML/d demand benefit</li> </ul> <p><b>Make the best use of our sustainable sources of supply:</b></p> <ul style="list-style-type: none"> <li>• Reduce abstraction from those water sources that may have a detrimental impact on the environment</li> <li>• Make sure our future water abstractions do not pose a risk of environmental deterioration, as required by the Water Framework Directive</li> <li>• Increase the flexibility and resilience of our supply system</li> <li>• Increase or optimise deployable output from existing, sustainable sources where possible</li> <li>• Use catchment restoration techniques to improve habitats and ecological resilience to low flows</li> <li>• Use catchment management measures to protect our sources of drinking water supply from pollution risks</li> <li>• Explore trades in and out of our region to optimise national use of resources</li> </ul>

<sup>79</sup> Water Resources Management Plan 2019 <https://www.severntrent.com/content/dam/stw-plc/our-plans/severn-trent-water-resource-management-plan.pdf>

<sup>80</sup> Source: <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Water-Cycle-Study.pdf>

	<p>STW analysis shows that the biggest environmental challenge is to reduce unsustainable abstraction and ensure existing resources do not cause future environmental deterioration, whilst maintaining adequate supply for customers and meeting demands from future growth.</p> <p>Building on the previous WRMP, this plan takes into account the potential long term impacts of climate change on our water resources. The WRMP also addresses the significant uncertainty around those long term impacts.</p> <p>N.B. The whole of the Solihull Metropolitan Borough Council is classed as a surface water Nitrate Vulnerable Zone. (NVZs) are areas designated as being at risk from agricultural nitrate pollution.</p>
<b>Existing provision</b>	<p>Future and existing properties will be served by 6 wastewater treatment plants in and around Solihull:</p> <ul style="list-style-type: none"> <li>○ Balsall Common STW</li> <li>○ Barston STW</li> <li>○ Coleshill STW</li> <li>○ Meriden STW</li> <li>○ Minworth STW</li> <li>○ Norton Green STW</li> </ul> <p>For water supply, Solihull falls under the largest of STW's Water Resource Zones; The Strategic Grid.<sup>81</sup></p>
<b>Gaps in provision</b>	See below.
<b>Planned provision</b>	<p>The short term investment strategy from 2020-2025 (AMP7 period) does not include any major infrastructure works in the Solihull Borough. However, strategic works will take place on a wider scale. STW are prioritising demand management and propose a step-change in leakage, water efficiency and metering activity. This includes an aim to reduce abstraction at a number of sources by up to 69MI/d over the next ten years to balance demand/supply in the light of a changing climate.</p> <p>The strategy in place in the period of 2020-2025 is to:</p> <ul style="list-style-type: none"> <li>• Reduce leakage by a further 66MI/d (15%) over five years in the years between 2020-25.</li> <li>• Influence customers' use of water through water efficiency activities, including water efficiency</li> <li>• Introducing a large scale metering roll out into the system to increase efficiency, to deliver 25MI/d of water savings over the 5 year period (aiming to increase meter installations by 65% in AMP7)</li> <li>• Working with household customers and it is expected to reduce customer demand by around 19MI/d through our programme over AMP7.</li> <li>• Reducing abstraction from those water sources that may be having a detrimental impact on the environment - to improve river water quality and ecology in over 115 water bodies</li> </ul>

<sup>81</sup> Source: Water Resource Management Plan 2019  
<https://www.stwater.co.uk/content/dam/stw-plc/our-plans/severn-trent-water-resource-management-plan.pdf>

<p><b>Impact of development proposals</b></p>	<p>The Phase 1 Water Cycle Study (WCS) has been carried out in co-operation with the EA and STW. The WCS assesses the potential issues relating to future development within the Borough and the impacts on water supply, wastewater collection and wastewater treatment.</p> <p>In addition to increased housing demand, future climate change presents further challenges to pressures on the existing water infrastructure network, including increased intensive rainfall events and a higher frequency of drought events. Sustainable planning for water must now take this into account.</p> <p>Overall, there are no major issues identified which indicate that the planned scale, location and timing of planned development within the Borough is achievable from the perspective of supplying water and wastewater services, and preventing deterioration of water quality in receiving waters.</p> <p>However, significant wastewater treatment capacity issues have been identified at 10 of the 21 sites. Severn Trent Water were provided with updated housing information in 2019, and confirmed there were still a number of high and medium risk sites (identified in their high level sewerage capacity assessments). STW have advised: “Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required”. In terms of sewerage capacity, “in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity”<sup>82</sup> Further assessment and hydraulic modelling will take place at planning application stage.</p> <p>Under the Flood Water Management Act, new development no longer has the automatic right to connect surface water drainage to sewers. Developers will be required to put Sustainable Drainage Systems in place in new developments, wherever practicable. Connection will be conditional on meeting national standards on SUDs and drainage.</p> <p>All proposed development sites are located within the Environment Agency Catchment Abstraction Management Strategies (CAMS) of the Warwickshire Avon and the Tame, Anker and Mease. Both CAMS and therefore the borough of Solihull have restricted water available for licensing and therefore the sites have been considered to be under moderate water stress by the EA. The WCS recommends the Local Plan includes a policy to require new dwellings to meet the tighter Building Regulations optional water efficiency standard of 110l/pppd<sup>83</sup> for new dwellings.</p>
<p><b>Delivery potential</b></p>	<p>Timely planning and provision of infrastructure upgrades will be undertaken through cooperation between Solihull Metropolitan Borough Council, Severn Trent Water, the Environment Agency, and specific developers.</p>

<sup>82</sup> Severn Trent Water response to Local Plan Review (Supplementary Consultation) (2019)

	<p>Under Section 94 of the Water Industry Act 1991 sewerage undertakers have an obligation to provide additional treatment capacity as and when required. Where necessary we will discuss any discharge consent implications with the Environment Agency.</p>
<b>Role of Local Plan</b>	<p>Policy P10 in the Draft Submission Local Plan requires developers to ensure that appropriate sewerage infrastructure is provided and that sufficient sewage treatment capacity is available to ensure no deterioration in water quality and that development is not delayed by the need for additional water treatment capacity. The policy also requires the highest possible standards of water efficiency to minimise consumption to a maximum of 110 litres per person per day, which has been tested in the Viability Study.</p>

### 3.4 FLOOD MANAGEMENT

<b>3.4.1 RIVER FLOOD MANAGEMENT</b>	
<b>Lead Agency</b>	Environment Agency
<b>Evidence Base</b>	<p>Severn Catchment Flood Management Plan<sup>84</sup> (EA, updated 2010)</p> <p>Trent Catchment Flood Management Plan<sup>85</sup> (EA, 2010)</p> <p>Solihull Strategic Flood Risk Assessment (JBA, 2017)<sup>86</sup></p> <p>Level 2 Strategic Flood Risk Assessment (JBA, 2020)<sup>87</sup></p> <p>The Local Flood Risk Management Strategy (WSP, 2015)<sup>88</sup></p>
<b>Strategic Issues</b>	<p>Solihull is within the Humber River Basin District.<sup>89</sup> The Borough mostly lies within the River Trent<sup>85</sup> catchment, with parts of the east and western boundaries falling within the River Severn<sup>84</sup> catchment.</p> <p>The EA published Catchment Flood Management Plans (CFMPs) in 2010 to give an overview of the flood risk across the river catchment. CFMPs are high level long-term documents, which consider all types of inland flooding, likely impacts of climate change, land use and management and how areas could be developed in the future. Within CFMPs, flood risk and water quality are connected, due to the entrance of foul water into water network in times of flood.</p> <p>The LFRMS and the Strategic Flood Risk Assessment for the Draft Local Plan (JBA, 2017) report that the borough has been subject to several sources of flood risk, principally from fluvial and surface water sources. High levels of flood risk exist from the River Cole as it flows through heavily urbanised area, with narrow flood plains. In the South of the Borough, fluvial flood risk is largely localised to the area surrounding the River Blythe, including residential areas near Cheswick Green and Solihull town centre and suburbs.</p>
<b>Existing provision</b>	<p>The Council has undertaken several projects to improve water quality and mitigate flood risk in recent years, including e.g. the re-profiling of part of the River Cole in North Solihull to enable an increase in the natural river processes, reconnect the river to its floodplain, slow its flow and reduce flood risk downstream.<sup>90</sup></p> <p>The Level 1 SFRA (2017) reported that there are no formal flood defences within the Borough.</p>
<b>Gaps in provision</b>	<p>The 2015 Local Flood Risk Management Strategy set out an Action Plan with a list of tasks and actions to be completed. The Flood Risk Management team update Cabinet Members annually on progress.</p>

84 Severn Catchment Flood Management Plan: Source: <http://www.environment-agency.gov.uk/research/planning/114350.aspx>

85 Trent Catchment Flood Management Plan: Source: <https://www.gov.uk/government/publications/river-trent-catchment-flood-management-plan>

86 Solihull Metropolitan Borough Council Strategic Flood Risk Assessment (JBA, 2017) <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Strategic-Flood-Risk-Assessment-Report.pdf>

87 [www.solihull.gov.uk/lpr](https://www.solihull.gov.uk/lpr)

88 [https://www.solihull.gov.uk/Portals/0/CrimeAndEmergencies/Final\\_LFRMS.pdf](https://www.solihull.gov.uk/Portals/0/CrimeAndEmergencies/Final_LFRMS.pdf)

89 Humber RBMP p.73. Source: <http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/humber/Intro.aspx>

90 <https://socialsolihull.org.uk/peopleplacenature/news/river-cole-habitat-improvement-project-phase-2/>

	<p>As a consequence of an extreme flood event in May 2018, over 300 reports of flooding to property were received, with residents being forced to leave their homes and live in alternative accommodation. The local road network was also impacted and impassable in places.</p> <p>The Council carried out extensive consultation with local residents, and worked in partnership with the EA, STW, Parish Councils and other stakeholders over 2018 and 2019 to understand the causes and impacts of the flood event.<sup>91</sup></p> <p>11 locations were investigated in more detail to identify the causes and mechanisms of the flooding and a report produced in accordance with the Flood and Water Management Act 2010. An action from the report was to consider measures that can reduce the risk of future flooding at locations that were affected in May 2018.</p> <p>In 2019, an <u>Initial Assessment</u> was undertaken of the areas of Dickens Heath, Tidbury Green, Cheswick Green, the area around Pear Tree Crescent and the River Cole corridor. This work defined a baseline situation, against which identified options have been appraised and assessed in accordance with Flood and Coastal Erosion Risk Management guidance. Various options were short listed but based on the calculated benefit cost ratio, a leading economic option for each area of Property Level Resistance and Resilience (PLR) has been identified.<sup>92</sup></p>
<b>Planned provision</b>	<p>A Property Level Resistance and Resilience scheme is currently being delivered in Dickens Heath.<sup>93</sup></p> <p>In September 2020, Solihull Council approved four flood mitigation schemes in Cheswick Green, Shirley, Solihull Lodge and Tidbury Green respectively, which will protect just over 100 properties.<sup>94</sup></p> <p>In October 2020, the Council approved two flood mitigation schemes in Shirley West and St Alphege respectively, subject to subject to final confirmation of funding and granting of technical approval.<sup>95</sup></p>
<b>Impact of development proposals</b>	<p>The Environment Agency suggest a number of sites named in the Draft Local Plan Supplementary Consultation that should be subject to a Level 2 SFRA to determine the extent of the flood risk and how it best can be avoided or mitigated.<sup>96,97</sup></p> <p>The Environment Agency (EA) recommend that due to ongoing existing issues within Dickens Heath and Cheswick Green area, to undertake a Level 2 SFRA to consider a strategic approach to flood alleviation options in the area. An Initial Assessment is currently being carried out by the EA to investigate potential solutions to the current flood risk issues in Cheswick Green &amp; Dickens Heath (flooding occurred in May 2018). Site</p>

<sup>91</sup> <http://eservices.solihull.gov.uk/mgInternet/documents/s78184/Appendix%20B.pdf.pdf>

<sup>92</sup> More details on the assessment process and outcomes can be found here:

<http://eservices.solihull.gov.uk/mgInternet/ieDecisionDetails.aspx?AllId=34778>

<sup>93</sup> <http://eservices.solihull.gov.uk/mgInternet/ieDecisionDetails.aspx?AllId=34778>

<sup>94</sup> <http://eservices.solihull.gov.uk/mgInternet/documents/s83413/Flood%20Risk%20Management%20-%20Introduction%20of%20Flood%20Mitigation%20Schemes.pdf>

<sup>95</sup> <http://eservices.solihull.gov.uk/mgInternet/documents/s84641/Flood%20Risk%20Management%20Introduction%20of%20Flood%20Mitigation%20Schemes.pdf>

<sup>96</sup> EA response to Solihull Local Plan Review IDP (2019)

	<p>allocations 4, 26, 11 and 12 as well as Amber sites A1, A2 and A3 are all adjacent to the area of interest.<sup>97</sup></p> <p>Furthermore, it was stressed, that where a new development proposal site includes a watercourse, green and blue corridor should be provided to mitigate the potential impacts of development on both biodiversity and flood risk.</p> <p>The Level 2 SFRA modelling work identified more localised potential flood risk, and the results were incorporated into the development of the concept masterplans for the Draft Submission Local Plan.</p>
<b>Delivery potential</b>	<p>Flood Defence Grant in Aid and Local Levy funding</p> <p>Developer contributions where applicable</p> <p>Flood mitigation schemes provided as part of development proposals</p> <p>SuDS schemes, de-culverting and naturalisation of watercourses delivered as part of development proposals.</p>
<b>Role of Local Plan</b>	<p>Policy P11 of the Submission Draft Local Plan aims to direct development to the areas of least flood risk and ensure that water quality of rivers is considered at all stages of development. Furthermore, development should seek to reinstate the natural floodplain, de-culvert watercourses and limit surface water run-off to greenfield rates wherever possible. Existing flood defence infrastructure will be protected. Applications for new development where there is a flood risk issue should be accompanied by a site flood risk assessment.</p>

<sup>97</sup> EA response to Solihull Local Plan Review IDP (2019)

<b>3.4.2 SURFACE WATER FLOOD MANAGEMENT</b>	
<b>Lead Agency</b>	Solihull MBC Severn Trent Water Environment Agency
<b>Evidence Base</b>	The Local Flood Risk Management Strategy (WSP, 2015) <sup>98</sup> Level 1 Strategic Flood Risk Assessment (2017) <sup>99</sup> Level 2 Strategic Flood Risk Assessment (2020) <sup>100</sup> River Trent Catchment Flood Management Plan (Environment Agency, 2010) River Humber Basin District: River Basin Management Plan (Environment Agency, 2009)
<b>Strategic Issues</b>	<p>Under the Flood Water Management Act (2010), County Councils and Unitary Authorities (such as Solihull MBC) are the 'Lead Local Flood Authorities'. They are responsible for local flood risk management, and for developing a Local Flood Risk Management Strategy. Local flood risk includes surface run-off, groundwater and water courses. The EA is still responsible for the designated 'main' water courses as well as critical ordinary water courses.</p> <p>The LLFA has a duty (Sec.71 of the FWMA) to maintain an asset register of structures or features which are considered to have a significant effect on flood risk in their area. Under the FWMA, there is no longer an automatic right to connect surface water drainage to the public sewer network.</p> <p>In response to the 2019 Draft Local Plan consultation, the EA highlighted that The River Trent Catchment Flood Management Plan (2010) highlights the risk of surface water flooding within Birmingham and the Black Country (sub-area 10, in which part of Solihull is located) and outlines a number of actions to help improve flood risk management. Sub area 10 is identified to be "of moderate to high flood risk where we can generally take further action to reduce flood risk".</p> <p>Solihull has experienced a number of historic surface water/drainage related flood events caused by a number of mechanisms such as culvert blockage" (SFRA, JBA, 2017). Events in July 2007 and November 2012 are also recorded historical fluvial and blockages indicating that there may be some interaction between the fluvial and surface water drainage networks (SFRA, JBA, 2017)</p>
<b>Existing provision</b>	The LLFA have produced a LFRMS in 2015 and maintain a register of assets - these are physical features that have a significant effect on flooding in their area.
<b>Gaps in provision</b>	See comments under River Flood Risk Management.
<b>Planned provision</b>	See comments under River Flood Risk Management.

<sup>98</sup> [https://www.solihull.gov.uk/Portals/0/CrimeAndEmergencies/Final\\_LFRMS.pdf](https://www.solihull.gov.uk/Portals/0/CrimeAndEmergencies/Final_LFRMS.pdf)

<sup>99</sup> <https://www.solihull.gov.uk/lpr/evidence>

<sup>100</sup> Ibid

<p><b>Impact of development proposals</b></p>	<p>In response to the 2019 Supplementary Consultation on the Local Plan Review, the EA recommended the SMBC consider undertaking a Level 2 SFRA to consider a strategic approach to flood alleviation options in the area, which would supplement the 2019 Initial Assessment. Due to significant historic flood events, the indicative Flood Risk Area was extended to include nationally important infrastructure of Birmingham International Airport, the National Exhibition Centre (NEC), and the A45. The primary source of flood risk to these locations, identified in the PFRA, is surface water.”<sup>101</sup></p> <p>Following the EA’s advice and consultation with the Council’s Flood Risk Management team, the Council commissioned a Level 2 SFRA for those sites highlighted by the EA.</p> <p>Development sites located in areas of high flood risk will be required to pass the Sequential and, where necessary, Exception Tests in accordance with the National Planning Policy Framework.</p> <p>A detailed site-specific assessment of SuDS would be needed to incorporate SuDS successfully into the development proposals that are proposed. New development proposals and their impact on future flood management should ensure that there is a sequential approach to site layout.<sup>102</sup></p>
<p><b>Delivery potential</b></p>	<p>The outcomes of the Level 1 and 2 Strategic Flood Risk Assessments, including the potential impacts of surface water flooding, have been taken into account in the concept masterplans in the Draft Submission Plan.</p> <p>Site allocations may require, a site-specific FRA, which will outline the measures necessary to ensure that the development is not at risk of flooding, and does not increase the risk of flooding in other parts of the catchment.</p> <p>Flood resistance or resilience measures will be expected to be funded by the developer.</p>
<p><b>Role of Local Plan</b></p>	<p>Policy P11 in the Draft Submission Plan states that all development must include the use of above ground sustainable drainage systems, and contribute towards wider sustainability objectives.</p> <p>Disposal of surface water must comply with the following hierarchy:</p> <ul style="list-style-type: none"> <li>• Recycling/reuse</li> <li>• Discharge into the ground by infiltration</li> <li>• Discharge to a surface water body or watercourse</li> <li>• Discharge to a surface water sewer, highway drain or other drainage system</li> <li>• Discharge to a combined sewer</li> </ul>

<sup>101</sup> Strategic Flood Risk Assessment (JBA, 2017) - <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Strategic-Flood-Risk-Assessment-Report.pdf>

<sup>102</sup> SFRA <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Strategic-Flood-Risk-Assessment-Report.pdf>

### 3.5 WASTE MANAGEMENT

3.5.1 MUNICIPAL WASTE TREATMENT	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>National Planning Policy for Waste (2014)<sup>103</sup></p> <p>Waste Needs Assessment for Solihull (2018)<sup>104</sup></p> <p>SMBC Waste Management Strategy Update (2019-2020)<sup>105</sup></p> <p>Our Waste, Our Resources: A Strategy For England (2018)<sup>106</sup></p>
<b>Strategic Issues</b>	<p>As a Unitary Authority Solihull Council has responsibility for both the strategic management of municipal waste and the collection and disposal/recycling of waste from kerbside collections.</p> <p>Solihull MBC published a ten-year Municipal Waste Management Strategy (MWMS) in 2010<sup>107</sup>. An updated position statement was published in 2015, with continued commitment to the main strategic objectives and targets.<sup>108</sup></p> <p>A full review of the WMS Strategy began in 2019 – however the national policy position with regard to waste is changing due to the publication of ‘Our Waste, Our Resources – A Strategy for England’ in 2018. The Strategy proposes changes to how waste is managed in England, including consistency of collections, extended producer responsibility and deposit return schemes<sup>109</sup>. Many of the proposals are subject to further consultation and clarification and therefore what is required of local authorities is currently unclear – therefore the Council has decided postpone the review of Solihull’s Waste Strategy until such time that there is policy certainty at national level.<sup>110</sup></p> <p>The 2019 data showed that the Council have reached several of their WMS targets, such as reducing kg of waste/person/year, and reducing the percentage of household waste/year going to landfill, however, although household recycling has increased significantly since 2000, the target to increase household recycling/reuse/composting has levelled at 40%, and is not expected to reach the 50% target by 2020.<sup>111</sup></p>

103 <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

104 Source: Solihull Metropolitan Borough Council Waste Needs Assessment For Solihull (2018)

<https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Waste-Needs-Assessment.pdf>

105 <https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/Waste-Management-Strategy-for-Solihull-Status-Update-2019-20.pdf>

106 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/765914/resources-waste-strategy-dec-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf)

107 [https://www.solihull.gov.uk/Portals/0/Planning/LDF/Waste\\_Management\\_Strategy\\_for\\_Solihull.pdf](https://www.solihull.gov.uk/Portals/0/Planning/LDF/Waste_Management_Strategy_for_Solihull.pdf)

108 [https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/MWMS\\_Update\\_May\\_2015.pdf](https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/MWMS_Update_May_2015.pdf)

109 SMBC Waste Management Strategy 2019-2020 Update (2019)

110 Consultation on the “Waste management plan for England” concluded in October 2020 -

<https://www.gov.uk/government/consultations/waste-management-plan-for-england>

111 <http://eservices.solihull.gov.uk/mglInternet/documents/s74360/APPENDIX%20A%20-Waste%20Strategy%20Action%20Plan%20Update%20August%202019.pdf.pdf>

<b>Existing provision</b>	<p>In 2018 there were 12 permitted facilities operating in Solihull<sup>112</sup>, predominantly receiving construction and demolition wastes. Whilst there is composting capacity, there is no residual waste treatment or disposal capacity. This means that there is reliance on such facilities outside the Borough, including for a significant proportion of strategic capacity used to manage Local Authority collected waste.</p> <p>There is limited transfer capacity, for example at Moat Lane Depot in Elmdon, and these are all related to Local Authority activities.</p> <p>There is a Household Waste and Recycling Centre at Bickenhill, off the Coventry Road and mini-recycling centres around the Borough.</p> <p>Household waste accounts for ca. 18% of waste in the Borough. As of 2017, ca. 9% went to landfill, ca. 45% was converted to energy and ca. 46% was recycled and composted.<sup>113</sup></p> <p>Just under 100,000 tonnes of Local Authority collected waste arises in the Borough, with around 93,000 tonnes comprising household waste.</p>
<b>Gaps in provision</b>	<p><i>Capacity Needs</i></p> <p>Overall, local Authority collected waste could increase from between 98,000 to 102,000 tonnes to between 110,000 to 123,000 tonnes per annum by 2036.</p> <p>The Bickenhill household waste and recycling centre (HWRC) is close to capacity, so additional capacity will be required to support an increase in population and households (see below). Recycling from kerb collections is sent to the bulking facility at the HWRC before being exported.</p> <p>Almost all waste exported from Solihull is sent to the West Midlands. 45% goes to Coventry, where the Coventry and Solihull Waste Disposal Company provides energy from waste. 28% is sent to Warwickshire, mainly for composting and landfill at Packington Estates, and 18% to Birmingham.</p> <p>Recycling/ composting materials, which are exported to facilities in Birmingham and Warwickshire, could increase to between 21,000 and 24,000 tonnes by 2035.</p> <p>Food waste is not collected separately, and there is no capacity for its treatment, although a facility is proposed at Meriden Quarry.<sup>114</sup></p> <p>If the separate collection of bio-waste, including food waste, for recycling becomes a requirement under the national Waste Management Plan, capacity would be necessary to handle separately collected food and garden waste.</p> <p>The Coventry and Solihull Energy from Waste facility should provide sufficient capacity for residual waste.</p>

<sup>112</sup> Waste Topic Paper (2020): [www.solihull.gov.uk/lpr](http://www.solihull.gov.uk/lpr)

<sup>113</sup> Source: Solihull Metropolitan Borough Council Waste Needs Assessment For Solihull (2018) <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Waste-Needs-Assessment.pdf>

<sup>114</sup> Waste Topic Paper

<b>Planned provision</b>	<p><i>Facilities</i></p> <p>A facility for food waste processing is proposed at Meriden Quarry, but has not been built out.</p> <p>See below for further detail on the Household Waste and Recycling Centre.</p> <p><i>Collection</i></p> <p>All residential properties will be served by the same kerbside schemes, therefore capture percentages should be the same, including new built properties.</p>
<b>Impact of development proposals</b>	<p>The Waste Needs Assessment (2018) identifies that the current facility at Bickenhill Household and Waste Recycling Centre is at or over capacity, and the additional population/households over the plan period will result in a need for increased household waste and recycling capacity, requiring an additional site area of 1-2 ha.</p> <p>Land at Moat Lane Depot, a non-hazardous waste transfer station, has been put forward as a proposed housing allocation in the Draft Submission Plan, anticipated to come forward in the later period of the Plan (2031-2036).</p> <p>The Council has been exploring options for additional capacity and/or alternative sites for both of these local authority managed sites for a number of years. The Council's preferred option is land off Damson Parkway, at Site UK2, in the Draft Submission Plan.</p>
<b>Delivery potential</b>	<p>The Council will be the main agency in delivering the Municipal Waste Management Strategy and encouraging waste reduction through measures such as 'Love Food, Hate Waste' Campaign.</p> <p>The relocated Household Waste and Recycling Centre is likely to be delivered by the Council towards the latter end of the Plan.</p>
<b>Role of Local Plan</b>	<p>Policy P12 in the Submission Draft Local Plan seeks to prevent the production of waste within the Borough wherever possible. Where this is not feasible, waste shall be treated and managed in accordance with the waste hierarchy.</p>

<b>3.5.2 COMMERCIAL WASTE TREATMENT</b>	
<b>Lead Agency</b>	Various
<b>Evidence Base</b>	SMBC Municipal Waste Management Strategy 2010-2020 (2010) Waste Needs Assessment for Solihull (2018) <sup>115</sup> SMBC Waste Management Strategy Update (2019-2020) <sup>116</sup>
<b>Strategic Issues</b>	<p>Evidence in the Waste Needs Assessment (2018) demonstrates that the significant capacity gap between the waste arising and the capacity of waste management facilities to manage waste in the Borough, highlighted in the 2013 Local Plan no longer exists. The closing of this capacity gap may be a result of the policy direction in the adopted Local Plan, which has encouraged and permitted a number of waste management facilities in the Borough. However, not all of these have yet come on stream.</p> <p>It can be seen from Figure 9 that Construction &amp; Demolition wastes and Commercial &amp; Industrial waste comprise the majority of waste in the Borough, and that this is usually managed via individual contracts between the producer (the business) and a private waste contractor. The private waste contractor will collect and may also treat / dispose of the waste. The Council has limited influence over these waste streams as they are not under its control.<sup>117</sup> However, a small amount is captured in LACW, principally through deposits made at household waste recycling centres (HWRC), also known as civic amenity (CA) sites.</p> <p>The Government's aim is to prevent waste, treat it as a resource, and drive waste management up the waste hierarchy to improve efficiency and reduce impacts. The aim is to create a more circular economy, where resources are kept in use as long as possible, extracting maximum value from them – to repair, reuse and remanufacture <sup>118</sup></p> <p>National guidance expects communities to take more responsibility for managing their own waste, which can be equated to managing an equivalent tonnage of waste to that arising in their areas.</p>
<b>Existing provision</b>	<p>There are only a small number of permitted facilities in the Borough, predominantly receiving construction and demolition wastes. Whilst there is composting capacity, there is no residual waste treatment or disposal capacity. This means that there is reliance on such facilities outside the Borough, furthermore, none of the transfer facilities within the Borough have capacity for commercial and industrial waste.</p> <p>There has been a significant increase in the quantity of construction &amp; demolition waste managed in the Borough associated with the inert landfill site and waste wood processing facilities at Meriden Quarry, resulting in Solihull becoming a net importer of waste.</p>

<sup>115</sup> Source: Solihull Metropolitan Borough Council Waste Needs Assessment For Solihull (2018)

<https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Waste-Needs-Assessment.pdf>

<sup>116</sup> <https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/Waste-Management-Strategy-for-Solihull-Status-Update-2019-20.pdf>

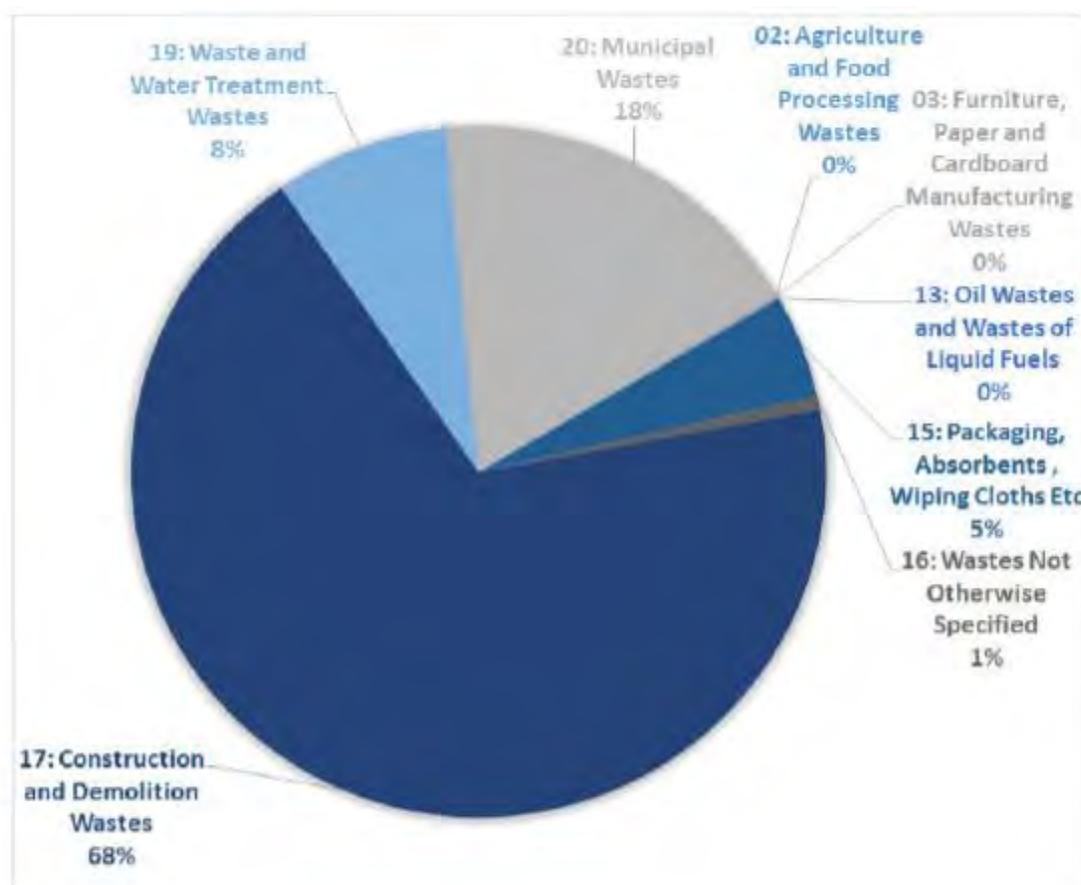
<sup>117</sup> Source: Solihull MWMS 2010-2020

<sup>118</sup> Our Waste Our Resources – A Strategy for England (2018)

	<p>Only 13% of waste deposited in Solihull originated in the Borough in 2017, with over 90% of waste originating in the West Midlands.</p> <p>Estimated commercial &amp; industrial waste arisings for 2017 are within a range from 39,600 to 48,400 tonnes. For construction &amp; demolition waste, estimates indicate between 447,000 and 475,000 tonnes, or 482,000 to 513,000 tonnes, depending on which Gross Value Added figures are used. The Waste Management Assessment (2018) does recognise that the construction &amp; demolition figures could overestimate waste in Solihull.</p> <p>The WNA (2018) also considers wastes from agriculture and hazardous waste arisings. It estimates that between 300 and 500 tonnes of non-natural agricultural waste is produced annually, with around 9,400 tonnes of hazardous waste arisings in 2017.</p>
<b>Gaps in provision</b>	<p>There is limited capacity in Solihull for the transfer, treatment or disposal of C&amp;I waste. The capacity need for residual C&amp;I waste treatment/disposal is unlikely to be sufficient to be economically viable to develop dedicated capacity solely for Solihull's C&amp;I waste.</p>
<b>Planned provision</b>	<p>Coventry Council is planning a new Material Recycling Facility that will serve local authorities in the Coventry, Solihull and Warwickshire sub-region.</p> <p>A physical treatment facility at Berkswell Quarry for Cemex UK Materials was granted planning permission in December 2018. This would provide capacity for up to 49,000 tonnes per annum, and be required for the lifetime of the Quarry, although it has yet to be implemented.</p> <p>Planning permission has also been granted for an in vessel composting/biomass/waste water plant at Meriden Quarry for Beechwood Recycling, which has been largely built, although the Company has gone into liquidation and the facility has never operated. This would provide capacity for up to 30,000 tonnes of composting, as well as food waste.</p> <p>A former composting facility is operating as a wood recycling business at Hawkhurst Moor Farm in Berkswell, although this has not been formally authorised. The business has been invited to submit an application for a Certificate of Lawful Existing Use or Development.</p>
<b>Impact of development proposals</b>	<p>The WNA (2018) indicates that for commercial &amp; industrial waste growth scenarios suggest that around 68,000 to 69,000 tonnes are likely to arise by 2036, based on the higher forecasts. The forecasts for construction &amp; demolition waste suggest between 664,000 and 817,000 tonnes by 2036, although this could be an overestimation, given that expectations would suggest a maximum of around 200,000 tonnes per annum.</p> <p>The level of residual waste is unlikely to be large enough to justify a separate facility. The WMA recommends some additional physical treatment capacity for the recycling of non-wood based construction and demolition waste, but notes that a current proposal would provide this capacity. For developments that would generate significant excavation waste, evidence should be provided that capacity exists.</p>

	<p>The report assumes that agricultural waste will remain at current levels of between 300 and 500 tonnes per annum, and that hazardous waste arisings will be in the range of 7,000 to 11,000 tonnes per annum.</p> <p>The very low tonnages of agricultural waste indicate that this stream should continue to be appropriately managed by the private sector, and does not require specific provision. The Local Plan could consider promoting on-farm anaerobic digestion systems to manage natural agricultural waste. Because of the very low quantities of hazardous waste there does not appear to be a need for any provision for recovery or disposal.</p>
<b>Delivery potential</b>	On-site waste resource management as well as collection and treatment by commercial operators.
<b>Role of Local Plan</b>	Policy P12 'Resource Management' in the Submission Draft Local Plan sets out specific criteria to assess the appropriateness of proposals for waste management facilities, as well as criteria for on-site management of waste.

**Figure 9: Breakdown of waste received at permitted facilities in Solihull in 2017<sup>119</sup>(WNA, 2018)**



<sup>119</sup> Waste Needs Assessment for Solihull (2018)<sup>119</sup>

### 3.6 MINERAL RESERVES

<b>3.6.1 MINERAL RESERVES</b>	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Section 17 of NPPF (2019)</p> <p>West Midlands Aggregates Working Party: Annual Report (2009)<sup>120</sup></p> <p>National and Regional Guidelines for aggregates provision in England 2005-2020 (2009)</p> <p>Local Aggregates Assessment for the West Midlands Metropolitan Area (published 2016)</p> <p>Regional West Midlands Aggregate Working Party Annual Report (published 2018)</p>
<b>Strategic Issues</b>	<p>Solihull MBC as a unitary authority has responsibility for strategic work on Minerals.</p> <p>National planning policy requires mineral planning authorities to plan for a steady supply of minerals by preparing an annual Local Aggregates Assessment and make provision for extraction via specific sites, preferred areas, or areas of search, including a minimum 7 year landbank for sand and gravel. Minerals plans should take account of the contribution of secondary and recycled aggregates, safeguard mineral resources and infrastructure, encourage prior extraction, set out criteria for mineral operations and ensure reclamation and restoration.</p> <p>The national and local guidelines for aggregates provision in England 2005 to 2020 provide a target production figure for primary aggregates for the West Midlands, which has been apportioned to sub-regions following advice from the regional aggregates working party.<sup>121</sup></p> <p>Indicative apportionments were produced by the regional Aggregate Working Party in 2009, including 0.55 million tonnes of primary sand and gravel resources per annum for the West Midlands Metropolitan Area (0.5 million tonnes in Solihull and 0.05 million tonnes in Walsall per year). This figure assumes that approximately 25 % of the overall aggregates requirement will be provided by alternative materials such as secondary and recycled aggregates.</p> <p>An update to the 2009 Guidelines is yet to be published. However, the NPPF indicates that a Local Aggregates Assessment (LAA) should be used to forecast future demand for aggregates and an assessment of supply options, based on a rolling average of 10 years sales data, together with the other relevant information.</p>

120 Source: <http://www.communities.gov.uk/publications/planningandbuilding/wmannual2009>. Published 21 June 2011. Summary - "This annual report provides information and data on the extraction, sales, supply and demand for aggregates, as well as information on recycled aggregates and the status of development plans, for 2009. The findings and recommendations in this report are those of the consultant authors and do not necessarily represent the views or proposed policies of the Department for Communities and Local Government."

121 Source: <http://www.communities.gov.uk/publications/planningandbuilding/aggregatesprovision2020>

	<p>A LAA for the West Midlands Metropolitan Area was agreed in 2016<sup>122</sup> and the latest Annual Report from the West Midlands Aggregates Working Party was published in 2018, using data up to end 2017.</p> <p>Based on the 2017 data, the average 10-year sales figure for the WM Metropolitan Area (i.e. Solihull and Walsall) was reduced to 0.48 million tonnes/per annum. The same report identified 3.99 million tonnes of sand and gravel aggregate reserves at the end of 2017, or a landbank of 8.31 years (going up to 2025).</p>
<b>Existing provision</b>	<p>The Borough is the main source of sand and gravel production for the West Midlands Metropolitan Area.</p> <p><b>Sand and gravel</b></p> <p>Solihull contains sand and gravel aggregates at or near the surface in the east of the Borough being worked from Berkswell and Meriden quarries. The Borough makes a significant contribution to sub-regional production of sand and gravel, and is home to a major construction and demolition waste recycling facility which provides secondary and recycled materials for the construction industry.</p> <p><b>Coal</b></p> <p>Since the adoption of the 2013 Solihull Local Plan, the Daw Mill Colliery in Warwickshire, from which coal was being extracted has been closed due to an underground fire, and there are no future plans for working of the coal resource. The Council has liaised with Warwickshire County Council on this matter, and the MSA is no longer included in the Warwickshire Minerals Plan. The Preferred Area of Coal is therefore not included in the Draft Submission Plan.</p> <p><b>Crushed Rock</b></p> <p>There has been no production of crushed rock in the West Midlands Metropolitan Area since 2007 when the last quarry closed, and there are no winnable deposits of crushed rock remaining in the Area.<sup>123</sup></p> <p><b>Mineral Safeguarding Areas</b></p> <p>Mineral Safeguarding Areas have been defined for underground sand and gravel resources, based on work undertaken in Mineral Safeguarding in Solihull (2012). The Mineral Safeguarding Areas include any known or anticipated sites for infrastructure including the production of secondary and recycled materials. The MSAs are outlined on the proposals map in the Draft Submission Local Plan, and are a continuation of the areas allocated in the 2013 Solihull Local Plan.</p>
<b>Gaps in provision</b>	<p>The 2013 Solihull Local Plan identified the requirement of 7.5 million tonnes of primary sand and gravel tonnes over the remaining plan period (2013-2028), or a maximum of 0.5 million tonnes per annum.</p>

<sup>122</sup> Source: [https://go.walsall.gov.uk/Portals/0/images/importedddocuments/wmma\\_laa\\_nov\\_2015\\_-\\_final\\_version.pdf](https://go.walsall.gov.uk/Portals/0/images/importedddocuments/wmma_laa_nov_2015_-_final_version.pdf)

An updated LAA is being prepared but has yet to be finalised and published (October 2020).

<sup>123</sup> LAA (2016)

Assessment	West Midlands Metropolitan Area (10 year sales average)	Solihull apportionment
WM Regional Aggregates Working Party (2009)	0.55 million tonnes/year	0.5 million tonnes/year
WM Local Aggregates Assessment (2016)	0.494 million tonnes/year	0.444 million tonnes/year
WM Regional Aggregates Working Party Annual Report (2018)	0.48 million tonnes/year	0.43 million tonnes/year
<p>The table above shows data from different sources over time.</p> <p>The NPPF requires the provision of a minimum 7 year landbank for sand and gravel. The latest figure for reserves in the West Midlands Metropolitan Area is 3.26 million tonnes at the end of 2018.<sup>124</sup></p> <p>This would leave a requirement of 8.24 million tonnes, based on the annual requirement of 0.5 million tonnes and the 7 year landbank. This is this figure that has been used in the Draft Submission Plan.</p> <p>Within the WM Metropolitan Area, only Solihull and Walsall have reserves of primary sand and gravel aggregates and are able to contribute to annual sales. The vast majority of primary sand and gravel is sourced in Solihull, and in recent years it has been responsible for 100% of sales.</p> <p>The Black Country Core Strategy, which covers Walsall, aims to produce a minimum of 50,000 tonnes of primary sand and gravel per annum to 2026. The remainder of the requirement identified in the Local Aggregate Assessment needs to be provided for in Solihull through the Local Plan Review. The Black Country Core Strategy Review has commenced and a Draft is expected in late 2020. Evidence from the Black Country suggests that maintaining the level of production post-2026 will be difficult.</p>		
<b>Planned provision</b>	<p>In seeking to meet the requirement for primary sand and gravel production, the Council has identified a number of preferred areas for extraction, based on information provided by the mineral operators and following assessment through the strategic non-housing land availability assessment process. These preferred areas provide for a proportion of the total requirement only, with the remainder to be provided from within defined areas of search. Proposals for sand and gravel extraction outside these areas will be permitted where this can be justified.</p>	

<sup>124</sup> Unpublished data reported in the Mineral Topic Paper (October 2020). This is lower than the figures reported in the Annual Report from the Regional WM Aggregates Working Party, which identified 3.99 million tonnes of sand and gravel aggregate reserves at the end of 2017.

	<p>Preferred areas for primary sand and gravel extraction were identified in the adopted Solihull Local Plan 2013 at Marsh House Farm, Hornbrook Farm and west of Berkswell Quarry, which will provide around 2.0 million tonnes and are defined on the Policies Map. Two further areas are identified as Specific Sites for sand and gravel extraction as extensions to the existing quarries at land south-east of Meriden Quarry, and land south-east of Berkswell Quarry, which will provide a further 2.1 million tonnes and are also defined on the Policies Map.</p> <p>Areas of search for primary sand and gravel extraction are identified between Berkswell, Hampton and Meriden and east of the NEC and M42 to meet the shortfall in provision, and are defined on the spatial strategy diagram/proposals map. However, inclusion within an area of search does not imply that all of the mineral resources are viable or that extraction would be acceptable. Sand and gravel extraction outside the areas of search may also be permitted, if there is evidence that insufficient mineral resources from the areas of search are likely come forward within the plan period, or that production targets will not be met.</p>
<b>Impact of development proposals</b>	<p>The NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. Policy P13 in the Draft Submission Local Plan requires the prior extraction of minerals where non-mineral development that could sterilise resources unless justified, in accordance with national guidance.</p> <p>The national and local guidelines for aggregates provision in England 2005 to 2020 assume a significant contribution from alternative materials, which reduces the requirement for the production of primary aggregates. The policy in the Submission Draft Local Plan promotes the use of alternative materials in construction within the Borough and provides for new and expanded facilities within a defined area of search. The co-location of primary extraction and permanent secondary facilities is likely to bring benefits in minimising transport and environmental costs. Temporary facilities for alternative materials will be encouraged on sites for significant development in the Borough.</p>
<b>Delivery potential</b>	Mineral extraction already well-established in the Borough at Berkswell and Meriden quarries.
<b>Role of Local Plan</b>	<p>The Minerals Strategy for the Borough will be incorporated in the Submission Draft Local Plan.</p> <p>Policy P13 sets out criteria for new minerals development in the Borough, to ensure mitigation of environmental and transport impacts, in accordance with national guidance. Guidance is also provided on the restoration and aftercare of mineral sites once extraction has ceased.</p>

### 3.7 DIGITAL CONNECTIVITY

3.7.1 DIGITAL CONNECTIVITY	
<b>Lead Agency</b>	Solihull MBC Openreach Telecommunications providers
<b>Evidence Base</b>	CSW Broadband Plan Openreach website Digital Communications Infrastructure Strategy (2015) <sup>125</sup> Future Telecoms Infrastructure Review: Call for Evidence Responses
<b>Strategic Issues</b>	<p>Both the national Digital Communications Strategy (2015) and the National Planning Policy Framework highlight the importance of an efficient and reliable communications infrastructure to support economic growth.</p> <p>Openreach Limited runs the UK's digital network, connecting homes, schools, hospitals, libraries, businesses. It's their mission to build the best possible network with the highest quality of service, and make sure that everyone in the UK can be connected. Openreach is an independently governed, wholly owned subsidiary of BT Group. Their customers are the 650+ communications providers who sell phone, broadband and Ethernet services to homes and businesses. Openreach is made up of four divisions – service delivery, fibre and network delivery, strategic infrastructure development, and headquarters.<sup>126</sup></p> <p>A report to the Council's Resources &amp; Delivering Value Scrutiny Board "Digital Connectivity – Implications arising from the Electronic Communications Code and the National Planning Policy Framework" stated:</p> <p>"The Department for Digital, Culture, Media and Sport issued a letter to all Local Authorities in March 2019 that set out the Government's commitment to supporting investment in high quality, reliable, digital connectivity whilst its Future Telecoms Infrastructure Review set ambitious targets for nationwide full fibre coverage by 2033 and for the UK to be a world leader in 5G with the majority of the population covered by 2027. With that aim in mind the Government wants to make it easier for operators to deploy the necessary infrastructure and in order to achieve this, the Electronic Communications Code which underpins the agreements between communication network providers and site providers (public and private sector) has been reformed. The explicit aim of the reforms, which are embodied in the 'barrier busting' measures recommended by both Government and WMCA, is to make it easier and more cost effective for network providers to deploy and maintain digital infrastructure.</p>

<sup>125</sup> <https://www.gov.uk/government/publications/the-digital-communications-infrastructure-strategy/the-digital-communications-infrastructure-strategy>

<sup>126</sup> <https://www.openreach.com/about-us/who-we-are#:~:text=Who%20is%20Openreach%3F,to%20these%20households%20and%20businesses.>

	<p>As a consequence of that Local Authorities need to ensure that they have effective procedures and policies in place that provide effective engagement with the digital communications industry and minimise barriers to deployment.”</p> <p>In this context, the Council identified a need to review the Council’s moratorium on the installation of electronic communications equipment on Council land and buildings, and on 10<sup>th</sup> October 2019, Cabinet resolved to agree requests to install equipment on Council owned assets be delegated to the Director of Resources and Deputy Chief Executive in consultation with the Cabinet Member for Resources (subject to the granting of planning permission).</p>								
<b>Existing provision</b>	<p>Since the adoption of the 2013 Local Plan, there have been widespread improvements to digital connectivity across the Borough. This has been in part due to the Coventry, Solihull &amp; Warwickshire Superfast Broadband Project, which has helped to increase broadband access across the sub-region, especially in more rural areas.<sup>127</sup></p> <p>The interim update to Ofcom’s ‘Connected Nations’ report<sup>128</sup> on broadband availability across the UK reported that in Solihull:</p> <table border="1"> <thead> <tr> <th>Connected Nations – September 2020 update</th> <th>Solihull Broadband</th> </tr> </thead> <tbody> <tr> <td>Superfast Broadband availability (% premises)</td> <td>97.8%</td> </tr> <tr> <td>Ultrafast Broadband availability (% premises)</td> <td>83.4%</td> </tr> <tr> <td>Full Fibre availability (% premises)</td> <td>15.7%</td> </tr> </tbody> </table>	Connected Nations – September 2020 update	Solihull Broadband	Superfast Broadband availability (% premises)	97.8%	Ultrafast Broadband availability (% premises)	83.4%	Full Fibre availability (% premises)	15.7%
Connected Nations – September 2020 update	Solihull Broadband								
Superfast Broadband availability (% premises)	97.8%								
Ultrafast Broadband availability (% premises)	83.4%								
Full Fibre availability (% premises)	15.7%								
<b>Gaps in provision</b>	<p>The borough is close to 100% coverage of superfast broadband availability, and over 80% of ultrafast broadband availability.</p> <p>Some parts of the Borough, especially in more rural areas, experience slow broadband speed and poor mobile telecommunication signals.</p> <p>Customers can check broadband availability by checking the website: <a href="https://www.cswbroadband.org.uk/your-area/check-your-property/">https://www.cswbroadband.org.uk/your-area/check-your-property/</a></p>								
<b>Planned provision</b>	5G Network roll-out in the Borough.								
<b>Impact of development proposals</b>	<p>Challenge D of the DSP recognises the “need for high speed digital connectivity to enhance competitiveness.”</p> <p>Increase in households and economic sector will mean greater demand for broadband and wireless capabilities. Provision for these should be accounted for at the outset of proposals and aligned with other underground works to reduce disruption on roads.</p>								
<b>Delivery potential</b>	Telecommunications providers on site								

<sup>127</sup> <https://www.cswbroadband.org.uk/documents/CSW%20Local%20Broadband%20Plan%20-%20Jan%202017%20update%20-%20Published.pdf>

<sup>128</sup> <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-update-summer-2020>

<b>Role of Local Plan</b>	<p>Policies P1 and P3 of the Submission Draft Local Plan encourage installation of telecommunications, especially high capacity digital infrastructure for business.</p> <p>The DSP has a new sub-policy, P14A, dedicated to Digital Infrastructure and Telecommunications, which seeks to ensure that high quality communications infrastructure is treated as essential infrastructure in new developments, and to guide the local planning authority's position when determining planning applications for new physical infrastructure such as masts, whilst having regard for visual amenity and other environmental considerations.</p>
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## 4.0 SOCIAL INFRASTRUCTURE

### 4.1 MEETING HOUSING NEED

4.1.1 Meeting housing need	
<b>Lead Agency</b>	Solihull MBC Solihull Community Housing
<b>Evidence Base</b>	Housing and Economic Development Needs Assessment (2020) Solihull's Strategic Housing Framework (2019) Solihull Homelessness and Rough Sleeping Strategy (2020) <sup>129</sup> Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) (2016-2020)
<b>Strategic Issues</b>	<p>The overall housing requirement for the Borough for the period 2020-2036 has been informed by the HEDNA, taking into account the standard methodology to assess housing need and economic forecasts. The Council has also sought to make a contribution to the shortfall identified in the wider housing market area.</p> <p>Affordable housing is defined as social rented, affordable rented, intermediate tenure and Starter Homes, provided to eligible local households on incomes whose needs are not met by the market.</p> <p>As Local Housing Authority, the Council has statutory duties for meeting priority housing need and homelessness.</p> <p>The number of households is projected by the ONS to increase by over 12,500 over the period 2020 to 2036. 65% of household growth in the period to 2036 is projected to be households aged 65 and over and single households. It is projected that by 2036, 46% of all households will be single people or couples aged 65 or over.</p> <p>The number of households represented by the over 75s is projected to increase by 7,147 (31.8%) between 2020 and 2036 to comprise 12% of all the Borough's households.</p> <p>Affordable housing need is exceptionally high as Solihull has one of the most severe affordability problems in the West Midlands Region. Solihull's median house price is £85,000 higher than the West Midlands region and stand at 8.42 times the median earnings of those working in the Borough. The shortage of affordable housing is particularly acute in parts of the mature suburbs and the rural area.</p> <p>There is a Borough-wide shortage of homes that are affordable. The local Borough needs is for both smaller and family sized affordable rented housing and intermediate tenure homes. There is also a need for more smaller and lower cost market housing, as well for more specialist and supported housing</p> <p>The number of people with disabilities will continue to increase and will drive the need for more accessible and adaptable housing and more</p>

<sup>129</sup> Source: <https://www.solihull.gov.uk/Portals/0/Housing/Solihull-Homelessness-and-Rough-Sleeping-Strategy-2020-23.pdf>

	<p>specialist and supported housing to meet a range of needs. Both affordable and market provision will be required.</p> <p>The provision of new homes should address the needs of all types of household, including families, single people, older and disabled people, and those who want to build their own home. New homes should be affordable by those who are seeking a first home and those who wish to move home. There must be increased provision of affordable housing for rent and intermediate tenure to meet the growing needs of households that cannot afford market solutions.</p> <p>The Council aims to ensure that everyone has the opportunity of access to a decent and safe home within a quality living environment, by:</p> <ul style="list-style-type: none"> <li>• identifying deliverable housing land supply for fifteen years from the date the Plan will be adopted and ensuring that at least a five-year supply of housing land is available for development;</li> <li>• prioritising locations for development that will best contribute to building well-connected, sustainable and balanced communities;</li> <li>• ensuring the provision of an appropriate mix, type and tenure of housing on sites in a range of locations which meet the needs of Solihull's residents, particularly needs for social rented, affordable home ownership and housing for older and disabled people;</li> <li>• promoting opportunities for self and custom build.</li> </ul>
<b>Existing provision</b>	<p>The Council tax base in Solihull is for 93,191 dwellings as of 1<sup>st</sup> April 2020, which is slightly higher than the official Government figures.</p> <p>At 31 March 2020 the Borough's stock of social/affordable rented housing was 13,525 (14.5% of Borough stock).</p> <p>Solihull Council owns 9,924 social/affordable rented homes (73%) which are managed by an ALMO (Arms Length Management Company) Solihull Community Housing. 49% of the Council's housing is flats, 39% of which are located in the Borough's 37 high-rise blocks.</p> <p>There has been a significant reduction in social rented housing in Solihull, due largely to the Right to Buy. Between April 1981 and March 2020 Right To Buy sales have totalled 7,636 and a further 1,276 properties have been demolished. Acquisition and new build of social rented homes (Council and housing associations) have replaced only 38% of these in the same period.</p> <p>One effect of the Right To Buy, together with a low replacement rate, has been to leave Solihull with a high proportion of flats and smaller sized properties (bedsits, one and two bedroom). Only 29% of the Council's housing has three or more bedrooms.</p> <p>Over the period April 2014 to March 2019, since the adoption of the Local Plan, a total of 5,190 dwellings were granted planning permission in Solihull, of which 1,435 (28%) have been, or are to be affordable</p>

	<p>dwellings. Almost 77% of the affordable housing pipeline between 2014, and projected to be completed by March 2023 are social rented.<sup>130</sup></p>
<b>Gaps in provision</b>	<p><b>Affordable housing</b></p> <p>The requirement for the provision of affordable housing is justified on the basis that Solihull has a high level of unmet housing need, as evidenced in the Housing and Economic Development Needs Assessment (HEDNA). This is supported by official data produced by MHCLG and local Borough wide data on housing need and homelessness. The HEDNA identified a need for 578 affordable homes per annum.</p> <p>Most households in housing need are only able to afford to rent below market level, so the provision of homes at social rent or affordable rent is the most important aspect of affordable housing provision.</p> <p><b>Specialist and supported housing</b></p> <p>There is an outstanding need for accommodation that is designed to meet specific needs of older and/or disabled people (including those with learning and/or physical or sensory disabilities).<sup>131</sup></p> <p><b>Market housing</b></p> <p>The HEDNA identifies that the greatest need in market housing over the plan period is for smaller-medium family-sized housing of 3-bed dwellings.</p> <p><b>Custom and self-build</b></p> <p>As at 30<sup>th</sup> October 2019, there were 370 individual entries on the Council's Self-Build and Custom Housebuilding Register, along with 4 groups containing a total of 18 individuals.</p> <p><b>Student accommodation</b></p> <p>There are no higher education establishments in Solihull and no significant term-time student population. The Local Plan makes no specific provision for this group.</p>
<b>Planned provision</b>	<p>The Council will allocate sufficient land to provide for 15,017 net additional dwellings between the period 2020 and 2036.</p> <p>Policy P4C in the Submission Draft Local Plan requires a 40% contribution of affordable housing on residential sites of 0.5ha or more, or 10+ net homes.</p> <p>Policy P4B 'Rural Exceptions' states that affordable housing developments on green belt land will be supported in specific circumstances.</p> <p>Policy P4C sets out a market housing mix of 30% 1-2 bed dwellings, 50% 3-bed dwellings and 20% 4-bed dwellings.</p> <p>Policy P4D will require developers of allocated sites to make a 5% contribution to Self and Custom Build housing on residential sites of 100+ units.</p>

<sup>130</sup> AMR 2019

<sup>131</sup> More information is available in the Housing Topic Paper.

	<p>Policy P4E requires all new housing on major development sites to be built to Category M4(2), i.e. accessible and adaptable dwellings, and at least 5% on major development sites to be built to Category M4(3). Furthermore, all developments of 300 dwellings or more must provide specialist housing or care bedspaces.</p>
<b>Impact of development proposals</b>	<p>The Council commissioned a Viability Study taking into account the impacts of proposed Policies P4A-E. The Viability Study generally supports the thresholds, especially on greenfield sites.</p> <p>Affordable housing will be secured on qualifying sites, as on-site provision where possible, and through off-site developer contributions where applicable.</p> <p>The new Policy P4D for custom and self-build will provide more opportunities to meet this demand.</p> <p>The new Policy P4E for older persons and specialist/supported housing will also help to meet need and curtail speculative developments, especially in the Green Belt.</p>
<b>Delivery potential</b>	<p>The Council has a strong track record of delivering affordable housing. In the financial years since the adoption of the Local Plan and the 40% threshold on qualifying sites; of all dwellings granted permission between April 2014 and March 2019, 28% have been affordable, and on all sites that have had an element of affordable housing, the proportion is 38%.<sup>132</sup> Evidently, a number of sites have been exempt because e.g. the number of dwellings fell below the applicable threshold.</p> <p>The Council works with Housing Associations and Solihull Community Housing to deliver a range of affordable housing types and tenures both on-site and via commuted sums. Off-site contributions also attract additional grant from Homes England.</p> <p>The Council has, and will continue to, work with social care commissioners and developers to help bring forward accommodation to help meet specialist and supported housing needs, e.g. for older people and/or those with disabilities.</p> <p>The Solihull Self-build and Custom Housebuilding Register was launched in March 2016 and is available on the Council's website at <a href="http://www.solihull.gov.uk/selfbuild">www.solihull.gov.uk/selfbuild</a>.</p> <p>The Council will use Housing Revenue Account finance, Section 106 off-site contributions and grant funding from Homes England and other agencies to fund affordable housing development.</p>
<b>Role of Local Plan</b>	<p>Policy P4(A-E) in the Draft Local Plan, 'Meeting Housing Needs', provides a policy basis to:</p> <ul style="list-style-type: none"> <li>• Deliver a significant proportion of all new build housing as affordable (Policy P4A)</li> <li>• To enable Parishes and Neighbourhoods to provide 'Rural Exceptions' housing of 100% affordable (Policy P4B)</li> <li>• Deliver an appropriate mix of 'Market Housing' (Policy P4C)</li> </ul>

<sup>132</sup> Source: Authority Monitoring Report (2014-2019); <https://www.solihull.gov.uk/Portals/0/Planning/LDF/AMR-Report-Final-for-publication.pdf>

	<ul style="list-style-type: none"> <li>• Diversify the range of custom and self-build housing (Policy P4D)</li> <li>• Provide sufficient housing for older people and those with additional needs (Policy P4E)</li> </ul>
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4.1.2 GYPSY AND TRAVELLER SITES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Solihull Gypsy and Traveller Accommodation Assessment (2012)</p> <p>Updated Solihull Gypsy and Traveller Accommodation Assessment (due end 2020/early 2021)</p> <p>Solihull Gypsy and Traveller Site Allocations Development Plan Document (2014)</p> <p>Planning Policy for Traveller Sites (2015)</p>
<b>Strategic Issues</b>	<p>The Council has a duty under the Housing and Planning Act 2016 to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed.</p> <p>The PPTS sets out the planning definition of Gypsies and Travellers and states that local planning authorities should make their own assessment of need and use a robust evidence base to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople.</p> <p>For those Gypsies and Travellers who do not lead a nomadic lifestyle (and therefore do not meet the PPTS planning definition, there remains a requirement for the Council to continue to assess and plan for their needs as part of its wider responsibilities to meet the accommodation needs of its settled community and protect the cultural choice of Gypsies and Travellers to live in mobile accommodation.</p> <p>The Gypsy and Traveller Accommodation Assessment (2012) identified a need for 38 additional residential pitches between 2012 and 2027. Of these, 26 pitches are required by 2017, a further 6 are required between 2017 and 2022, and 6 more between 2022 and 2027. A Site Allocations Document was adopted in December 2014, which sets out how and where these needs will be met in full.<sup>133</sup></p> <p>The Council have commissioned an updated GTAA in order to identify the future accommodation of Gypsies and Travellers in Solihull over the plan period up to 2036, and inform Policy P6 of the Local Plan Review. Data gathering for the 2020 GTAA has been severely affected by the Covid-19 pandemic, however, is expected to be completed prior to Submission of the Local Plan.</p>

<sup>133</sup> 6 further pitches have been added to this total as a result of appeals allowed in 2017 and 2020.

<b>Existing provision</b>	Sites with full planning permission (January 2020):																												
	<table border="1"> <thead> <tr> <th>Site</th> <th>Number of pitches</th> </tr> </thead> <tbody> <tr> <td>The Haven, Catherine-de-Barnes Lane</td> <td>25</td> </tr> <tr> <td>The Warren, Bickenhill Lane</td> <td>12</td> </tr> <tr> <td>Brook View, Valley Road</td> <td>6</td> </tr> <tr> <td>Canal View, Salter Street</td> <td>3</td> </tr> <tr> <td>Land off Salter Street</td> <td>3</td> </tr> <tr> <td>Leam Corner, Balsall Common</td> <td>2</td> </tr> <tr> <td>Old Damson Lane, Solihull (Area 1)</td> <td>7</td> </tr> <tr> <td>Old Damson Lane, Solihull (Area 2)</td> <td>7</td> </tr> <tr> <td>Old Damson Lane, Solihull (Area 3)</td> <td>11</td> </tr> <tr> <td>The Uplands, Dickens Heath Road</td> <td>4</td> </tr> <tr> <td>Shadowbrook Lane</td> <td>5</td> </tr> <tr> <td>Land off Church Lane, Bickenhill</td> <td>1</td> </tr> <tr> <td><b>Total</b></td> <td><b>86</b></td> </tr> </tbody> </table>	Site	Number of pitches	The Haven, Catherine-de-Barnes Lane	25	The Warren, Bickenhill Lane	12	Brook View, Valley Road	6	Canal View, Salter Street	3	Land off Salter Street	3	Leam Corner, Balsall Common	2	Old Damson Lane, Solihull (Area 1)	7	Old Damson Lane, Solihull (Area 2)	7	Old Damson Lane, Solihull (Area 3)	11	The Uplands, Dickens Heath Road	4	Shadowbrook Lane	5	Land off Church Lane, Bickenhill	1	<b>Total</b>	<b>86</b>
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<b>Gaps in provision</b>	<p>The number of pitches that have either been granted permission or, for those without planning permission have been included as an allocation in the adopted 2014 Plan, matches the identified need over the plan period (2012 to 2027).</p> <p>The GTAA identified no requirement for a travelling show people site or formal transit site in the Borough and as such are not provided in the 2014 Site Allocations Plan.</p>																												
<b>Planned provision</b>	<p>Since publication of the GTAA in 2012, a total of 36 pitches have been granted planning permission. Six of these pitches were granted on appeal and did not form part of the need requirement in the 2012 GTAA. Therefore, there are still 8 pitches to be granted planning permission to meet the GTAA requirement, although sufficient land to meet this need up to 2027 has been allocated in the 2014 Site Allocations Plan.</p> <p>However, this is subject to change pending the completion of the updated 2020 GTAA.</p>																												
<b>Impact of development proposals</b>	<p>Provision of pitches has been determined through the Gypsy and Traveller Site Allocations DPD.</p> <p>Awaiting the outcome of the updated GTAA.</p>																												
<b>Delivery potential</b>	See above																												
<b>Role of Local Plan</b>	<p>Policy P6 of the Submission Draft Local Plan commits that the Council will seek to meet the need for any permanent residential pitches to 2036 that is identified in the updated GTAA. The accommodation needs of Gypsies and Travellers who meet the PPTS planning definition will be met through the remaining sites allocations in the 2014 Site Allocations Plan, any unimplemented planning permissions on allocated sites and intensification of use within the boundaries of existing authorised sites. Where required, the Council will undertake an update of its Gypsy and</p>																												

	<p>Traveller Site Allocations Plan. The policy sets out clear criteria that will be used in the determination of planning applications that would contribute to meeting any need that may be identified in the forthcoming 2020 GTAA, and to guide the allocation of future sites.</p>
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## 4.2 CHILDCARE AND LEARNING

4.2.1 CHILDCARE PROVISION	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Early Years and Childcare Sufficiency Assessment 2018/19 <sup>134</sup>
<b>Strategic Issues</b>	<p>The Childcare Act 2006 places a statutory duty on local authorities, in line with the Early Education and Childcare Statutory Guidance to:</p> <p><i>“Secure sufficient childcare places, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).”</i></p> <p>An Early Year and Childcare Sufficiency Assessment is a first step to securing sufficient childcare for parents in the area.</p> <p>The Act also places a duty on Local Authorities to take the strategic role in facilitation of the childcare market, in working with all local partners and working towards the Every Child Matters agenda.</p>
<b>Existing provision</b>	<p>From September 2017, local authorities were required by legislation to secure an additional 570 funded hours a year over no fewer than 38 weeks (30 hours per week for 38 weeks of the year) of the year for qualifying children in their area for the term following a child’s 3rd birthday.<sup>135</sup></p> <p>Early Learning for 2 year olds is free from the term after their second birthday, where their parents are eligible for certain benefits. It is for 15 hours per week for 38 weeks. Actual data for Solihull funded 2 year olds shows that the on average, across the Borough, only 31% of 2 year olds are eligible for a funded place, significantly lower than the national average. However this will differ significantly from Ward to Ward due to the eligibility criteria for the funded places.</p> <p>As of January 2018, there were 421 providers in Solihull providing a total of 8,946 registered childcare places. Childcare providers in the school based, private, voluntary/community and independent sectors deliver a wide range of places to meet the varied needs of parents.<sup>136</sup></p> <p>Childminders make up the largest proportion of providers in the Borough (71%), however, they only provide 11% of the registered places. Day nurseries make up for 36% of all registered childcare places provided.</p> <p>Shirley South, St Alphege and Blythe Wards have the most childcare places available for parents, whilst Shirley East and Castle Bromwich Wards have the least number of registered places in the Borough.</p> <p>Ofsted are responsible for rating the quality of early education but the Council offers support to providers in the area. In 2018, 88% of all childcare providers in Solihull are considered to be Outstanding or Good.</p>

134 Solihull MBC Cabinet Portfolio Holder Children and Young People - Report Endorsed on 6th April 2011. Latest available data at time of writing.

Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=CAY&meet=20&arc=71>

135 Source:

<http://eservices.solihull.gov.uk/mginternet/documents/s63452/Early%20Years%20and%20Childcare%20Sufficiency%20Plan.pdf>

136 <http://eservices.solihull.gov.uk/mginternet/documents/s63453/Appendix%201.pdf>

	<p>It is important that children with a special educational need or disability are able to participate in the same kind of childcare as their peers. In Solihull, the Council supports providers across the Borough to meet the needs of children with Special Educational Needs through enhanced funding. This should mean that all providers can meet the additional needs of specific children identified through the Council's Specialist Inclusion Support Team.</p>
<b>Gaps in provision</b>	<p>As of 2018 the overall data suggests that there is over supply of childcare places in the Borough. However vacancies are limited in Dorridge &amp; Hockley Heath, Olton and St Alphege Wards.</p> <p>The 2018 data shows that the availability of places outside of normal childcare hours is patchy across individual wards and overnight care is not offered in the majority of wards. Further assessment of demand for out of hours care is required for the wards with little or no provision, to ascertain if the lack of provision is a gap in the childcare market or due to lack of demand from parents. In addition an analysis of the need for overnight and weekend childcare should also be undertaken.</p> <p>As of 2018, there is a significant surplus of 3 &amp; 4 year old funded places borough-wide. A proportion of these empty places will be taken up by children from outside of the Borough. School nursery vacancies are continuing to grow as parents seek a more flexible offer of childcare to meet their working requirements. A review of School nursery provision and nursery admissions is underway with a view to enabling those schools that wish to do so to provide a more flexible offer.</p> <p>There are 1,662 reported vacant places representing 18% of the total number of childcare places in Solihull. All day care and sessional providers report at least 12% vacancy rates with nearly one in four childminder places reported as vacant. This may indicate an over-supply of childcare places and so caution should be exercised in the development of new childcare provision.</p> <p>In addressing the question of whether Solihull provides sufficient childcare for children with specific needs, the lack of suitable childcare was the most commonly cited obstacle, made by half of the parents who responded. For these parents finding care for children between 8- 10 years of age was reported as being the most difficult.</p> <p>Generally the group day-care and out of school providers felt that they and other settings were able to meet the care needs of disabled children and young people, partly because of the support provided by Solihull MBC. It was recognised that the situation was not so good for older children.</p>
<b>Planned provision</b>	<p>The ONS population projections show that there will be an on-going rise in the 0 to 4 population in the Borough for the period 2016 to 2041. The 0 to 4 population is forecast to rise by a further 5% during this period, lower than previously forecast. This rise in births and migration has also been reflected in the Local Health data for the Borough and the increasing number of children entering Reception classes at age 4.</p> <p>The forecast for the 5 to 9 and 10 to 14 population also shows significant growth over the data period.</p>

<b>Impact of development proposals</b>	<p>As of 2018, there are vacancies in school nurseries in every ward should a parent be seeking a funded 3 &amp; 4 year old place.</p> <p>However, the level of housing development expected in the reviewed plan will significantly impact on the demographic profile of the area, in particular in Knowle, Meriden, Blythe and Bickenhill Wards where strategic housing sites are proposed. Where new schools are being planned to meet the needs of the new housing developments, the demand for early years provision will also need to be considered.</p>
<b>Delivery potential</b>	<p>Early Intervention Grant</p> <p>Developer contributions</p>
<b>Role of Local Plan</b>	<p>Policy P21 supports the use of developer contributions for needs that are required as a result of new development, and these have been tested in the Viability Study for Early Years provision, based on the SMBC formula.</p> <p>New school sites will also have Early Years provision.</p>

#### 4.2.2 PRIMARY AND SECONDARY SCHOOLS

<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Solihull School Organisation Plan 2019/2020<sup>137</sup></p> <p>Securing developer contributions for education<sup>138</sup></p>
<b>Strategic Issues</b>	<p>The schools in Solihull have a national reputation for quality and achievement and pupils achieve consistently high examination and national curriculum results. However, educational outcomes have been one of the indicators of inequality between the North Solihull Regeneration Area and the rest of the Borough.</p> <p>In 2019 the Government released non-statutory guidance 'Securing Developer Contributions for Education'. The DfE expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development, alongside the consideration of guidance in the PPG on the evidence, policies and developer contributions required to support school provision. Funds should be secured for school places up to age 19, SEN provision and early years funding.</p> <p>Schools in Solihull attract children resident in neighbouring authorities. At January 2019, 13% of all pupils in Solihull's primary schools were resident outside of Solihull. 35% of pupils in secondary schools live outside of Solihull; this figure is consistent with previous years.</p> <p>Since 2004 there has been an overall increase in birth rate (as number of births) in the Borough, which is reflected in an increased number of children entering school at reception. The north of the Borough has seen an overall 8% increase and south of the Borough a 17% increase, particularly in the Mature Suburbs.</p>

<sup>137</sup><http://eservices.solihull.gov.uk/mgInternet/documents/s77522/Enc.%20%20for%20School%20Organisation%20Plan%2020192020.pdf>

<sup>138</sup> <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>

	<p>On the whole reception classes are filling at intake and this is rolling on year on year through key stage one. This means that families moving into the area have very limited preference of primary school, and for those families with more than one child keeping the children together in one school is very difficult.</p> <p>The introduction of academy schools has not had an impact on the Council's catchment area policy. All academy schools that operated a catchment area prior to conversion have chosen to continue using a catchment area within their admission arrangements.</p>
<p><b>Existing provision</b></p>	<p><b>(Non-fee paying) School summary information</b><sup>139</sup></p> <ul style="list-style-type: none"> <li>• 59 Primary schools* (including infant and junior)<sup>140</sup></li> <li>• 14 Secondary schools &amp; Academies and 1 voluntary aided school<sup>141</sup></li> <li>• 5 Special Schools</li> <li>• 3 Pupil Referral Units</li> <li>• 1 Alternative Resourced Unit at Primary School</li> <li>• 4 Alternative Resourced Units at Secondary School</li> </ul> <p>*All infant and primary schools in the Borough have a nursery unit.</p> <p><b>The following schools have a sixth form:</b></p> <ul style="list-style-type: none"> <li>• Arden School and Language Academy</li> <li>• Alderbrook Sixth Form</li> <li>• Grace Academy</li> <li>• Heart of England School</li> <li>• Park Hall Academy</li> <li>• St. Peter's Catholic School</li> <li>• Smith's Wood Academy</li> <li>• John Henry Newman Catholic College</li> <li>• Tudor Grange Academy</li> <li>• Tudor Grange Academy Kingshurst</li> </ul> <p><b>Sixth form and further education establishments</b></p> <ul style="list-style-type: none"> <li>• Solihull College</li> <li>• The Sixth Form College Solihull</li> </ul> <p><b>Independent Schools**</b></p> <ul style="list-style-type: none"> <li>• Eversfield Prep School, Warwick Rd, Solihull – Boys and Girls Age 3-11</li> <li>• Ruckleigh School, 17 Lode Ln, Solihull – Boys and Girls Age 3-11</li> <li>• Saint Martin's, Malvern Hall, Solihull – Girls Age 2-19</li> <li>• Solihull School, Warwick Rd, Solihull – Boys and Girls Age 7-18</li> <li>• Kingswood School, St James Place, Shirley – Boys and Girls Age 2-16</li> </ul> <p>**All of the above are day schools.</p>

<sup>139</sup> This list does not include private schools. Source: <http://www.solihull.gov.uk/schools/schools.htm>

<sup>140</sup> <https://www.solihull.gov.uk/Resident/Schools-learning/findschool/infant-and-primary>

<sup>141</sup> <https://www.solihull.gov.uk/Resident/Schools-learning/findschool/secondaryschools>

	<p>Between 2014 and 2018 primary school places were provided at a number of schools across the Borough including, Coleshill Heath, Fordbridge and Kingshurst Primary schools in the North of the Borough, Tudor Grange Primary Academy, Greswolde Primary, Blossomfield Infant and Daylesford Infant Schools, Sharmans Cross Junior School and Shirley Heath Junior School in the West of the Borough, and Tidbury Green Primary School in the Rural South.</p> <p>Between 2015 and 2018 additional secondary school places have been provided at Arden Academy in Knowle and Tudor Grange Academy near Solihull Town Centre.</p> <p>The Solihull Alternative Provision Academy, a free school, opened in April 2018 in Shirley. The Academy provides for the needs of students who are disengaged from mainstream provision. It will eventually cater for 110 students aged 13 to 16 years who are at risk of permanent exclusion, have been permanently excluded and those students who need specialist small group education.</p>
<b>Gaps in provision</b>	<p>The Council is currently working with the Catholic Diocese to look at the expansion of primary and secondary school places in the Borough.</p> <p>Initial feasibility work, commissioned by the Diocese identified the potential for the expansion of St Augustine's Catholic Primary School. However, a planning application was refused in February 2020 and the Council and Diocese are looking at further options.</p>
<b>Planned provision</b>	<p>The Council have a good track record of securing developer contributions for new primary and secondary school places as a result of new housing developments allocated in the 2013 Local Plan.</p> <p>A further 525 places are identified for 2020 onwards. These places are mainly linked to housing developments at Blythe Valley, Tidbury Green, Cheswick Green and the Town Centre as identified in the current Local Plan and will be timed to meet the needs of these specific developments.</p> <p>Feasibility work is being carried out at Cheswick Green Primary School to look at providing an additional 210 places to meet the needs of the Blythe Valley development.</p> <p>The addition of 105 places at Kingshurst Primary School will complete the additional place requirement for North Solihull.</p>
<b>Impact of development proposals</b>	<p>The four primary school planning areas most affected by the site proposals in the Draft Local Plan are Knowle &amp; Dorridge, Rural East, North Solihull and Rural South. For each of these areas it is anticipated that 420 (2FE) primary school places will be required linked to the proposed development sites.</p> <p>Where these places are provided through the creation of a new school, it is anticipated that the design of the school will include Early Years provision, to meet the need for 30 hours extended offer for eligible 3 &amp; 4 year olds and a space suitable for an Additionally Resourced Centre (ARC) to meet the additional demand for specialist provision created by the development.</p> <p>Proposed housing growth in Balsall Common may also result in the need for an additional form entry at Heart of England secondary school.</p>
<b>Delivery potential</b>	<p>Where the Council assess that a proposed development will create a full or partial shortfall of places in primary or secondary schools, a contribution</p>

	<p>will be sought from the developer, assessed in accordance with the Council's Section 106 methodology statement.</p> <p>In 2016 the Council introduced a CIL Charging Schedule and Regulation 123 list. Primary School provision is now expected to be funded by CIL monies, and secondary school places by S.106, except for Blythe Valley Park which is not covered by the CIL regime.</p> <p>Other funding pots includes central government basic need grant and the DfE free schools programme.</p>
<b>Role of Local Plan</b>	<p>Policy P21 supports infrastructure delivery including for education provision. The draft Site Policies in the Plan include potential provision for a new primary school on Sites 1, 9 and 12. A new primary school to serve the community in the UKC Hub Area will also be required.</p>

### 4.2.3 HIGHER EDUCATION

Solihull does not have a university or other higher education establishment within its administrative boundaries.

## 4.3 HEALTH CARE

4.3.1 HEALTH CARE	
<b>Lead Agency</b>	Birmingham and Solihull Clinical Commissioning Group (BSol CCG) Solihull MBC <sup>142</sup>
<b>Evidence Base</b>	Solihull 'Joint Strategic Needs Assessment' 2018-2019 <sup>143</sup> Draft Sustainability and Transformation Strategy (2018) <sup>144</sup> Draft BSol STP Long-term Plan (2019) <sup>145</sup> Solihull Pharmaceutical Needs Assessment (2018) <sup>146</sup> Solihull Health and Wellbeing Strategy (2019) <sup>147</sup>
<b>Strategic Issues</b>	<p>Since the adoption of the Local Plan in 2013, there have been major changes to the organisation and management of the NHS.</p> <p>In 2016, NHS organisations and local councils joined forces in every part of England to develop proposals for improved health and care. They formed new partnerships – known as sustainability and transformation partnerships (STPs) – to run services in a more coordinated way, to agree system-wide priorities, and to plan collectively how to improve residents' day-to-day health.<sup>148</sup></p> <p>The Birmingham and Solihull Sustainability and Transformation Partnership is comprised of:</p> <ul style="list-style-type: none"> <li>○ Birmingham and Solihull CCG</li> <li>○ Birmingham and Solihull Mental Health NHS Foundation Trust</li> <li>○ Birmingham City Council</li> <li>○ Birmingham Community Health Care NHS Foundation Trust</li> <li>○ Birmingham Women's and Children's Hospitals NHS Foundation Trust</li> <li>○ Royal Orthopaedic Hospital Birmingham NHS Foundation Trust</li> <li>○ Solihull Metropolitan Borough Council</li> <li>○ University Hospitals Birmingham NHS Foundation Trust</li> </ul> <p>The Priorities for the STP are:</p> <ul style="list-style-type: none"> <li>● Developing joined up care out of hospitals. The partnership aims to deliver improved access to local services for everyone when their need is urgent, and more supportive and consistent care for those who need more support including social care.</li> <li>● Closer working between hospitals to develop a joined up system of hospital services through Birmingham and Solihull, improving efficiency and delivering better outcomes.</li> </ul>

<sup>142</sup> Source: <https://www.solihull.gov.uk/About-the-Council/Statistics-data/JSNA>

<sup>143</sup> Source: <http://www.solihull.nhs.uk/getmedia/5c32278e-a292-4cf5-b6c0-65a3726b51c6/JSNA-2009-2010.aspx>

<sup>144</sup> Source: [https://www.birmingham.gov.uk/downloads/file/10152/stp\\_strategy](https://www.birmingham.gov.uk/downloads/file/10152/stp_strategy)

<sup>145</sup> <http://eservices.solihull.gov.uk/mginternet/documents/s77917/191101%20BSol%20STP%20LTP%20Narrative%20FINAL%20DRAFT%20V3-20.pdf>

<sup>146</sup> <https://www.solihull.gov.uk/Portals/0/Consultations/Pharmaceutical-Needs-Assessment-Executive-Summary.pdf>

<sup>147</sup> <https://www.solihull.gov.uk/Portals/0/InfoandIntelligence/Health-and-Wellbeing-Strategy.pdf>

<sup>148</sup> <https://www.england.nhs.uk/integratedcare/stps/>

	<ul style="list-style-type: none"> <li>• Establishing a Maternity, Children and Young People programme to focus upon issues faced by children within Birmingham and Solihull.</li> <li>• Giving those with mental health services the same priority as other areas.</li> <li>• Improving the health and wellbeing of the population by working with local partners, particularly focussing on employment, education, housing and work.</li> <li>• Working together on key enablers that will help the partnership deliver better health and care, for example new payments and measures of success as well as joint workforce developments and digitalisation</li> </ul> <p>The NHS Long-Term Plan sets a clear ambition that every part of the country should be an integrated care system by 2021, and the STP is working towards an Integrated Care Model where health services and social care will be more closely aligned and better integrated.<sup>149</sup></p> <p>The BSol Long-term Plan was published as a draft in November 2019.<sup>150</sup></p> <p>However, many of the plans set out for 2020/21, and proposed funding allocations, have been superseded by the need to respond to the wide-ranging impacts of the Covid-19 pandemic.<sup>151</sup></p>
<b>Existing provision</b>	<p>NHS Birmingham and Solihull (BSol) Clinical Commissioning Group (CCG) is the largest clinically-led commissioning organisation<sup>152</sup> in England. It was formed in 2018 following the merger of Solihull CCG and two Birmingham CCGs. It is responsible for procuring health services for 1.3 million people in Birmingham and Solihull, with a budget of ca. £2 billion.<sup>153</sup></p> <p>Solihull has the following health facilities:</p> <ul style="list-style-type: none"> <li>• 33 GP practices,</li> <li>• 35 dental practices,</li> <li>• 30 opticians,</li> <li>• 47 pharmacists,</li> <li>• 2 Community Advice Hubs and</li> <li>• a Walk-in centre for local residents as well as people who are visiting or working in the Borough.<sup>154</sup></li> </ul> <p>Solihull is home to one hospital, 'Solihull Hospital', situated on Lode Lane, close to the main town centre. In 2018 the Heart of England Foundation Trust, which included Solihull hospital, Heartlands and Good Hope,</p>

<sup>149</sup><http://eservices.solihull.gov.uk/mgInternet/documents/s79851/Birmingham%20and%20Solihull%20Integrated%20Care%20System%20Feb20%20update.pdf>

<sup>150</sup><http://eservices.solihull.gov.uk/mgInternet/documents/s77917/191101%20BSol%20STP%20LTP%20Narrative%20FINAL%20DRAFT%20V3-20.pdf>

<sup>151</sup> <https://www.birminghamandsolihullccg.nhs.uk/about-us/publications/primary-care-committee/2020/july-2020/4300-primary-care-commissioning-committee-meeting-pack-july-2020/file>

<sup>152</sup> Clinical Commissioning Groups (CCGs) commission most of the hospital and community NHS services in the local areas for which they are responsible. NHS England retains responsibility for commissioning primary care services such as GP and dental services, as well as some specialised hospital services, although, many GP services are now co-commissioned with CCGs, including in BSol CCG.

<sup>153</sup> <https://www.birminghamandsolihullccg.nhs.uk/about-us/publications/governing-body-meetings/2019/february-2019/2330-birmingham-and-solihull-ccg-board-papers-february-2019-meeting-pack-b/file>

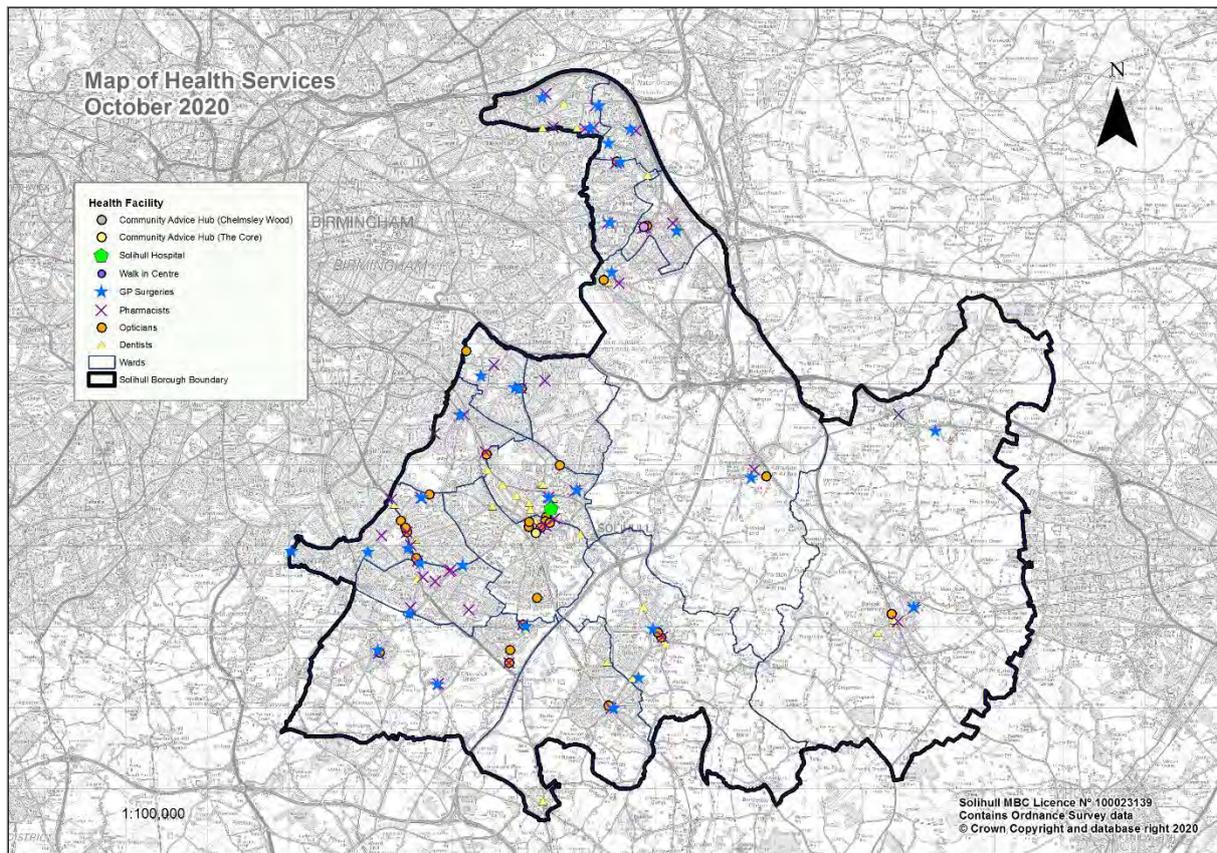
<sup>154</sup> Solihull Public Health team data, accessed October 2020.

	<p>merged with the University Birmingham NHS Foundation Trust. The aim being to deliver more equitable patient access to better quality and integrated healthcare across the merged Trust.</p> <p>Mental health services are run by the Birmingham and Solihull Mental Health Foundation Trust.</p> <p>Residents from Solihull also have access to Heartlands in Bordesley Green, Birmingham and the Children's Hospital near the city centre of Birmingham.</p> <p>There are also private hospitals in the Borough, e.g. Spire Hospital near the main town centre.</p> <p>(See Figure 10 below).</p>
<b>Gaps in provision</b>	<p>The University Hospitals Birmingham have stated in response to recent planning applications that there is little capacity in acute care for increased population growth.</p> <p>The latest Pharmaceutical Needs Assessment (PNA) did not identify any gaps in provision across different pharmaceutical services in the Borough.</p> <p>The CCG is currently reviewing their Estates Strategy, and will be taking the projected growth and site allocations of the Draft Submission Plan into account.</p>
<b>Planned provision</b>	<p>The CCG's 2019/2020 Operational Plan can be found here:  <a href="https://www.birminghamandsolihullccg.nhs.uk/about-us/publications/strategic/2876-nhs-birmingham-and-solihull-ccg-operational-plan-2019-20-summary/file">https://www.birminghamandsolihullccg.nhs.uk/about-us/publications/strategic/2876-nhs-birmingham-and-solihull-ccg-operational-plan-2019-20-summary/file</a></p> <p>The focus is on improving service delivery across sectors with a strong focus on prevention, the wider determinants of health and wellbeing and digital transformation.</p> <p>The assessment of the future impacts of the Covid-19 pandemic on services and infrastructure is ongoing.</p>
<b>Impact of development proposals</b>	<p>The Council have been working with the CCG to determine the impacts of the new population growth on the Borough's health services.</p> <p>The CCG have provided overarching figures on new requirements as a result of the additional population, however, these figures have to be read in the context of changing service models in the NHS, the pending Estates Strategy review and as yet unknown, long-term impacts of the Covid-19.</p> <p>The focus of the STP is more a holistic approach to health interventions and during the lifetime of the Plan, the Sustainability and Transformation Plan will evolve into an Integrated Care Strategy, which aligns health and social care and takes a prevention-first approach with Public Health.</p> <p>Between the period 2020-2036, it has been estimated that the following will be required by 2036, based on current levels of healthcare utilisation for the projected age cohorts:</p> <p><b>Primary Care -</b></p> <ul style="list-style-type: none"> <li>○ 16-20 additional GPs</li> <li>○ Up to 8 additional Practice Nurses</li> </ul>

	<ul style="list-style-type: none"> <li>○ 2-3 average-sized additional GP surgery sites, dependent on configuration or need.</li> </ul> <p><b>Community -</b></p> <ul style="list-style-type: none"> <li>○ Between 16 and 28 District nurses</li> <li>○ Between 39 and 68 Registered nurses</li> </ul> <p><b>Acute –</b></p> <ul style="list-style-type: none"> <li>○ ca .9,000 additional A&amp;E attendances/year by 2036</li> <li>○ ca. 250 outpatient attendances/year by 2036</li> <li>○ ca. 1,300 cancer pathways/year by 2036</li> <li>○ ca. 5,500 emergency (non elective care) admissions/year by 2036</li> <li>○ ca. 5,600 elective admissions/year by 2036</li> <li>○ ca. 500 maternity admissions/year by 2036</li> </ul>
<b>Delivery potential</b>	<p>Funding from CCG, DfH and NHS Property Services</p> <p>Potential for developer contributions</p> <p>Partner-working with health service providers.</p>
<b>Role of Local Plan</b>	<p>The Submission Draft Local Plan includes several policies, which have the direct and indirect aim to improve the health and well-being of those living, working in and visiting Solihull. These include improving access to essential services, jobs and education; providing and enhancing opportunities for active travel; improving the range of indoor and outdoor recreation facilities; promoting a high quality public realm; reducing crime and fear of crime; raising environmental quality and enhancing accessible green space networks. These should improve people’s access to facilities, better accommodate the different needs of people, encourage healthy lifestyles and tackle the underlying causes of poor physical and mental health.<sup>155</sup></p> <p>Policy P21 refers to Delivery and Infrastructure and securing developer contributions for new infrastructure required as a result of development.</p>

<sup>155</sup> Barton & Tsourou (2000) 'World Health Organisations 12 Healthy Urban Planning Principles'. The 12 Healthy Urban Planning Principles align with the thrust of the Local Plan and Policies P5, P7, P8, P9, P10, P11, P13, P14, P15, P17, P18, P19 and P20 in particular.

**Figure 10. Map of Health facilities in the Borough**



## 4.4 EMERGENCY SERVICES

4.4.1 POLICE AND COMMUNITY SUPPORT	
<b>Lead Agency</b>	West Midlands Police Service
<b>Evidence Base</b>	Representations to the Draft Local Plan (December 2016) and Supplementary Consultation (March 2019)  West Midlands Police website  'Safer Solihull Strategic Assessment' 2018
<b>Strategic Issues</b>	<p>West Midlands Police Force covers the West Midlands Metropolitan Area. Solihull is one of 8 Neighbourhood Policing Units, each headed by a Chief Superintendent, who is responsible for the overall policing and management of the area.</p> <p>Solihull has divided into 6 Neighbourhood teams, contain police officers, police community support officers and special constables.</p> <p>The Safer Solihull Strategic Assessment 2018 highlights crime and disorder issues in Solihull and identifies 10 potential key themes with 32 underlying focus areas, which form part of the 'Safer Solihull Community Safety Plan' 2018-21. The priorities within these are:</p> <ul style="list-style-type: none"> <li>• Better protecting people from harm</li> <li>• Bringing offenders to justice and tackle reoffending</li> <li>• Supporting stronger communities</li> <li>• Making our neighbourhoods safer places.</li> </ul> <p>WMP is part of the Safer Solihull Partnership and have been instrumental in the formulation of the three Locality Plans for the Borough.<sup>156</sup> There are concerns identified in the Strategic Assessment regarding increased reporting of crime since 2015/2016 in the Borough, and the potential impact of closing Solihull station for crime prevention in the area.</p>
<b>Existing provision</b>	<p>Since the adoption of the 2013 Local Plan, the police station in Shirley has closed. Solihull station is the only police station in the Borough.</p> <p>Location: Solihull Police HQ. Homer Road, Solihull centre, B91 3QL</p>
<b>Gaps in provision</b>	See below.
<b>Planned provision</b>	<p>In February 2018 the West Midlands Police and Crime Commissioner announced proposed changes to the West Midlands Police Estate, which would result in the closure of 24 station across the West Midlands area, including Solihull.</p> <p>The rationale is that many of these buildings are underoccupied (Solihull station is only 20% occupied), and the WMP have faced £145 million in budget cuts since 2010. The proposals aim to release £5 million/year to re-invest in policing and protect 100 officer posts.</p>

<sup>156</sup> <https://www.solihull.gov.uk/safersolihull>  
<https://solihulltogether.co.uk/helping-solihull-people/what-we-re-working-on-at-the-moment/locality-working>

	<p>Solihull station is a public contact office and it has been proposed that the front desk facility would be re-provisioned in the local area.<sup>157</sup></p> <p>Arrangements for alternative provision were envisaged for 2020, but these have not yet been decided, and the station is currently still operational. Furthermore, the current Government have announced increased funding for police forces and this could impact service provision in the Borough.<sup>158</sup></p>
<b>Impact of development proposals</b>	<p>WMP have stated that increases in local population and the number of households do not lead directly to an increase in funding from central government or local taxation, therefore it is necessary to secure S.106 contributions/ CIL funding for infrastructure due to the direct link between the demand for policing services and changes in the physical environment due to housing and economic growth, which have permanent impacts on policing.</p> <p>West Midlands Police have provided the Council with the following information, based on ca. 15,000 new dwellings over the plan period:</p> <p>Approximately 84 additional Police Officers and 6 additional Police Community Support Officers (PCSOs) plus 46 additional Police support staff but these have not, as yet, been costed. This would result in a funding gap of approximately £450,000 for training; £187,650 start-up costs and £311,608 towards patrol vehicles. Total need for contributions is approximately £949,258 i.e. £63.12 per dwelling based upon the current costs provided by the CCWMP.</p> <p>See below.</p>
<b>Delivery potential</b>	<p>The Viability Study has tested a contribution towards police infrastructure, and the level of contribution requested would be viable on sites in the south of the Borough, but would not be viable in the North of the Borough.</p> <p>Ongoing discussions will be required to determine the delivery models and policing profile required for the UKC Hub Area and the impacts of the potential closure of Solihull station and relocation of staff, resources and facilities.</p>
<b>Role of Local Plan</b>	<p>Policy P15 'Securing Design Quality' in the Submission Draft Local Plan includes measures to ensure that access to and around developments is safe and secure.</p> <p>Development briefs for site allocations will consider crime and safety.</p>

<sup>157</sup> <http://eservices.solihull.gov.uk/mgInternet/mgAi.aspx?ID=25453>

<sup>158</sup> <https://www.gov.uk/government/news/national-campaign-to-recruit-20000-police-officers-launches-today>

4.4.2 FIRE AND RESCUE	
<b>Lead Agency</b>	West Midlands Fire Service
<b>Evidence Base</b>	West Midlands Fire Service website
<b>Strategic Issues</b>	<p>West Midlands Fire Service serves the 7 West Midlands Metropolitan authorities, and the second largest fire and rescue service in the country. There are 38 fire and rescue stations across the conurbation.</p> <p>West Midlands Fire Service is governed by a fire authority made up of 15 councillors representing the local councils. They are also joined by a West Midlands Police and Crime Commissioner representative and two co-opted Members.</p> <p>The WMFS is one of a number of responsible Authorities (including Local and Police Authorities and NHS Trusts) who have a duty under Crime and Disorder legislation to help reduce crime and anti-social behaviour in the community.<sup>159</sup></p>
<b>Existing provision</b>	<p>There are 2 stations within the Solihull Command:</p> <p><b>Solihull Fire Station</b> 620 Streetsbrook Road, Solihull, West Midlands B91 1QY</p> <p><b>Bickenhill Fire Station</b> Northway, National Exhibition Centre, Bickenhill B40 1PW</p> <p>Also based at Bickenhill Fire Station is the Technical Rescue Unit.<sup>160</sup></p>
<b>Gaps in provision</b>	The 2019-2022 three year plan states that Government funding to the Fire Authority was reduced by £37m between 2010/11 and 2018/19, and cut by a further £1m in 2019/2020.
<b>Planned provision</b>	<p>The WMFS is currently (October 2020) consulting on its next 3 year plan: <a href="https://wmfs.wmnow.co.uk/1A90E7CC-F027-4345-B298-265D38C68636/QuickRegister">https://wmfs.wmnow.co.uk/1A90E7CC-F027-4345-B298-265D38C68636/QuickRegister</a></p> <p>The WMFS has embraced innovative and digital solutions, such as '999Eye', where members of the public can post pictures and videos when making an emergency call.</p> <p>The WMFS will continue to invest in community safety measures and making best use of digitisation of data.</p>

<sup>159</sup> [https://www.local.gov.uk/sites/default/files/documents/10.8%20-%20Guide%20to%20the%20fire%20and%20rescue%20service\\_WEB-2.pdf](https://www.local.gov.uk/sites/default/files/documents/10.8%20-%20Guide%20to%20the%20fire%20and%20rescue%20service_WEB-2.pdf)

<sup>160</sup> <https://www.wmfs.net/about-us/fire-stations/>

<b>Impact of development proposals</b>	None identified at present.
<b>Delivery potential</b>	Central Government funding and share of Council Tax. Additional funds are also raised through sponsorship. <sup>161</sup>
<b>Role of Local Plan</b>	Policy P15 'Securing Design Quality' in the Submission Draft Local Plan includes measures to ensure that access to and around developments is safe and secure.

#### 4.6.3 AMBULANCE SERVICE

<b>Lead Agency</b>	West Midlands Ambulance Service NHS Foundation Trust
<b>Evidence Base</b>	West Midlands Ambulance Service <sup>162</sup>
<b>Strategic Issues</b>	<p>The West Midlands Ambulance Service is made of Shropshire, Herefordshire, Worcestershire, Staffordshire, Warwickshire, Coventry, Birmingham and Black Country conurbation, serving 5.6 million.</p> <p>As the region's emergency ambulance service, we respond to around 3,000 '999' calls each day. To manage that level of demand, we employ approximately 4,000 staff and operate from 16 new fleet preparation hubs across the region and a network of over 90 Community Ambulance Stations.</p> <p>The WMAS have invested heavily in the skills of staff and is on course to become the first Trust in the country to have paramedics making up 70% of the frontline workforce. Currently less than 60% of our patients end up going to an emergency department with the rest either being treated at the scene, given advice over the phone or taken to another service such as a GP or minor injuries unit.</p>
<b>Existing provision</b>	<p>In March 2020 the last ambulance community hub at Solihull Hospital was closed.</p> <p>The WMAS states: "Additional paramedics and ambulances will be made available to the Borough over the coming weeks. These will be funded by money saved by closing the base at Solihull Hospital which currently hosts three ambulances."</p> <p>There are three main types of service provided by the Trust:</p> <ul style="list-style-type: none"> <li>• Emergency and Urgent Service provides an emergency ambulance response</li> <li>• Non-emergency Service provides a patient transport service that transports patients between their homes and clinics</li> <li>• Commercial Services provides a range of services including courier transport and logistics services, message and call handling.</li> </ul> <p>Midlands Air Ambulance is a separate charity and is responsible for the air ambulance including fundraising. They are entirely reliant on external funding and cover the whole West Midlands region. Regional airbases are</p>

<sup>161</sup> <https://www.wmfs.net/mdocs-posts/our-plan-2018-2021/>

<sup>162</sup> <https://associationofairambulances.co.uk/member/west-midlands-ambulance-service-nhs-foundation-trust/>

	located at RAF Cosford in Shropshire, Strensham in Worcestershire and Tatenhill in Staffordshire, our air ambulances can reach 90% of the region within eight minutes. <sup>163</sup>
<b>Gaps in provision</b>	None known at present  In response to the closure of the community hub at Solihull Hospital, Trust Chief Executive, Anthony Marsh, has said that: “Buildings don’t save lives; ambulance staff and vehicles do. The Trust does not get value for money from the Solihull facility as it is empty most of the time. We will therefore invest all of the savings from closing Solihull into frontline services. The Borough will benefit from an increased number of staff and ambulances as a result of the change.” <sup>164</sup>
<b>Planned provision</b>	WMAS have been the first Trust in the UK to launch a 100% electric emergency ambulance as part of their bid to reduce their carbon footprint and impact on the environment.
<b>Impact of development proposals</b>	None known at present
<b>Delivery potential</b>	None known at present
<b>Role of Local Plan</b>	None known at present

<sup>163</sup> <https://www.midlandsairambulance.com/>

<sup>164</sup> <https://wmas.nhs.uk/2020/01/07/improvements-to-ambulance-provision-in-solihull/>

## 4.5 COMMUNITY SERVICES

4.5.1 COMMUNITY FACILITIES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Solihull MBC website
<b>Strategic Issues</b>	There are a variety of community facilities available within the Borough, operated by private, public sector and voluntary organisations.
<b>Existing provision</b>	<p><b>Libraries</b></p> <p>The Public Libraries &amp; Museums Act 1964 (the 1964 Act) sets out the statutory duty for all local authorities to provide a comprehensive and efficient library service, set in the context of local need: that is, specifically of those who live, work and study in the local area.<sup>165</sup></p> <p>There are two main Libraries in the Borough situated in Solihull town centre and Chelmsley Wood town centre. Solihull Library is part of the Arts Complex, called 'The Core', in the civic heart of the town. Chelmsley Wood Library is now housed in the new 'Bluebell Centre' with a range of facilities including fast broadband access. The Council also runs a home library service for those who, e.g. are unable to travel.</p> <p>There are 12 further libraries in the Borough at: Balsall Common, Castle Bromwich, Dickens Heath, Hampton-in-Arden, Hobs Moat, Kingshurst, Knowle, Marston Green, Meriden, Olton, Shirley and a Neighbourhood Library within Smith's Wood Community Primary School.<sup>166</sup></p> <p><b>Places of worship<sup>167</sup>:</b></p> <p>Places of worship and faith facilities are integral to local communities. There are a number of churches and meeting halls in the Borough in use by mainly Christian denominations. Christian groups share church halls etc. with other faith groups, but not their consecrated worship spaces. There is a mosque near Solihull town centre<sup>168</sup>, and synagogue in Olton<sup>169</sup>, but currently, there is no Gurdwara or Buddhist temple within the administrative boundaries. The Solihull Faith Forum, part of the Solihull Partnership, works to bring together faith groups who are interested in fostering greater mutual understanding and friendship.<sup>170</sup></p> <p><b>Community centres:</b></p> <p>There are a variety of community centres, day care centres, social clubs village halls etc. within the Borough. Community facilities have been provided at the new village centres in Smith's Wood and Craig Croft in North Solihull and Parkgate development in Shirley.</p>

<sup>165</sup> Source: [http://www.culture.gov.uk/what\\_we\\_do/libraries/3416.aspx](http://www.culture.gov.uk/what_we_do/libraries/3416.aspx)

<sup>166</sup> <https://www.solihull.gov.uk/Resident/Libraries/Find-a-library>

<sup>167</sup> 2009 Faith Forum List. Source: <http://www.solihull.gov.uk/Attachments/SFFRegisterFeb09.pdf>

<sup>168</sup> <https://decentral.org/>

<sup>169</sup> <https://solihullshul.org/>

<sup>170</sup> <http://solihullfaithsforum.org/>

<b>Gaps in provision</b>	<p>Knowle, Dorridge and Bentley Heath Neighbourhood Development Plan (2019) <sup>171</sup> identifies a need for provision of social facilities for young people.</p> <p>Berkswell NDP (2019)<sup>172</sup> refers to the community aspiration for improved community centre type facilities in Balsall Common village centre/potentially linked to Heart of England school.</p> <p>Hampton-in-Arden NDP (2017)<sup>173</sup> states it will work with communities to identify appropriate facilities to engage older children and teenagers; and any additional services for elderly residents.</p> <p>Draft Balsall NDP (2020)<sup>174</sup> refers more towards sports facilities and play areas.</p> <p>Draft Meriden NDP (2020)<sup>175</sup> seeks to protect and enhance community assets.</p>
<b>Planned provision</b>	<p>Community facility enhancements will be delivered as part of Kingshurst Village Centre proposals (Draft Site NS1).</p> <p>Meeting in communal areas is currently restricted due to the Covid-19 pandemic. The longer term impact of the current situation is not yet established.</p>
<b>Impact of development proposals</b>	<p>Larger or cumulative developments may result in the need for additional and/or improved community facilities or services, but none have been identified at present.</p> <p>Community use agreements can potentially offer access to school facilities out of hours for wider community benefit.</p>
<b>Delivery potential</b>	<p>Developer contributions where applicable, including Neighbourhood CIL funding for local projects.</p> <p>Grant opportunities for community groups.</p>
<b>Role of Local Plan</b>	<p>Policies P2, P18 and P19 in the Submission Draft Local Plan seek to protect community facilities and local services for the continued vitality and viability of settlements and local centres.</p>

<sup>171</sup> [https://b0c3a377-e395-4bb7-8fb9-75318997a75c.filesusr.com/ugd/3745c0\\_47d87d5f3cef466e9e398f6f55ec3aba.pdf](https://b0c3a377-e395-4bb7-8fb9-75318997a75c.filesusr.com/ugd/3745c0_47d87d5f3cef466e9e398f6f55ec3aba.pdf)

<sup>172</sup> <https://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/solihullneighbourhoodplanning/berkswellneighbourhoodplan>

<sup>173</sup> <https://www.solihull.gov.uk/Portals/0/Planning/Hampton-NDP-Final-Version.pdf>

<sup>174</sup> <https://www.solihull.gov.uk/Resident/Planning/appealsenforcement/planmaking/solihullneighbourhoodplanning/balsallneighbourhoodplan>

<sup>175</sup> <https://www.solihull.gov.uk/Portals/0/Planning/Meriden-NDP-Submission-Draft-March-2020-revised.pdf>

## 4.6 LEISURE, SPORT AND CULTURE

4.6.1 INDOOR LEISURE AND CULTURAL FACILITIES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Solihull MBC website Solihull Sport & Recreation Facilities Strategy <sup>176</sup>
<b>Strategic Issues</b>	<p><b>Sports centres and swimming pools</b></p> <p>The Solihull Sport &amp; Recreation Facilities Strategy was published in October 2012, and has not yet been refreshed.</p> <p>The key strategic aims are to provide:</p> <ul style="list-style-type: none"> <li>• A wider range of opportunities for physical activity;</li> <li>• A network of good quality sport and recreation facilities, that are accessible and affordable to people from all sections of the community;</li> </ul> <p>And improve:</p> <ul style="list-style-type: none"> <li>• Community access to appropriate facility networks.</li> <li>• Meeting the sport and recreation needs of local residents.</li> <li>• Physical access to indoor sports facilities, where required</li> <li>• The management and operation of sport and recreation facilities to increase levels of public use.</li> </ul> <p><b>Museums, theatres, cinemas</b></p> <p>Solihull MBC owns and manages the Arts Complex in the main town centre, which includes a theatre, library and Connect offices for the public.</p>
<b>Existing provision</b>	<p><b>Sports centres and swimming pools</b></p> <p>In addition to private fitness centres, there are two main sports centres with swimming pools in the Borough: North Solihull Sports Centre in Chelmsley Wood<sup>177</sup> and the recently re-built Tudor Grange Leisure Centre near the main town centre.<sup>178</sup> There is also a popular ice rink 2 miles north of the town centre in Hobs Moat.<sup>179</sup></p> <p><b>Museums, theatres, cinemas</b></p> <p>Solihull's largest theatre is at the Arts Complex, which also hosts the central Solihull Library. There is one modern cinema complex in Touchwood centre in the main town centre. Nestled between the cities of Birmingham and Coventry, Solihull arguably lacks a regional class general museum, theatre or gallery.<sup>180</sup> However, Solihull is home to a nationally important exhibition centre, conference and hotel venue at the NEC, which welcomes millions of visitors a year. Close to Junction 6 of the M42 can also be found the National Motorcycle Museum.<sup>181</sup></p>

<sup>176</sup> [https://www.solihull.gov.uk/Portals/0/Planning/LDF/FINAL\\_Indoor\\_Facilities\\_Strategy\\_and\\_Report.pdf](https://www.solihull.gov.uk/Portals/0/Planning/LDF/FINAL_Indoor_Facilities_Strategy_and_Report.pdf)

<sup>177</sup> <https://www.everyoneactive.com/centre/north-solihull-sports-centre/>

<sup>178</sup> <https://www.everyoneactive.com/centre/tudor-grange-leisure-centre/>

<sup>179</sup> <https://planet-ice.co.uk/locations/solihull/>

<sup>181</sup> National Motorcycle Museum, Coventry Road, Bickenhill, Solihull.

<b>Gaps in provision</b>	<p>Solihull Sport &amp; Recreation Facilities Strategy identified projected needs from 2012-2026 in the Borough, based on an estimated population in 2026 of 230,000 people.</p> <p>The Strategy identified the potential need for:</p> <ul style="list-style-type: none"> <li>○ 2 x Badminton courts</li> <li>○ 5 x Activity/Community Halls</li> <li>○ 2 x 25m swimming pools</li> <li>○ 219 Health and Fitness Stations</li> <li>○ 1 indoor tennis court</li> </ul>
<b>Planned provision</b>	None known at present by the local authority, however this does not include any new private facilities.
<b>Impact of development proposals</b>	Larger or cumulative developments may result in the need for additional leisure and cultural facilities, or provide opportunities for community use agreements for sports facilities on new and/or improved school sites.
<b>Delivery potential</b>	Developer contributions where applicable.
<b>Role of Local Plan</b>	Policy P20 in the Submission Draft Local Plan seeks to protect and enhance the Borough's sports and recreational facilities, and support new or improved sports and leisure facilities in accordance with policies in the plan.

#### 4.6.2 PLAYING PITCHES, SPORTS GROUNDS AND ATHLETICS

<b>Lead Agency</b>	<p>Solihull MBC</p> <p>Sport England</p>
<b>Evidence Base</b>	<p>SMBC Playing Pitch Assessment (2019 Update)<sup>182</sup></p> <p>SMBC Playing Pitch Strategy (2019 Update)<sup>183</sup></p>
<b>Strategic Issues</b>	<p>The Playing Pitch Strategy (PPS) and Assessment were first commissioned in 2016 and published in 2017; and then updated in 2019 to take into the site allocations and concept masterplans in the Supplementary Draft Local Plan Review consultation.</p> <p>The Playing Pitch Strategy recommends that Solihull should pursue three strategic objectives:</p> <ul style="list-style-type: none"> <li>● To protect the existing supply of playing pitches where it is needed for meeting current and future needs.</li> <li>● To enhance playing fields, pitches and ancillary facilities through improving quality and management of sites.</li> <li>● To provide new playing pitches where there is current or future demand to do so.</li> </ul> <p>The Strategy and Action Plan recommends numerous priority projects across the Borough and playing pitch providers that should be implemented over the course of the Local Plan. The document recognises the balance needed between setting priorities for action and the pressure</p>

Source: <https://www.nationalmotorcyclemuseum.co.uk/>

<sup>182</sup> <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Playing-Pitch-Assessment-Update-2019.pdf>

<sup>183</sup> <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Playing-Pitch-Strategy-Update-2019.pdf>

	on budgets at the Council and in the rest of the public sector. It therefore identifies the need for a partnership approach with Sport England, National Governing Bodies of Sport, schools, local clubs, and private facility operators, to enable delivery of the action plan as resources allow. <sup>184</sup>																																						
<b>Existing provision</b>	Current Demand <sup>185</sup>																																						
	<table border="1"> <thead> <tr> <th colspan="2">Pitches</th> <th>Current provision (2017)</th> <th>Current teams</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Football grass pitches</td> <td>Adult</td> <td rowspan="5">239</td> <td rowspan="5">380</td> </tr> <tr> <td>Youth 11v11</td> </tr> <tr> <td>Youth 9v9</td> </tr> <tr> <td>Mini 7v7</td> </tr> <tr> <td>Mini 5v5</td> </tr> <tr> <td colspan="2">Full size football 3G pitches</td> <td>3</td> <td>n/a</td> </tr> <tr> <td colspan="2">Cricket</td> <td>26</td> <td>158</td> </tr> <tr> <td colspan="2">Rugby Union</td> <td>54</td> <td>63</td> </tr> <tr> <td colspan="2">Hockey</td> <td>7</td> <td>52</td> </tr> <tr> <td colspan="2">Tennis</td> <td>137</td> <td>8 clubs</td> </tr> <tr> <td colspan="2">Athletics</td> <td>2</td> <td>1 club</td> </tr> </tbody> </table>	Pitches		Current provision (2017)	Current teams	Football grass pitches	Adult	239	380	Youth 11v11	Youth 9v9	Mini 7v7	Mini 5v5	Full size football 3G pitches		3	n/a	Cricket		26	158	Rugby Union		54	63	Hockey		7	52	Tennis		137	8 clubs	Athletics		2	1 club		
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<b>Gaps in provision</b>	<p>The Playing Pitch Assessment and Strategy identified whether there were current shortfalls as well as in the future.</p> <p>The PPS concluded that currently there was no surplus provision of pitches, with shortfalls already apparent that would be exacerbated in the future.</p> <p>Shortfalls are due to lack of pitch space and/or poorer quality pitches that cannot sustain multiple matches per week. Therefore, capacity e.g. on football pitches would be enhanced if certain pitches were upgraded to 3G pitches.</p> <p>Quantitative headline figures (2019-2036)</p> <table border="1"> <thead> <tr> <th colspan="2">Match equivalent sessions (per week unless otherwise stated)</th> <th>Current picture (2019)</th> <th>Future demand (2036)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Football grass pitches</td> <td>Adult</td> <td>-</td> <td>7</td> </tr> <tr> <td>Youth 11v11</td> <td>7</td> <td>17</td> </tr> </tbody> </table>			Match equivalent sessions (per week unless otherwise stated)		Current picture (2019)	Future demand (2036)	Football grass pitches	Adult	-	7	Youth 11v11	7	17																									
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<sup>184</sup> <http://eservices.solihull.gov.uk/mginternet/documents/s66675/Playing%20Pitch%20Strategy.pdf>

<sup>185</sup> Ibid

		Youth 9v9	1.5	5.5
		Mini 7v7	-	-
		Mini 5v5	-	1.5
		Full size football 3G pitches	9	9
		Cricket ( <b>per season</b> )	71	233
		Rugby Union	10.5	16
		Hockey	-	-
		Tennis	-	-
		Athletics	-	-
		Rugby Union	No demand	No future demand expected
		Other grass pitch sports	-	-
	Sports England Guidance advises that as the main usage of pitches is likely to be for matches, it is appropriate for the comparable unit to be match equivalent sessions rather than landtake in the Playing Pitch Strategy. <sup>186</sup>			
<b>Planned provision</b>	<p>Council Officers reported to Solihull Cabinet in August 2020 on the need to acquire land for new sports hubs in Solihull in response to population growth, the impact of proposed allocations on existing sites and other projects such as Land Rover expansion and the new DCO M42 motorway junction.</p> <p>The Council has commissioned a Playing Pitch Mitigation Strategy (PPMS) (currently at draft stage) to quantify the future needs of the Borough to meet these challenges. The emerging recommendations of the PPMS have identified a potential requirement for the provision of approximately 34 hectares of additional playing field land, to be delivered by way of up to five new sports hubs in five key areas of the Borough: Blythe, East of Solihull, Knowle/Dorridge, Meriden and Balsall Common.</p> <p>The Council has reviewed its existing land assets and concluded there is not sufficient land currently available within the Council's ownership to meet the estimated requirements.<sup>187</sup></p> <p>The IDP will report on the update as this matter progresses.</p>			

<sup>186</sup> [https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/pps-guidance-october-2013-updated.pdf?afnAz9cYWu47InVNn\\_t3QCSem9.uRnwg](https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/pps-guidance-october-2013-updated.pdf?afnAz9cYWu47InVNn_t3QCSem9.uRnwg)

<sup>187</sup> <https://www.solihull.gov.uk/Portals/0/Planning/LPR/Cabinet-Report-August-2020-Land-for-Sport-Hubs.pdf>

<p><b>Impact of development proposals</b></p>	<p>Conclusions from the 2019 Playing Pitch Strategy on need (p.9; emphasis added):</p> <p>“The existing position for all pitch sports is either that demand is being met or that there is a shortfall, whereas the future position shows the exacerbation of current shortfalls and the creation of shortfalls for some pitches and for some areas where demand is currently being met.</p> <p>As such, <b>there is a need to protect all existing playing pitch provision until demand is met; or there is a requirement to replace any lost provision to an equal or better quantity and quality before it is lost.</b> This is especially pertinent given the site allocations in the Draft Local Plan Review.</p> <p>As there is no surplus provision identified, qualitative improvements to mitigate the loss of a playing field will not meet the requirements of planning policy i.e. paragraph 97 of the NPPF and Sport England’s Playing Field Policy. In cases where an alternative development leads to the loss of playing field or part of a playing field, a quantitative replacement will be required in addition to qualitative improvements and any replacement provision will need to satisfy Sport England and relevant NGBs.</p> <p>In the main, <b>the identified shortfalls do not mean that new provision is required. Instead, most shortfalls expressed can be met by improving pitch quality to increase capacity,</b> whilst other options include gaining access to existing unused pitches, such as those located at currently unavailable school sites, pitch re-configuration or the restoration of disused/lapsed pitches (if feasible).</p> <p>Notwithstanding the above, the creation of new provision may be required in key housing growth areas where there is expected to be a large increase in population. Furthermore, in relation to football, a shortfall of 3G pitches can only be met through increased provision. With resources to improve the quality of grass pitches being limited, an increase in 3G provision could also help reduce grass pitch shortfalls through the transfer of play, thus reducing overplay, which in turn can aid and aid and sustain pitch quality improvements.”</p> <p>Draft Local Plan Sites</p> <table border="1" data-bbox="499 1464 1378 1951"> <thead> <tr> <th>Site</th> <th>Existing Provision</th> <th>Proposed future use</th> </tr> </thead> <tbody> <tr> <td>BC2 – Frog Lane</td> <td>Football pitches used by local schools</td> <td>To be retained on-site</td> </tr> <tr> <td>BL1 – West of Dickens Heath</td> <td>Football and Rugby League pitches of different sizes. plus sport clubhouses</td> <td>To be reprovided on alternative site</td> </tr> <tr> <td>KN1 – Hampton Rd</td> <td>Football pitches and sports club</td> <td>To be reprovided on reconfigured site</td> </tr> <tr> <td>KN2 – South of Knowle</td> <td>School playing fields and sport pitches</td> <td>To be reprovided on reconfigured site</td> </tr> </tbody> </table>	Site	Existing Provision	Proposed future use	BC2 – Frog Lane	Football pitches used by local schools	To be retained on-site	BL1 – West of Dickens Heath	Football and Rugby League pitches of different sizes. plus sport clubhouses	To be reprovided on alternative site	KN1 – Hampton Rd	Football pitches and sports club	To be reprovided on reconfigured site	KN2 – South of Knowle	School playing fields and sport pitches	To be reprovided on reconfigured site
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	SO1 – East of Solihull	Junior football pitches	To be retained on site
	UK2 – Damson Parkway	Football and Rugby pitches and club facilities	To be reprovided on alternative site
<b>Delivery potential</b>	<p>The Council is currently exploring the options of delivering 5 sports hubs across the Borough to meet current and future demand, and is working with Sport England, Governing bodies and site promoters.</p> <p>Delivery could be funded by developer contributions and/or land-take where applicable; grants from National Governing bodies or Sport England grants; other sources of grant funding.</p>		
<b>Role of Local Plan</b>	<p>Policy P20 in the Submission Draft Local Plan seeks to protect and enhance the Borough's sports and recreational facilities, and playing pitches may only be lost if equivalent alternative provision has been secured.</p> <p>Proposed site policies, e.g. BL1 – West of Dickens Heath, further emphasises the need to secure appropriate alternative provision of sport facilities prior to development.</p> <p>Policy P18 supports healthy active lifestyles to improve health outcomes.</p>		

## 5.0 GREEN INFRASTRUCTURE

5.1 NATURAL AND SEMI-NATURAL GREEN SPACES	
<b>Lead Agency</b>	Solihull MBC Warwickshire Wildlife Trust
<b>Evidence Base</b>	Solihull Green Infrastructure Study (2012) <sup>188</sup> Sub-regional Green Infrastructure Strategy (2013) <sup>189</sup> Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011) <sup>190</sup> Natural Environment White Paper (2011) <sup>191</sup> Defra 25-year Environment Plan (2018) <sup>192</sup>
<b>Strategic Issues</b>	<p>Since the publication of the Natural Environment White Paper and the Biodiversity Strategy for England in 2011, there has continued to be a decline biodiversity in England . This is due to intensification of agriculture, climate change, urbanisation, pollution, hydrological change, invasive non-native species and unsustainable woodland management.</p> <p>The findings of the Lawton Report (2010) and the consequent White Paper on the Natural Environment (June 2011) can be summarised in four words we need “<b>more, bigger, better and joined</b>” places for nature.</p> <p>The Government's 25 year Plan recognises that a more radical approach is needed to halt and reverse the decline in biodiversity and to deliver the creation of ‘more, bigger, better, connected’ places for nature. Initiatives proposed include:</p> <ul style="list-style-type: none"> <li>○ Embedding an ‘environmental net gain’ principle for development, including housing and infrastructure;</li> <li>○ Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network;</li> <li>○ Increasing woodland in England;</li> <li>○ Improving our approach to soil management;</li> <li>○ Ensuring that food is produced sustainably and profitably;</li> <li>○ Safeguarding and enhancing the beauty of our natural scenery;</li> <li>○ Making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas.</li> </ul> <p>The Council is part of the Warwickshire, Solihull and Coventry Local Nature Partnership, and part of the Natural Capital Roundtable and Environment and Energy Board with the West Midlands Combined Authority.</p>

188 [https://www.solihull.gov.uk/Portals/0/Planning/LDF/Solihull\\_Green\\_Infrastructure\\_Study.pdf](https://www.solihull.gov.uk/Portals/0/Planning/LDF/Solihull_Green_Infrastructure_Study.pdf)

189 <https://www.warwickshire.gov.uk/greeninfrastructure>

190 <https://www.gov.uk/government/publications/biodiversity-2020-a-strategy-for-england-s-wildlife-and-ecosystem-services>

191 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/228842/8082.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228842/8082.pdf)

192 <https://www.gov.uk/government/publications/25-year-environment-plan>

<b>Existing provision</b>	<p>There are 5 designated SSSIs in the Borough, the largest of which is the River Blythe.<sup>193</sup> This is also the SSSI in the poorest condition as ‘unfavourable – no change’.<sup>194</sup></p> <p>As of 2020, there are 23 Local Nature Reserves in the Borough. Local Nature Reserves tend to be focused in the urban areas and close to or within villages. These are designated by the Local Authority, but approved by Natural England.</p> <p>As of 2019, there are 126 Local Wildlife Sites and over 100 potential Local Wildlife Sites (pLWS) distributed across the Borough.<sup>195</sup> LWS are wildlife-rich sites selected for their local nature conservation value, and can contain important, distinctive and threatened habitats and species. LWS are not statutorily protected but they afforded some protection through the planning system.<sup>196</sup></p> <p>There are 2 Local Geodiversity Sites including Arden Brickworks, which is still partially active.<sup>197</sup></p> <p>Solihull has been identified by Natural England as falling within Natural Area 43: Midlands Plateau.</p> <p>A site does not need to be designated to be of biodiversity value and both the NERC Act 2006 and the CROW Act 2000 recognises the importance of priority habitats and species. The Warwickshire, Coventry &amp; Solihull and Warwickshire Local Biodiversity Action Plan contains 28 Species Action Plans and 25 Habitat Action Plans.<sup>198</sup> Priority habitats in Solihull include neutral grasslands, ponds, hedgerows, woodlands, and rivers, streams and canals.</p>
<b>Gaps in provision</b>	<p>Since the publication of the 2012 Green Infrastructure Study, the Council have managed and delivered on two substantial ERDF programmes with considerable benefits for the natural environment: Wildlife Ways<sup>199</sup> and the Solihull Habitats and Nature Improvements project<sup>200</sup>.</p> <p>As a result, a large proportion of the Council’s own natural green space assets and roadsides have been improved and/or enhanced for wildlife. Going forward, more land will need to be made available with partners in the public and private sector.</p>
<b>Planned provision</b>	<p>Since the adoption of the 2013 Local Plan, 26 new Local Wildlife Sites have been designated in the Borough.</p> <p>The Council will continue to contribute to the Habitat Biodiversity Audit which aims to survey 20% of the Borough annually in order to establish patterns of land use change and quality wildlife habitats.</p>

<sup>193</sup> Berkswell Marsh, Bickenhill Meadows, River Blythe, Monkspath Meadow, Clowes Wood & New Fallings Coppice (part).

<sup>194</sup> <https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001772> <https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteCode=S1001772&ReportTitle=River%20Blythe%20SSSI>

<sup>195</sup> Habitat Biodiversity Audit data (2019/2020)

<sup>196</sup> <https://data.gov.uk/dataset/035463d1-d6c8-47b2-9eef-8ead609c8178/local-wildlife-sites>

<sup>197</sup> Ibid.

<sup>198</sup> The LBAP Partnership. Source: <https://www.warwickshirewildlifetrust.org.uk/LBAP5>

<sup>199</sup> <https://wildlifeways.co.uk/>

<sup>200</sup> <https://socialsolihull.org.uk/peopleplacenature/projects/erdf-solihull-habitat-and-nature-improvements-project/>

	<p>The Council also contributes to the Wildlife Sites Partnership, which undertakes surveys of potential Local Wildlife Sites in order to establish whether they should be selected as Local Wildlife Sites.</p> <p>See below for more detail on the Council's Tree Planting commitments.</p>
<b>Impact of development proposals</b>	<p>Proposed development which has either a direct or indirect impact on natural or semi-natural habitats will have to be mitigated through the policies in the Local Plan.</p> <p>The Solihull GI Study identifies key issues for the biodiversity and geodiversity assets. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below:</p> <ul style="list-style-type: none"> <li>• Need to prevent further loss and fragmentation of habitats which isolates populations and gene pools.</li> <li>• Need to buffer and expand existing protected sites and establish ecological restoration zones.</li> <li>• The multiple benefits of non-statutory sites which are less sensitive to human activities should be enhanced. Schemes should look to retain GI assets and integrate into designs.</li> <li>• Enhance existing green corridors and establish new ones.</li> <li>• Address control and prevent spread of non-native and/or invasive species</li> <li>• Optimise use of urban ecology features such as green roofs, bat and bird boxes, SuDS at design stage of development</li> </ul> <p>For future developments, in particular on greenfield and/or biodiversity rich brownfield land, the above factors will need to be taken into account.</p>
<b>Delivery potential</b>	<p>Cole Valley Landscape Vision (2019)</p> <p>Tame Valley Wetlands and River Cole NIA</p> <p>Local Nature Recovery Strategy</p> <p>Developer contributions/Biodiversity Net Gain</p> <p>Existing Council budgets</p> <p>HS2 Community and Environment Fund</p> <p>Natural Capital Investment Strategy (TBC)</p>
<b>Role of Local Plan</b>	<p>Policies in the Submission Draft Local Plan seeks to protect and enhance the natural environment; encourage the incorporation of green infrastructure in new developments; and support landscape-scale conservation to halt biodiversity loss and reverse degradation of the Arden Landscape. The Council are also developing a draft Green Infrastructure and Biodiversity SPD to guide developers on planning applications.</p>

5.2 WATERWAYS	
<b>Lead Agency</b>	SMBC Environment Agency Canal and Rivers Trust
<b>Evidence Base</b>	Solihull Green Infrastructure Study Jan 2012 Humber River Management Plan 2016 <sup>201</sup> Trent Catchment Flood Management Plan 2010 Severn Catchment Flood Management Plan 2010 Water Cycle Study (2017) Canal and Rivers Trust representations to Local Plan Review (2016)
<b>Strategic Issues</b> (see also section on Flood Risk Management)	<p><b>Water quality</b></p> <p>The Water Framework Directive (WFD) came into force in December 2000 and became part of UK law in 2003.<sup>202</sup> The WFD requires all countries throughout the European Union to manage the water environment to consistent standards. The WFD addresses the ecological health of surface water bodies as well as achieving the traditional chemical standards. Therefore in addition to pollution needing to be tackled, the maintenance and enhancement of hydromorphology (the shape of the river channel) will also need to be addressed, and the consequent need to make space for watercourse to allow natural processes to occur.</p> <p>The legislative framework to transpose European environmental laws into UK and/or England law is currently going through Parliament.<sup>203</sup></p> <p><b>Main Rivers</b></p> <p>The Trent CFMP identifies that strategically, given the level of growth proposed, and the local flood risk characteristics, SMBC should be aiming to reduce flood risk across the Borough and elsewhere. This is a significant task, even without taking the future effects of climate change into account. The simplest way of reducing this risk is by minimising the amount of developments at risk of flooding by not building new developments in areas of risk, and where possible relocating vulnerable uses to less risky areas. The NPPF support this principle via the requirement to apply the Sequential and Exception Tests.</p>
<b>Existing provision</b>	<p>The Borough is covered by seven Main River catchments: the River Blythe, Ravenshaw Brook, Shadow Brook, Hollywell Brook, Low Brook, Kingshurst Brook and the River Cole. The Cole flows north through Birmingham then eastward through Chelmsley Wood and to Coleshill where it joins the Blythe. The Blythe flows north through the centre of the Borough, where it joins the River Tame. There are a number of brooks which are tributaries of the Cole and Blythe.</p> <p>There are two canals in the Borough, the Grand Union and Stratford-upon-Avon. There are also a number of large water bodies within parks (e.g. Babbs</p>

<sup>201</sup> <https://www.gov.uk/government/publications/humber-river-basin-district-river-basin-management-plan>

<sup>202</sup> The WFD requires each country to: prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters.

<sup>203</sup> <https://publications.parliament.uk/pa/cm201719/cmselect/cmenvaud/1951/195104.htm>

	<p>Mill Lake), business parks (e.g. Pendigo Lake) and privately owned land (e.g. Olton reservoir, Barston Lake and Lavender Hall Pools). Other water bodies such as field ponds are important features in pastoral landscapes where historically they were used for watering livestock.</p>
<b>Gaps in provision</b>	<p>The Environment Agency has highlighted the Council's role as a co-deliverer of the Water Framework Directive and the Humber River Basin Management Plan.</p> <p>In the 2012 IDP, it was reported that Solihull's WFD targets are detailed within the Humber River Basin Management Plan, which focuses on the pressures facing the water environment in the Humber River Basin District and the actions that will address them. At the time there were a number of WFD waterbodies within Solihull's metropolitan area, not including canals, which are classified by the Humber RBMP as of 'moderate' or 'poor' status. The WFD required that all waterbodies meet 'good status' by 2015. Where the watercourse is heavily modified (such as the Hatchford/Kingshurst Brook) it should reach 'good potential' status.</p> <p>However, as of 2019, many sections of the Blythe and Cole are still in less than good condition.<sup>204</sup></p> <p>Solihull's Strategic Flood Risk Assessment (2017) recommends 'Making Space for Water' as part of Section 106 agreements, e.g. restoring functional floodplain and de-culverting and restoring natural channels.</p>
<b>Planned provision</b>	<p>Cole Valley Landscape Vision projects.</p>
<b>Impact of development proposals</b>	<p>Policy P11 will seek to minimise disturbance to waterways and improve provision, such as de-culverting river sections and re-instating natural floodplains where possible.</p> <p>Proposed allocations in the Draft Submission Local Plan, such as Site 4 in Dickens Heath and Site 12 south of Dog Kennel Lane present opportunities to 'Make Space for Water'; and others present opportunities to improve access to canals, such as Sites 4, 8, 16, 24 and 25.</p>
<b>Delivery potential</b>	<p>Environment Agency</p> <p>Canal and Rivers Trust</p> <p>Landowners of land adjacent to waterways</p> <p>Solihull's Flood Risk Management Plan</p> <p>Developer contributions/Biodiversity Net Gain</p> <p>Local Nature Recovery Strategy</p> <p>HS2 Community and Environment Fund</p> <p>Natural Capital Investment Strategy (TBC)</p>
<b>Role of Local Plan</b>	<p>Policy P11 in the Submission Draft Local Plan seeks to minimise any detrimental impacts to water quality and improve where possible. Policy P20 promotes the protection and enhancement of the river and canal network for a variety of uses. See also section on Flood Risk Management.</p>

<sup>204</sup> <https://environment.data.gov.uk/catchment-planning/> (Accessed October 2020)

5.3 TREES AND WOODLANDS	
<b>Lead Agency</b>	Solihull MBC Woodland Trust Private landowners
<b>Evidence Base</b>	Solihull Green Infrastructure Study Jan (2012) Solihull Woodlands Strategy 2010 Solihull Urban Forestry Strategy (2019) England Tree Strategy Consultation (2020)
<b>Strategic Issues</b>	<p>The England Tree Strategy consultation will inform a new England Tree Strategy due to be published later in 2020, setting out the Government's forestry policy through to 2050, and replacing the Government 2013 Forestry Policy Statement.</p> <p>The £640M Nature for Climate Fund announced in the March 2020 budget provides significant funding for tree planting. The strategy will set out how elements of this Fund will be used to best effect.<sup>205</sup></p> <p>The Council's Urban Forestry identified the following roles for the planning system:</p> <ul style="list-style-type: none"> <li>• Influencing planning policy to consider the urban forest as a mechanism to mitigate climate change and air pollution;</li> <li>• Working with planning policy and development control to review and update urban forestry policies;</li> <li>• Developing technical information and guidance in relation to trees and development</li> <li>• Developing technical guidance for tree diversity, species selection and planting establishment for development</li> <li>• Using the existing Green Infrastructure guidance to plan mass tree planting</li> </ul> <p>In 2020 the Council launched 'Planting our Future', a ten-year project to plant 250,000 trees in the Borough.</p>
<b>Existing provision</b>	<p><b>Solihull Woodland Strategy</b></p> <p>There are currently ca. 900 ha of woodlands in the Borough. There are records for over 900 Tree Preservation Orders and 20 Conservation Areas in the Borough.</p> <p>Within Solihull there are many woodland Local Wildlife Sites, 1 Site of Special Scientific Interest (SSSI) and a number of woodland Local Nature Reserves (LNRs). The Council runs a Woodland Management Programme which, actively manages 26 woodlands with the vital help of local conservation volunteer groups.<sup>206</sup></p> <p><b>Solihull Urban Forestry Strategy</b></p> <p>The 'urban forest' refers to all the trees in our urban environment, whether they are garden, street, park or woodland trees.</p> <p>Solihull has an extensive urban forest creating a leafy character and contributes to its local distinctiveness. Furthermore, tree cover helps to reduce air pollution, attenuate noise, reduce flood risk, create shade, reduce the urban heat island effect and enhance biodiversity.</p>

<sup>205</sup> [https://consult.defra.gov.uk/forestry/england-tree-strategy/supporting\\_documents/englandtreestrategyconsultationdocument%20%20correctedv1.pdf](https://consult.defra.gov.uk/forestry/england-tree-strategy/supporting_documents/englandtreestrategyconsultationdocument%20%20correctedv1.pdf)

<sup>206</sup> Source: [http://www.solihull.gov.uk/Attachments/woodlstrat\\_firstrev.pdf](http://www.solihull.gov.uk/Attachments/woodlstrat_firstrev.pdf)

In the Urban Forest, the Council manages 29,500 highways trees, 50,000 parks trees, 5,600 cemeteries trees, 13,060 housing trees.

#### Arden Parklands

This is the predominant landscape type across the Borough, mainly through the centre of the Borough (north – south). Parkland is a planned estate landscape closely associated with former wood pasture and historic deer parks, such as Berkswell Park. Medium to large fields are bordered by woodland edges, belts of trees and wooded streamlines. Generally the land is flat, and where field patterns have been broken, the landscape can appear open. Other characteristic features area:

- Ancient woods with irregular edges plus mixed plantations dating from the 18<sup>th</sup> and 19<sup>th</sup> centuries
- Remnant deer parks with pollard oaks
- Thick roadside hedges, often with bracken.

The Woodland Trust's Woodland Access Standard (WAS<sup>t</sup>) aspires:<sup>207</sup>

- That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size
- That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes
- The Woodland Trust has provided data for Solihull Borough and comparison data with Warwickshire and England for accessible woodlands. The data shows that Solihull has below average accessible woodland.

Locality	Solihull	Warwickshire	England
<b>Accessible woodlands</b>			
% population with access to a 2ha+ wood within 500m	29.2%	7.9%	18%
% of population with access to a 20ha+ wood within 4km	9.5%	47.1%	67.9%
<b>Inaccessible woods</b>			
% extra population with access to a 2ha+ wood within 500m if existing woods opened	29.4%	34.1%	33.6%
% extra population with access to a 20ha+ wood within 4km if existing woods opened	73.9	37.6	20.3
<b>Woodland creation</b>			
% population requiring new woodland to be able to access a 2ha+ wood within 500m	41.3	57.9	48.3
% population requiring new woodland to be able to access a 20ha+ wood within 4km	16.7	15.3	11.8

<sup>207</sup> The Woodland Trust (2010) *Space for People, Targeting action for woodland access*

<b>Gaps in provision</b>	Lowland Mixed Deciduous Woodland and Wet Woodland are both priority habitats in the Local Biodiversity Action Plan.
<b>Planned provision</b>	<p>'Planting Our Future' campaign aims to plant 25,000 trees a year in Solihull, in a variety of settings.</p> <p>Funding and locations have been secured up to 2023 and the Council is preparing a Tree Planting Delivery Plan to provide a framework for delivery and complement the Urban Forestry Strategy.</p>
<b>Impact of development proposals</b>	<p>The urban forest is under pressure from development due to loss and or damage to trees during construction and natural decline.</p> <p>Woodlands are protected under the Local Plan policy, in particular ancient/veteran trees.</p>
<b>Delivery potential</b>	<p>The Council have been successful in securing ERDF funding, WREN funding bids, forestry grants and developer contributions for tree planting schemes. The Urban Forestry Strategy states that other opportunities are the Arden Tree Scheme, BID funds, and potentially redirecting NHS funds towards green spaces as part of Public Health initiatives. It is important that funding is secured not just for the tree planting, but also future maintenance and safeguarding of the trees and woodland natural capital.</p> <p>Other delivery vehicles/funding sources:</p> <p>Local Nature Recovery Strategy</p> <p>Developer contributions/Biodiversity Net Gain</p> <p>Existing Council budgets.</p> <p>HS2 Community and Environment Fund</p> <p>Natural Capital Investment Strategy (TBC)</p>
<b>Role of Local Plan</b>	Policy P10 states that the protection of semi-natural ancient woodland shall include the establishment of buffers to any new development. Policy P14 seeks to safeguard important trees, hedgerows and woodlands and encourage new and replacement planting.

<b>5.4 ACCESSIBLE PUBLIC OPEN SPACE (Parks, Gardens and Open Space for recreation)</b>	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Green Space Strategy Review (2014) Open Space Assessment (2019) Solihull Green Infrastructure Study (2012)
<b>Strategic Issues</b>	<p>The Green Space Strategy Review refreshed the 2006 Green Spaces Strategy prepared for the Unitary Development Plan.</p> <p>The Review focuses on the following elements, in the context of the Green Flag Award assessment themes:</p> <ul style="list-style-type: none"> <li>• <b>Strategic spatial planning</b> - interpreting policy requirements, setting standards and providing actions for service improvement and delivery;</li> <li>• <b>Customer focus</b> - delivering localism and a high quality customer experience;</li> <li>• <b>Service development</b> - setting priorities for improving the delivery of green spaces managed and maintained by SMBC.</li> </ul> <p>The review carries forward the standards of the 2006 Strategy for development and reports on gains and improvements made in the Zone Area Action Plans.</p> <p>In 2018, the Council commissioned an Open Space Assessment to update the baseline data on open space typologies. As neither the NPPF or PPG set out criteria for assessing open space, the OSA, like the GSS, refers to the PPG17 assessment criteria.</p> <p>The Open Space Assessment sets out recommendations for planning policy going forward, and serves as baseline evidence for a future Strategy or Supplementary Planning Document.</p>
<b>Existing provision</b>	<p><b>Borough-wide</b></p> <p>The Green Space Strategy Review refers to an average of ca. 5ha of public open space per 1000 population, however, this refers to all types of public open space including outdoor sports pitches.</p> <p>The Open Space Assessment focused on particular typologies, and excluded amenity space lower than 0.15ha, such as found in North Solihull.</p> <p>There are currently 18 principal Parks, almost 340 hectares of accessible natural green space, and the same amount as Parks and recreation ground.<sup>208</sup></p> <p>Solihull has been commended for its high quality parks and open spaces, and has held that standard through the challenging times of the Covid-19 pandemic, where the value of our local green spaces has been recognised like never before. In October 2020, 16 of Solihull's parks and open spaces were awarded Green Flag Award status.<sup>209</sup></p>

<sup>208</sup> Solihull Open Space Assessment (Ethos, 2019).

<sup>209</sup> <https://www.castlebromwichpc.gov.uk/solihull-celebrates-as-parks-and-green-spaces-win-green-flag-awards/>

<b>Gaps in provision</b>	<p>The Open Space Assessment identifies gaps in provision in children’s play areas and particularly open space for teenagers and young people, as well as coverage of allotments. There is over 1.6ha of accessible natural green space per 1000 population in the Borough, but no site of 500ha within the Borough boundary.</p> <p>There is quite a wide variation of typologies across wards, and more opportunities in the urban fringe or rural area to create more publicly accessible green space than in the urban areas.</p>
<b>Planned provision</b>	A considerable amount of improvements to the Borough’s parks and open spaces have been achieved under the Wildlife Ways and Solihull Habitats and Nature Improvements project, as well as new open spaces provided in association with developments, e.g. Blythe Valley Park.
<b>Impact of development proposals</b>	<p>The proposed allocations will result in an increased population and need for new and improved parks, recreation and play areas, in quantity, quality and accessibility.</p> <p>Policy P20 sets out a standard for 3.57ha/1000 population of open space.</p>
<b>Delivery potential</b>	<p>Delivery of the Council’s Green Spaces Strategy Review.</p> <p>Developer contributions and land set-aside from proposed allocations.</p>
<b>Role of Local Plan</b>	<p>Policy P20 recognises the importance and multi-functional benefits of public open space, sports and recreational facilities and supports their conservation and enhancement.</p> <p>The Council is developing an Open Space SPD to support Policy P20 and provide guidance on delivering the open space standards.</p>

## 5.5 FOOD PRODUCTION

<b>Lead Agency</b>	<p>SMBC</p> <p>Private landowners</p>
<b>Evidence Base</b>	<p>Green Spaces Strategy Review (2014)</p> <p>Open Space Assessment (2019)</p> <p>Solihull Green Infrastructure Study (2012)</p>
<b>Strategic Issues</b>	<p>Creating space for food production within and between settlements can increase access to healthy food and provide educational opportunities and reconnect communities with their local environment. It can also assist in mitigating further climate change impacts by reducing the number of food miles. With the progression of climate change and population increase, food security is likely to become a more pressing issue during the plan period. Locally, it will be important to retain the best quality of agricultural land for food production and farm sustainably with improvements in energy efficiency and transport.</p> <p>The Solihull GI Study identifies key issues for food production assets. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below:</p> <ul style="list-style-type: none"> <li>• The implementation of a GI network should address any shortfall in allotment provision and/or waiting lists within the Borough.</li> </ul>

	<p>Allotments should be incorporated into new developments. Their potential for wildlife diversity and role as valuable wildlife corridors should also be taken into consideration.</p> <ul style="list-style-type: none"> <li>• Community gardens/orchards, local food-growing groups, and land sharing initiatives should be encouraged. Corporate sponsorship of allotments/food production projects/farmers markets may enable the affordability of such initiatives in impoverished areas.</li> <li>• The growing of traditional crops/varieties to the area/region should be encouraged.</li> </ul>
<b>Existing provision</b>	<p><b>Allotments:</b></p> <p>There are 21 allotment sites in Solihull; 10 are Council managed, 6 are Parish Council managed and 5 are by Associations.<sup>210</sup> There is also a Community Garden at Bluebell Recreation Ground/Allotments.</p> <p><b>Agricultural Land:</b></p> <p>Agriculture is the main activity in the countryside, and farmers are responsible for managing the land. Solihull's countryside generally consists of good to moderate quality agricultural land (mostly Grade 3) capable of supporting a healthy mixed farming economy. There is an area of Grade 2 in the east of the Borough and an area of Grade 4 which follows the River Blythe and also in the south-west. Whilst the intensification of farming methods has led to some removal of hedgerows and the creation of larger fields, the overall character of the landscape has not been severely damaged. The rural community is currently being encouraged to diversify and future land use may also include biofuel planting, flood alleviation, recreation or the establishment of other small businesses.</p>
<b>Gaps in provision</b>	<p>Despite an increase in Council-run allotments in the Borough since the adoption of the Local Plan, there are waiting lists for allotments across the Borough.</p> <p>There has been an increased demand in allotments nationally during the Covid-19 pandemic.<sup>211</sup></p>
<b>Planned provision</b>	None known at present.
<b>Impact of development proposals</b>	<p>No site allocations on allotments, but new housing development may add pressure to provide allotment or community garden land.</p> <p>The concept masterplans recommend allotment provision on sites of 200 or more new homes.</p>
<b>Delivery potential</b>	<p>Council-run, voluntary organisations and private provision.</p> <p>Developer contributions and land set-aside on allocations where applicable</p>
<b>Role of Local Plan</b>	Policy P18 supports proposals which increase access to healthy food by sustainable transport modes and provide opportunities for growing local produce. Policy P17 states that the best and most versatile agricultural

<sup>210</sup> <https://www.solihull.gov.uk/Resident/Leisure-parks/parks-and-open-spaces/allotments>

<sup>211</sup> <https://www.bbc.co.uk/news/science-environment-53097572>

	<b>land in the Borough will be safeguarded and not degraded by development.</b>
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## **APPENDIX A**

# **INFRASTRUCTURE DELIVERY PLAN SCHEDULE**

## NORTH SOLIHULL CENTRES

Investment and renewal in North Solihull centres is being led by the UK Central team at Solihull Council. Chelmunds Cross (previously known as Craig Croft) Village Centre and Arran Way, Smith's Wood have benefitted from redevelopment projects since the adoption of the 2013 Local Plan.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales/ Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
<b>Kingshurst Village Centre</b>	North Solihull	Place-making, optimise local service delivery, improve viability and vitality of centre and close inequality gap	Third Local Centre planned for redevelopment; community facilities including new health centre	SMBC	SMBC, NHS/CCG, Local landlords	TBC	2020-2025	Land receipts, WMCA funding, SMBC	Co-ordination of activity, Constrained site layout, Viability constraints	Essential – Site Policy NS1
<b>Chelmsley Wood Town Centre</b>	North Solihull	Promoting the centre's role, as the main town centre within North Solihull, improve viability and vitality of centre and close inequality gap	Addressing Redevelopment opportunities	SMBC	SMBC, Local landlords	TBC	TBC	TBC	Co-ordination of activity, Viability constraints	Essential – Policy P5

## PHYSICAL INFRASTRUCTURE

### TRANSPORT

The transport strategy for the Draft Submission Local Plan has been developed in accordance with principles in the Council's local Transport Strategy 'Solihull Connected' and TfWM's Strategic Transport Plan 'Movement for Growth'. An iterative approach has been adopted in assessing and testing the transport implications of various sites, both in terms of location and potential capacity. Assessments have been undertaken at both macro- and micro-levels, from strategic multi-modal transport modelling to localised traffic / parking impact assessments. Mitigation measures have been identified, where considered necessary, with the primary focus being towards the delivery of active travel interventions, and better accommodating access to public transport, and in the context of the wider UKC Infrastructure Programme. The Traffic Impact Assessment does not seek to replicate the level or type of assessment that would be required as and when a planning application may come forward in relation to Local Plan preferred site allocations, or to prescriptively define specific mitigation measures associated with each. It is likely that network conditions will change over the 15 year lifespan of the Local Plan, therefore due consideration would need to be given by prospective applicants to the impacts of any sites being promoted, with mitigation measures considered appropriate at the time of application put forward for consideration by the Council's Planning Committee.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
M42 Junction 5A	Bickenhill	Relieve severe congestion, increase network capacity and improve journey reliability to Birmingham Airport and NEC to support economic growth objectives in region.	Development Consent Order	Highways England	SMBC	£282M	2020-2023	Highways England	DCO consent granted May 2020 and work started on site. Other risks TBC	Essential  Policy P1, P8
HS2 Route and Station	Station – Arden Cross, Bickenhill  Route - through east of Borough	HS2 Act	Track, New station, enabling works, road infrastructure, landscaping, etc	HS2 Ltd	SMBC	TBC	2017-2031	DfT	Works commenced on route and at station site. Other risks TBC	Essential  Policy P1, UK1.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
METRO: East Birmingham to Solihull Tramway	North Solihull	Improve access to jobs, Ease congestion, Improve Air Quality	Metro line	TfWM	SMBC	£750M	TBC	WMCA/ TBC	Viability constraints	Desirable  Policies: P2, P8, P8A, P18, P19

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>SPRINT: Birmingham City Centre to Airport/Solihull (A45)</b>	A45 – Coventry Road	Improve access to jobs, Ease congestion, Improve Air Quality	Rapid Transit bus lane, Junction reprioritisation, Bus stop improvements	TfWM	SMBC	£50M	Complete by May 2022	WMCA		Desirable  Policies: P1, P8, P8A, P18 UK1, UK2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
SPRINT: Hall Green to HS2 Interchange, via Solihull	Stratford Road	Improve access to jobs, Ease congestion, Improve Air Quality	Junction improvements	TfWM	SMBC	TBC	Scheme to be developed following delivery of A45 Sprint	WMCA	TBC	Desirable  Policies: P1 P2 UK1 UK2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
A45/Damson Parkway Junction Improvements	A45 – Coventry Road/ Damson Parkway	Improve access to jobs, Ease congestion, Improve Air Quality	Junction improvements	SMBC	TfWM	£7M (Phase 1)  £30M (Phase 2)	Phase 1 – 2022  Phase 2 – TBC	DfT (Pinch-point / MRN) WMCA GBS LEP S106/CIL	Phase 2 subject to growth at Birmingham Airport, NEC, JLR and LPR Sites SO1(16) and UK2 (20)	Essential  Policies: P1 P2 SO1 UK2
Access to Solihull Town Centre improvements	Solihull Town Centre – Access improvements	Improve access to services Increase active travel connectivity	Junction improvements (detail TBC) Enhanced pedestrian and cycling routes and facilities Better signage	SMBC	TfWM	£20M	2023	SMBC WMCA GBS LEP S106/CIL	Developed alongside improvements to Solihull Railway Station and Solihull LCWIP routes	Essential  Policies: P2 P7 P8 SO1

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>A452 Chester Road Enhancements</b>	A452 (North Solihull) Corridor Improvements. Inc. A452/Chelmonds Cross junction	Improve access to services Increase PT and active travel connectivity Ease congestion	Junction improvements	SMBC	TfWM	Phase 1 - £5m  Phase 2 - TBC	Phase 1 - 2022  Phase 2 - TBC	DfT – Pinch-point WMCA GBS LEP		Desirable  Policies: P2
<b>A34 Stratford Road Enhancements</b>	A34 Stratford Rd Corridor, inc. Shirley centre	Ease congestion Improve attractiveness of Shirley Centre Increase PT and active travel connectivity	Junction improvements, enhanced pedestrian and cycle facilities, bus priority measures	SMBC	TfWM	TBC	2023	WMCA S106/CIL GBS LEP		Desirable  Policies: P2 BL1 BL2 BL3

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Balsall Common Transport Improvements	Balsall Common	Ease congestion Access to housing development Improved public environment for those accessing the village centre	Relief road to the east of the village, connecting Station Road / Hallmeadow Road with Waste Lane and A452, with new junction arrangement to replace existing A452 / Meer End Road junction Complementary public realm, pedestrian and cycle improvements within the centre	SMBC		£20m - £30m	2022-2025	DfT - MRN GBS LEP WMCA S106/CIL		Essential  Policies: P8 BC1 BC2 BC3 BC4 BC5 BC6

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Knowle Transport Improvements	Knowle	A range of interventions that mitigate impacts associated with specific site proposals	(a) Warwick Road / Hampton Road / Lodge Road - double mini roundabout (b) High Street / Kenilworth Road - place making/ reduced Radii/ widened footways/ parallel parking for blue badge holders (c) High Street/ Wilsons Road/ Warwick Road/ Station Road - signal controlled with left turn filter (d) Station Road / Lodge Road - simplified junction with footway improvements (e) Station Road / Grove Road - roundel with pedestrian crossings (f) Warwick Road / Wychwood Avenue Roundabout -cycle route segregation/round about diameter reduction	SMBC		(a) £490k - £900k (b) £260k - £490k (c) £1.56m - £2.81m (d) £330k - £630k (e) £330k - £610k (f) £1.38m - £2.56m (g) £1.21m - £3.21m	In line with delivery of Sites KN1 and KN2  2021-2031	S106/CIL GBS LEP DfT		Essential  Policies: P7 P8 P19 KN1 KN2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
			g) Package of active travel measures, inc. (quiet lane style improvements to Lodge Road, Hampton Road, Kenilworth Road, Arden Vale Road, Grove Road, Wychwood Avenue, and Avenue Road, and contribution towards cycle segregation along Warwick Road.							
<b>Dickens Heath and south of Shirley Transport Improvements</b>	Dickens Heath and south of Shirley	A range of interventions that mitigate impacts associated with specific site proposals	(a) Dickens Heath Road / Tanworth Lane - 3-arm signal junction (b) Widney Lane / Longmore Road / Blossomfield Road / Marshall Lake Road - prohibition of movements and signal optimisation (c) Haslucks Green Road / Green Lane - 3 arm signal junction	SMBC	SMBC	(a) £400k - £700k (b) £50k - £100k (c) £280k - £500k (d) £1.16m - £2.03m (e) £50k - £100k (f) £760k - £1.32m (g) £540k - £940k (h) £130k - £220k	In line with delivery of Sites BL1, BL2, BL3  2021-2031	S106/CIL GBS LEP DfT		Essential  Policies: P7 P8 P19 BL1 BL2 BL3

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
			(d) Blackford Road / Dog Kennel Lane / Tanworth Lane - larger roundabout and increased entry/ exit widths (e) Blossomfield Road / Dingle Lane / Danford Lane - prohibition of movements and signal optimisation (f) Tilehouse Lane / Tythe Barn Lane - new roundabout plus ghost island right turn lanes (g) Tilehouse Lane / Birchy Leasowes Lane - new roundabout plus ghost island right turn lanes (h) Haslucks Green Road / Bills Lane - 3-arm signal junction							

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Accelerating Housing Delivery – Simon Digby (SLP Site 3)	Chelmsley Wood - North Solihull	Enable vehicular access to the site	New Road	SMBC		£1m	TBC	SMBC WMCA GBSLEP		Essential  Policy P8
Wildlife Ways	Damson Parkway – new cycle link and enhancement to existing links  Across Borough cycle enhancement	Increase cycling connectivity Biodiversity enhancements Improve green infrastructure links	Shared use cycleways and biodiversity improvements at various locations	SMBC		£16M	Delivery in progress - completion anticipated in 2021	ERDF WMCA		Desirable  Policies: P7 P8 P10 UK2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>Solihull Cycling and Walking Strategy and LCWIP</b>	Across Borough	Adoption of high-level policy, strategy and infrastructure plan to ensure the delivery of high quality cycle / pedestrian infrastructure and behavioural programmes.	A number of Strategic Cycle Routes have been identified across the borough, in consideration of areas where growth is anticipated/ planned.	SMBC	TfWM	N/C	Adoption anticipated early 2021.  Rolling programme of Strategic Cycle Route development / delivery is subject to funding.	DfT WMCA S106/CIL		Essential  Policies: P7 P8 Various Sites
<b>New Strategic Cycle Route between Dickens Heath and Solihull Town Centre</b>	Dickens Heath-Shirley-Solihull Town Centre	Increase cycling connectivity Encourage mode shift and ease congestion	High quality, segregated (where possible) cycle link between Dickens Heath and Solihull via Blossomfield Road	SMBC		£8.5m	2022-2025	DfT WMCA GBS LEP S106/CIL		Essential  Policies: P2 P7 P8 P19 BL1 BL2 BL3

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>New Strategic Cycle Route between Knowle and Solihull Town Centre</b>	Knowle-Solihull Town Centre	Increase cycling connectivity Encourage mode shift and ease congestion	High quality, segregated (where possible) cycle link between Knowle and Solihull via Warwick Road	SMBC		£6m	2022-2025	DfT WMCA GBS LEP S106/CIL		Essential  Policies: P2 P7 P8 P19 KN1 KN2
<b>New Strategic Cycle Route between Balsall Common and HS2 Interchange</b>	Balsall Common-Bickenhill	Increase cycling connectivity Encourage mode shift and ease congestion	High quality, segregated (where possible) cycle link between Balsall Common and HS2 Interchange via A452 Kenilworth Road	SMBC	TfWM	£7m	2025 onwards	DfT WMCA GBS LEP S106/CIL		Desirable  Policies: P7 P8 P19 BC1 BC2 BC3 BC4 BC5 BC6 UK1

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Connected Autonomous Vehicle pilot on A45	A45 - Coventry Road	Develop understanding regarding the role that technological advancement may play in accommodating travel demands	Implementation of specific measures to control autonomous vehicles along the A45	WMCA	SMBC	TBC	TBC	TBC		Desirable
Local Network Resilience	Borough-wide	Implementation of measures to improve network performance at congestion hotspots in areas not covered by other schemes in the IDP	TBC	SMBC		Up to £16M	TBC	WMCA		Desirable
Street lighting	Borough-wide	Ongoing renewal and upgrade of column stock, Extension of LED replacement scheme, Carbon reduction and energy savings	a) Column replacement, b) Private cable network, c) Zebra crossing upgrades, d) Illuminated signage upgrades and replacement with LED equivalent	SMBC		a) £372K/yr b) £350K/yr c) £50K/yr d) £125K/yr	2020-2022	SMBC		Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>Berkswell Better Streets</b>	Berkswell	Local highway improvements	Pedestrian walkway improvements, traffic calming	SMBC		£250K	2020-2021	WMCA S106		Desirable
<b>Fillongley Bridge</b>	B4102 Fillongley Road bridge over A45	Extend life of the asset	Major structural maintenance scheme required	SMBC		£4.6m	2021/22	DfT		Desirable
<b>Solihull Station Integrated Transport Hub</b>	Solihull Railway Station	Improve access to services Increase PT capacity and active travel connectivity Improve quality of experience	New station building; concourse improvements; new integrated bus stop facilities; improved access and circulation	SMBC	Chiltern Railways TfWM WM Rail	Up to £40m	Post 2022	WMCA Other TBC		Essential  Policies P2 P7 P8
<b>Birmingham International Integrated</b>	Birmingham Intl Railway Station	Increase capacity Improve visitor experience Improve integration with HS2 Automated People Mover, Sprint and EBNS Metro	New station building; concourse improvements; bus and Metro stops integrated; improved link to HS2 APM	SMBC / UGC	TfWM Network Rail WM Rail	£350m	TBC	WMCA DfT		Desirable  Policies P1 P7 P8 UK1

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>Public Transport &amp; Active Travel Bridges over (a) West Coast Main Line, and (b) M42</b>	(a) adjacent to International Station (b) between the NEC and the Arden Cross / Interchange Triangle site	Unlock access to major growth sites by public transport and active travel by improving connectivity across the UKC Hub area	TBC	SMBC / UGC		£40m	TBC	WMCA GBSLEP DfT		Essential  Policies P1 P7 P8 UK1
<b>Rail - passenger capacity</b>	Corridor L (Birmingham-Solihull)	Need to maximise new rail capacity opportunities from the emerging Midlands Rail Hub and the new West Midlands Rail Franchise. Delivering new rail Enhancements on Snow Hill Lines will add Capacity and connectivity across the corridor. This is important in tackling congestion and wider access issues.	Rail Enhancements on Snow Hill Lines	TfWM	WM Rail	TBC	TBC	TBC		Desirable  Policies P7 P8 Various Sites

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Dickens Heath Parking strategy	Dickens Heath Village Centre and Whitlocks End Station	Enhanced car park demand management within the village, and to accommodate increased demand for rail Park & Ride	(a) Potential introduction to tariffs in public car parks to manage demand and monitoring of impacts on nearby residential parking (b) Additional provision Whitlocks End Station Park & Ride, either through an extension to the current car park or by adding a deck (c.136 new spaces)	SMBC TfWM	WM Rail	(a) £115k (b) £980k	(a) By 2036, phased with development (b) 2026	SMBC TfWM S106/CIL		Essential  Policies P7 P8 P19 BL1 BL2 BL3
Knowle Parking Strategy	Knowle Village Centre	Enhanced car park demand management	(a) Changes to existing tariffs in public car parks to manage demand and monitoring of impacts on nearby residential parking (b) Smart signage to show availability of spaces and where alternative parking is available	SMBC		(a) £37k (b) £380k	By 2036	SMBC S106/CIL		Essential  Policies P8 P19 KN1 KN2

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>Balsall Common Parking Strategy</b>	Balsall Common Village Centre and Berkswell Station	To provide additional parking capacity within the village and accommodate increased demand for rail Park & Ride	(a) New on-street parking on the A452 close to Station Road in line with village centre / A452 public realm improvements (c.22 new spaces) (b) Extension to Berkswell Station Park & Ride (c.134 new spaces)	SMBC TfWM Site Promoters	WM Rail	(a) £45k (b) £970k	2025	SMBC TfWM S106/CIL		Essential  Policies P8 P19 BC1 BC2 BC3 BC4 BC5 BC6
<b>Highways Asset Management</b>	Borough-wide	Highway Maintenance and Management	SMBC Highway Services - Asset Management Investment Plan 2020/21 is available here:  <a href="http://eservices.solihull.gov.uk/mgInternet/documents/s78162/Highway%20Services%20-%20Asset%20Management%20Investment%20Plan%202020-21.pdf.pdf">http://eservices.solihull.gov.uk/mgInternet/documents/s78162/Highway%20Services%20-%20Asset%20Management%20Investment%20Plan%202020-21.pdf.pdf</a>							Desirable  Policy P8

**Energy**

The gas and electricity transmission and distribution providers have reported no issues with the sites put forward in the Local Plan Review, but will need to be consulted at the planning application stage.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
<b>Solihull Town Centre Low Carbon Heat Network</b>	Solihull Town Centre	Reduce carbon emissions, Transition to low carbon economy	Energy Plant and district heat network	SMBC	TBC	Estd. £22.2M	2021 onwards	WMCA HNDU RHI	Co-delivering with partners,	Desirable  Policies P2 P9
<b>Energy Innovation Zone</b>	UKC Hub Area	Pilot scheme - Reduce carbon emissions, Maximise energy efficiency, Transition to low carbon economy	Potential UKC Hub Area heat network, Establish ECO	SMBC	Energy Capital	TBC	TBC	WMCA, Others TBC	Co-delivery	Desirable  Policies P1 P9 UK1
<b>Electric Charging Vehicle Infrastructure</b>	Borough-wide	Increase uptake of EVs in Borough, Reduce carbon emissions, Improve Air Quality	On-street charging points and connections, Car park charging points, Charging Hubs in Solihull Town Centre & UKC Hub Area, SMBC EV demonstrator fleet	SMBC	WPD	TBC	2020 onwards	SMBC, WMCA, S106, Natl Charging Infra Fund,	Council working with WPD to establish charging requirement over next 10-15 years	Desirable  Policies P1 P2 P9 P18

### **Digital Connectivity**

Delivery of Coventry, Solihull, Warwickshire Broadband project, improving digital connectivity in rural areas.

### **Waste**

During the lifetime of the plan, the Bickenhill Household Waste & Recycling Centre will need to be replaced. The Council's preferred site is on UK2, Land at Damson Parkway. The IDP will be updated with more information as that becomes available.

### **Water Treatment**

Severn Trent Water have identified that a number of sites will result in the need for local upgrades to wastewater treatment plants. However, these will be triggered as part of the decision-making process. Solihull will benefit from the works scheduled in AMP6 of the Water Resource Management Plan.

**Flood Management**

The Council carried out a detailed flood risk investigation of the May 2018 floods, in collaboration with the EA and STW, and carried out an Initial Assessment in 2019. More detail can be found on the Council's website here: <http://eservices.solihull.gov.uk/mgInternet/ieListDocuments.aspx?CId=652&MId=7914>

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
<b>Flood Mitigation Schemes</b>	Schemes in: Cheswick Green, Solihull Lodge, Shirley West, Blythe, Olton, Hockley Heath Wards	Flood alleviation schemes to protect properties following Initial Assessment of local areas after the May 2018 floods	introduce Property Level Resistance and Resilience (PLR) measures to properties that are currently at risk of flooding	SMBC	EA	Not specified	2020-2022	EA	Cabinet Member Approval has been granted	Desirable  Policy P11

**SOCIAL INFRASTRUCTURE****Affordable Housing**

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
Delivery of affordable housing	Borough-wide	Meeting local needs for affordable homes	40% affordable housing through planning permission	SMBC	Housing Association s Homes England as enabler & (potentially ) part funder	Not known - Dependent on housing numbers.	Over plan period.	S106 Housing Revenue Grant	Land Value, Planning consent (S.106) contributions, Homes England grant if available & prioritised.  Planning permission; land availability	Essential  Policy P4A

## Education

The School Places Planning Team at SMBC have identified the need for 4 new 2-form entry primary schools in the Borough as a result of the proposed LPR housing development, and the potential need to expand Heart of England secondary school in Balsall Common.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
Cheswick Green Primary School Expansion	Cheswick Green	To meet pupil growth from Blythe Valley Park housing development	Expand school by 1 form entry	SMBC	Local School	TBC	2021-2026	S106 Core funding	Planning Permission	Essential  Policy P21
Kingshurst School	North Solihull	North Solihull school building programme	Addition of 1 form entry to complete school building	SMBC		Not stated in School Places Plan	2011-2013	Funding secured		Essential
Blythe Area - New Primary School	Local Plan Review Site BL2 – South of Dog Kennel Lane	To meet pupil growth from developments in Blythe and South Shirley	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC		Estd £7-8M	2021-2026	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential  Policy P21 BL2 BL3 (BL1)

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
<b>Knowle/Dorridge Area - New Primary School</b>	Local Plan Review Site KN2 – South of Knowle	To meet pupil growth from developments in Knowle	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC	Local school	Estd £7-8M	2021-2026	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential  Policy P21 KN1 KN2
<b>Balsall Common Area - New Primary School</b>	Local Plan Review Site BC1 – Barratts Farm	To meet pupil growth from developments in Balsall Common	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC	Local school	Estd £7-8M	2021-2026	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential  Policy P21 BC1 BC2 BC3 BC4 BC5 BC6
<b>UKC Hub Area - New Primary School</b>	Local Plan Review Site UK1 – UKC Hub Area/Arden Cross	To meet pupil growth from developments in UKC Hub Area	2 Form Entry Primary School Additional Resource Provision (SEN) Early Years provision	SMBC		Estd £7-8M	2031-2036	S106 Core Funding	Co-delivery with site promoters; Planning Permission	Essential  Policy P21 UK1

## Health

The Council is engaged in discussions with the CCG to determine the level of health infrastructure required as a result of projected housing and population growth in the Borough. Based on demographic projections, the CCG have provided high level figures on staffing, services and potential new facilities. The Council is also partnered with the CCG on transitioning towards an 'Integrated Care System' model, that looks at the whole life of a person and not just the needs or symptoms that are presented to one agency at a time, and are more flexible and responsive to people's needs.

Summary of CCG Analysis based on ca. 15,000 new homes up to 2036. N.B. This data is under review and the summary findings will be updated for the Submission Version of the Local Plan.

**Table 1:** Summary of additional healthcare activity requirements based on current utilisation

	2020	2024	2028	2032	2035/36	Increase to 2035/36	% Increase to 2035/36
A&E attendances	64,251	66,379	68,977	71,644	73,262	9,011	14.0%
NEL Admissions	28,971	30,269	31,854	33,481	34,468	5,497	19.0%
Elective Admissions	31,372	32,710	34,343	36,019	37,036	5,664	18.1%
Maternity	4,934	5,043	5,177	5,313	5,396	462	9.4%
Outpatient attendances	291,767	302,764	316,190	329,977	338,338	46,571	16.0%
Outpatient Diagnostics	2,271	2,328	2,397	2,468	2,511	240	10.6%
Urgent Treatment Centre activity	20,314	20,914	21,646	22,398	22,854	2,540	12.5%
Community contacts	210,016	216,218	223,790	231,565	236,280	26,264	12.5%
Cancer Pathways	8,686	8,990	9,363	9,745	9,977	1,291	14.9%
GP appointments	689,031	709,378	734,221	759,729	775,200	86,170	12.5%
Other Primary Care appts	519,795	535,145	553,886	573,129	584,800	65,005	12.5%

### Primary Care:

- By 2036, it is likely that an additional 16 - 20 GPs would be required in order to service the expected population in the Solihull development. The two estimates are based on two options for GP to patient ratios; the first based on the current average in (what was formerly) Solihull CCG average GPs per registered patient, the second estimate is based upon the NHS England recommended rate of 1 WTE GP per 1,750 registered patients.
- Looking at the current rate of utilisation of primary care across Solihull, it is anticipated that a further 86,170 GP appointments and 65,005 other primary care appointments will be required after the 16 year period of development (see **Table 1**)
- Using the General Practice Workforce Census 2015 dataset, there will also be a requirement for up to 8 additional Practice Nurses.
- Based on the latest Catalyst Public Insight Portal figures, the population will require an additional 2-3 average sized GP surgery sites by 2036. This figure however is highly variable as the capacity of a GP practice can vary substantially.
- Walk-in Centre (WIC) activity** – based on the West Midlands average availability of 4.4 WICs per million population (see Monitor Report), the Solihull population would only in itself require 0.95 WICs. The additional population over the next 16 years is likely to require an additional 2,540 WIC attendances, taking the overall requirement for Solihull to 1.07 WICs.

**Community:**

- By 2036, the likely additional community activity from this population would be 26,264 per year.
- In terms of additional District Nurses (DNs), using the (lower) existing rate from Public Health, this would be up to 16 DNs (based on 0.575 DNs per 1,000 population), whereas using the recommended upper rate of 1 DN per 1,000 population, this would be up to 28 additional DNs required
- To include the requirement for (additional) Registered Nurses (RNs), this would be 39 RNs based on existing rates, or up to 68 RNs, based on recommended levels

Birmingham and Solihull Sustainability Transformation Partnership is currently delivering against an accelerator programme that provides intensive hands-on support by NHS England/Improvement to bridge the gap between being a mature Sustainability and Transformation Plan and a developing an Integrated Care System. The February 2020 Update can be found [here](#).

## Emergency Services

The Police Service have expressed a need for increased staff and training in response to proposed housing development.

### WM Police Service

West Midlands Police Service have identified a funding gap of £949,258 (index-linked) over the plan period to meet the costs of additional staff and resources, due to current funding shortfalls in meeting the forecast needs of population growth. WMPS have stated that they have not yet costed the funds required for Police support staff, or costs associated with non-residential development.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
WM Police Service delivery and staffing	Across Borough	To fill funding gap in budget, in order to meet needs of increased population over plan period.	a) Training and start-up costs for 84 Police Officers & 6 PCSOs b) Patrol vehicles c) 46 Police support staff	WMPS		a) £450K and £187,650K b) £311,608 c) TBC	Over plan period	S106 Core funding	Viability constraints, Others TBC	Desirable Policy P21

**Sports, Recreation and Leisure**

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
<b>Delivery of five Sports Hub across the Borough</b>	5 key locations in the Borough:  Blythe, Knowle/ Dorridge, Balsall Common, Meriden,	To modernise existing facilities and increase capacity to meet needs from forecast population growth associated with new development and potential re-location of playing pitches from LPR site allocations	Dependent on Sports Hub and location, to include: Football pitches 3G pitches Rugby Union pitches Cricket  Pitches to meet Sport England criteria	SMBC	Governing Bodies	TBC	Over lifetime of Plan	S106/CIL Sport England grants, Other sources TBC	Sourcing of suitable sites, Planning Permission, Co-delivery with multiple partners	Essential  Policies P20 BL1 KN1 KN2 UK2

## GREEN INFRASTRUCTURE

### PARKS, RECREATION AND CHILDREN'S PLAY

The concept masterplans make provision for public open space, which will include: Parks and Recreation grounds; informal amenity green space; accessible natural green space; allotments, new Country Parks and play areas for children and young people across the different site allocations. These have been published alongside the Draft Submission Plan consultation and the detail is not repeated here.

### Landscape and Ecology

The Council has committed to producing a Natural Capital Investment Strategy and Delivery Plan in its Council Plan (2020-2025) and Climate Prospectus. More detail on that will be provided at Submission version of the Local Plan. Likewise, the Council as part of the Local Nature Partnership is working towards a Local Nature Recovery Strategy, however work has been delayed over Summer 2020 due to the Covid-19 pandemic. An update on the Strategy will be provided in the Submission version of the IDP.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales/ Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
Wildlife Ways	Borough wide	To improve cycling infrastructure; Increase and enhance wildlife habitat cover and biodiversity outcomes	Shared use cycleways and biodiversity improvements at various locations	SMBC		£16M	Delivery in progress - completion anticipated in 2021	ERDF WMCA		Desirable  Policies: P7 P8 P10 UK2
Small Habitats Grant Programme	GBS LEP wide, including Solihull	Increase and enhance wildlife habitat cover and biodiversity outcomes	Grants are available from £20,000-£200,000 to support smaller projects from organisations in the GBSLEP area	SMBC	GBS LEP	£2.2M	Up to 2023	ERDF		Desirable  Policy P10

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales/ Phasing	Sources of funding	Any dependencies/ Risks	Status in delivering Local Plan
<b>Planting our Future</b>	Borough-wide	Increase trees and woodland plantings in Borough, Increase biodiversity, Capture carbon, Improve Air Quality	£25,000 new trees planted/year over ten years	SMBC	Solihull Tree Wardens	TBC	2020-2030	SMBC Woodland Trust WMCA	Sourcing sufficient land in appropriate locations to plant trees	Desirable  Policy P10 Policy P18
<b>Cole Valley Landscape Vision</b>	River Cole Valley, inc. East Birmingham Solihull and North Warks	Improve water quality and flood risk in the River Cole Valley	See Landscape Vision Plan	EA	SMBC	TBC	2019 onwards	EA S106/CIL Others TBC		Desirable  Policies P10 P11