

# Solihull Local Development Framework Infrastructure Delivery Plan January 2012





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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 Draft Local Plan. It will be reviewed and the Infrastructure Schedule expanded 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 has been to discuss the specific impacts of the proposed sites with infrastructure providers as well as reviewing the LDFs and IDPs of neighbouring authorities to assess cumulative impacts of projected growth.

The final stage for this version of the IDP has been to outline, as far as is feasible, an infrastructure schedule (see Appendix A). This details both essential infrastructure to unlock growth and deliver the Local Plan and desirable infrastructure, which will support overall growth and benefit local communities over the plan period.

### 1.3 Why Infrastructure Planning?

PPS12 'Local Spatial Planning' states that the Infrastructure Delivery Plan (IDP) should take account of the physical, social and green infrastructure required to enable development in an area. Deliverability is one of the criteria for judging the soundness of a Development Plan Document at the Examination in Public; the IDP is therefore a key part of the Local Development Framework's evidence base.<sup>2</sup>

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

<sup>2</sup> The tests of soundness are: 'justified, effective and consistent with national policy'. The test of 'effectiveness' is further broken down into the components: 'Deliverable, flexible and able to be monitored.' (Para. 4.44 – 4.45, p. 17 of PPS12).

The Draft National Planning Policy Framework published for consultation in July 2011 reiterates that the planning system has a key role in the effective delivery of the strategic objectives outlined in the Local Plan, which includes the provision of infrastructure.

High quality, reliable and robust infrastructure is crucial to sustainable economic growth and in recognition of this, the Treasury published the first National Infrastructure Plan in 2010. Furthermore, despite the many cutbacks to public sector expenditure announced in the 2010 Comprehensive Spending Review, the Government committed £40 billion to major infrastructure projects.<sup>3</sup>

The IDP can also be used as part of the evidence base in preparing a Community Infrastructure Levy (CIL) Charging Schedule.<sup>4</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>5</sup> At the time of writing, Solihull Council is exploring whether it would be in a position to charge CIL.

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.

#### 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

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Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf>

<sup>3</sup> HM Treasury (2010). Source: [http://www.hm-treasury.gov.uk/press\\_56\\_10.htm](http://www.hm-treasury.gov.uk/press_56_10.htm)

<sup>4</sup> CLG (2010) *Community Infrastructure Levy Guidance - Charge setting and charging schedule procedures*. Para. 12, p. 6. Under the guidance for preparing a CIL charging schedule, it is recommended that wherever possible, the “information on the charging authority’s infrastructure needs should...be drawn directly from the infrastructure planning that underpins their Development Plan.” This is so “that planning identifies the quantum and type of infrastructure required to realise their local development needs and in many cases will comply with the principles set out in PPS12”.

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

<sup>5</sup> CLG (2011) *Community Infrastructure Levy – An Overview*. Para. 2, p.4.

Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1897278.pdf>

## 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>6</sup> The following list is not exhaustive.

### PHYSICAL

Transport	- Airport, Strategic and Local highway networks, Rail, High Speed 2, Bus, 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

### SOCIAL

Accommodation	- Affordable housing, including supported and extra care housing, market housing, and Gypsy and Traveller Sites.
Education	- Primary, secondary, 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, green public realm
Forestry	- Urban forest, woodlands

<sup>6</sup> Para. 9, p.3 of the Draft NPPF citing the sustainable development definition in “The Report of the Brundtland Commission, *Our Common Future*, 1987”.  
Source: <http://www.communities.gov.uk/publications/planningandbuilding/draftframework>



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 issued by central Government on infrastructure planning.

### **PPS 12 Local Spatial Planning (2008) Para. 4.9:**

The infrastructure planning process should identify, as far as possible:

- infrastructure needs and costs;
- phasing of development;
- funding sources; and
- responsibilities for delivery.

### **Draft National Planning Policy Framework (July 2011) Para. 31:**

Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands; and
- take account of the need for nationally significant infrastructure within their areas.

### **CIL guidance: Charge setting and charging schedule procedures (2010) Para. 14:**

In determining the size of its total or aggregate infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other sources of funding available, or likely to be available, to meet those costs. This process will identify a CIL infrastructure funding target. This target may be informed by a selection of infrastructure projects or types (drawn from infrastructure planning for the area) which are indicative of the infrastructure likely to be funded by CIL in that area. The Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. The focus should be on providing evidence of an aggregate funding gap that demonstrates the need to levy CIL.

## 1.7 Local Strategic Framework

The Localism agenda means that responsibility for infrastructure delivery is being more focused on the Local Authority. The Regional Development Agency, Advantage West Midlands (AWM), is due to close in March 2012.<sup>7</sup> However, it has been proposed that some of the schemes that were programmed by AWM are to be carried forward by the Greater Birmingham and Solihull Local Enterprise Partnership.<sup>8</sup>

The delivery of the Local Plan will be co-ordinated with other local and sub-regional strategies, such as the West Midlands Local Transport Plan (2011-2026), the Local Investment Plan (2011-2015) and the forthcoming Local Delivery Plan formulated with the Homes and Community Agency; the North Solihull Strategic Framework from the North Solihull Partnership in the Regeneration Area and the Joint Strategic Needs Assessment from the Solihull NHS Primary Care Trust.

There will be on-going discussion and collaboration with partner Authorities to fulfil our Duty to Co-operate and enhance delivery through the West Midlands Joint Committee, 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, acting as:

- Local Highways Authority
- Local Education Authority
- Local Housing Authority
- Waste and Minerals Authority
- Part of North Solihull Partnership driving the Regeneration Programme
- 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.

In the current economic climate, it is recognised that there are financing constraints on developers. However, innovative solutions which incorporate good management strategies and better use of

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<sup>7</sup> AWM (2012). Source: <http://www.advantagewm.co.uk/about-awm/default.aspx>

<sup>8</sup> GBSLEP (2010). Source: <http://www.wmcouncils.gov.uk/media/upload/Economy%20&%20Skills/Birmingham,%20Solihull,%20Lichfield,%20Tamworth%20&%20East%20Staffs%20LEP.pdf>

existing resources are necessary to ensure the required infrastructure is there to support growth and benefit the local communities affected by development.

The statutory agencies are also responsible for meeting their statutory obligations and responding to growth.

This is the first Borough-wide infrastructure capacity study undertaken by the Council, and there has been differing levels of response from infrastructure providers. Engagement is on-going and further work needs to be carried out, to ensure that providers are better able to predict their requirements and work in partnership to address those needs.

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. In future the Council will review the potential role of the Community Infrastructure Levy in funding infrastructure. The introduction of CIL would be to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development; it would 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:
  - HCA funding through National Affordable Homes Programme
  - Local Sustainable Transport Fund - from DfT
  - Growing Places Fund – from CLG
  - Regional Growth Fund – from CLG for LEPs
  - European Regional Development Fund – managed by CLG
  - Broadband Delivery UK - from Central Government
  - Council Tax – managed by LPA
  - New Homes Bonus – managed by LPA

## 1.10 Further work

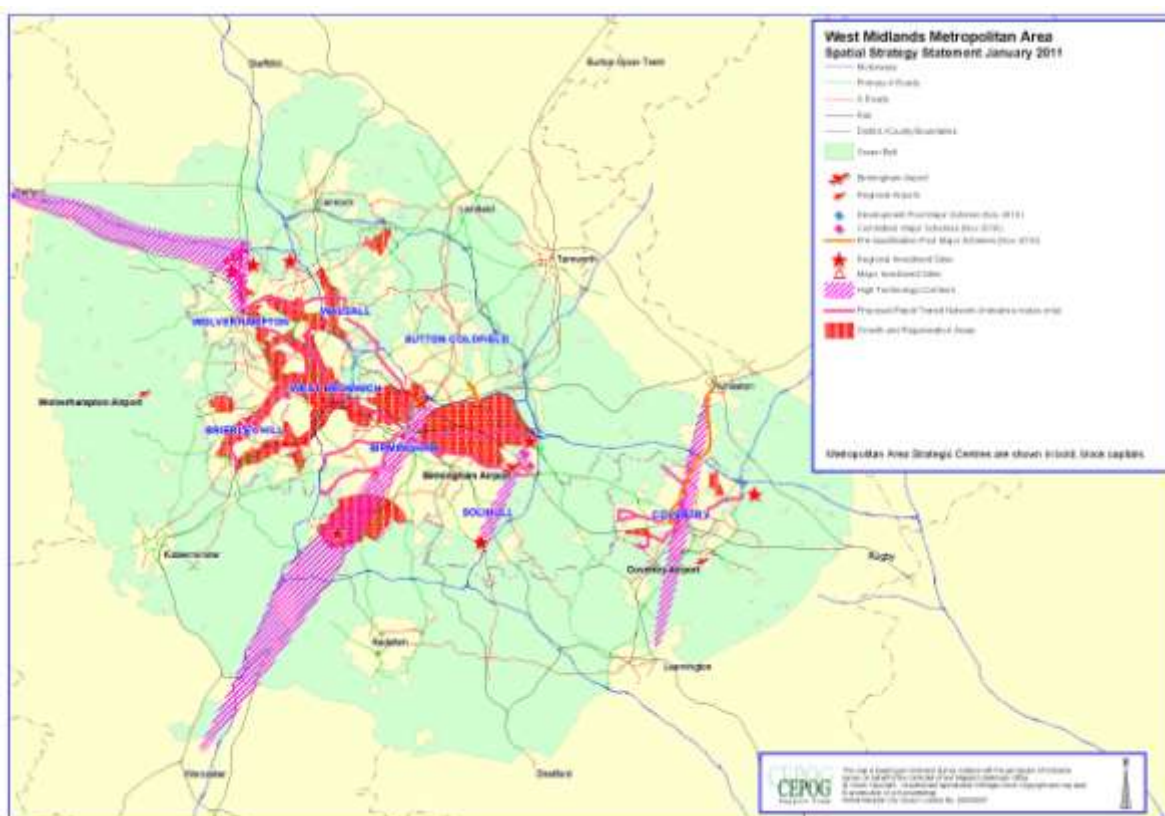
Engagement is on-going with stakeholders and the findings from the pre-submission consultation on the draft Local Plan and any outstanding pieces of evidence will inform a revised Infrastructure Delivery Plan to accompany the Submission documents to the Secretary of State.

## 2.0 Impact of growth and development on infrastructure

### 2.1 Overview of Solihull

Solihull covers an area of almost 180 square km (see Figure 2, p.13). There are two main built-up areas, both bordering Birmingham to the west and 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 in the Metropolitan conurbation.

**Figure 1. Map of Solihull's wider spatial context<sup>9</sup>**



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.

Solihull is home to 206,100 people living in around 86,747 households. 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

<sup>9</sup> Source: Chief Engineers and Planning Officers Group (2011)

polarised with ten of the 28 super output areas in North Solihull falling within the 10% most deprived areas in England.

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 Metropolitan area, nearby authorities in the recently formed Greater Birmingham and Solihull Local Enterprise Partnership and those in the Coventry/Warwickshire sub-region (see Figure 1 above).

## 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 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.

### 2.2.1 Housing growth

The CLG household projections published at the end of 2010 show that Solihull can expect a rise in households from 83,000 in 2006 to 97,000 in 2028. A Strategic Housing Market Assessment which was completed in 2009 estimated that 70% of newly forming households could not afford to buy or rent at market prices.

However, the Council faces exceptional local circumstances. Solihull has the highest house price to income ratio compared with the rest of the West Midlands<sup>10</sup> and limited deliverable and developable housing land supply.

The Council has assessed housing land supply through detailed sites assessment and the Strategic Housing Land Availability Assessment (SHLAA). It is considered that at least 525 (net) additional dwellings per annum can be delivered between 2011 and 2028 whilst avoiding: development having an adverse impact on the Meriden gap; an unsustainable short-term urban extension south of Shirley and; risking any more generalised threat to Solihull's high quality environment. This can be delivered through sites with planning permission, suitable deliverable sites identified by the SHLAA, sites within the North Solihull Regeneration Area, sites proposed for allocation by Policy P4 of the draft Local Plan and unidentified windfall sites, predominantly within South Solihull.

All of the above sources of housing land supply and the housing trajectory are provided within the Strategic Housing Land Availability Assessment, December 2010 and will be kept under review.

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<sup>10</sup> CLG (2010). Source: <http://www.communities.gov.uk/documents/housing/xls/152924.xls>

**Table 1. Housing Need in Solihull (2011)**

Source	Years	Total	Annual Average
National Household Projection (Office for National Statistics)	2006 - 2028	14,000	636
No. of residents on Solihull' housing waiting list in priority need	Current	6,993	-
Emerging Core Strategy Housing Land Provision Target (based on evidence presented by Solihull Council to the Regional Spatial Strategy Examination in Public, demonstrated to strike the balance between meeting housing need and protecting Solihull's character.	2006 - 2026	10,000	500
Draft Local Plan Housing Land Provision Target – extrapolated to meet the national planning policy requirement to demonstrate 15 years housing land supply from the anticipated date of Local Plan adoption (2013)	2006 - 2028	11,000	500 <sup>11</sup>

**Table 2. Housing Land Supply in Solihull in Draft Local Plan**

Source	Estimated Capacity
1 Housing Completions (2006-2011)	2,068
2 Planning Permission	1,226
3 SHLAA	249
4 Potential Additional Regeneration Area Capacity	1,029
5 Draft Local Plan Suggested Sites	4,040
6 Windfall Housing Land Supply	2,550
<b>Total Estimated Capacity</b>	<b>11,162</b>

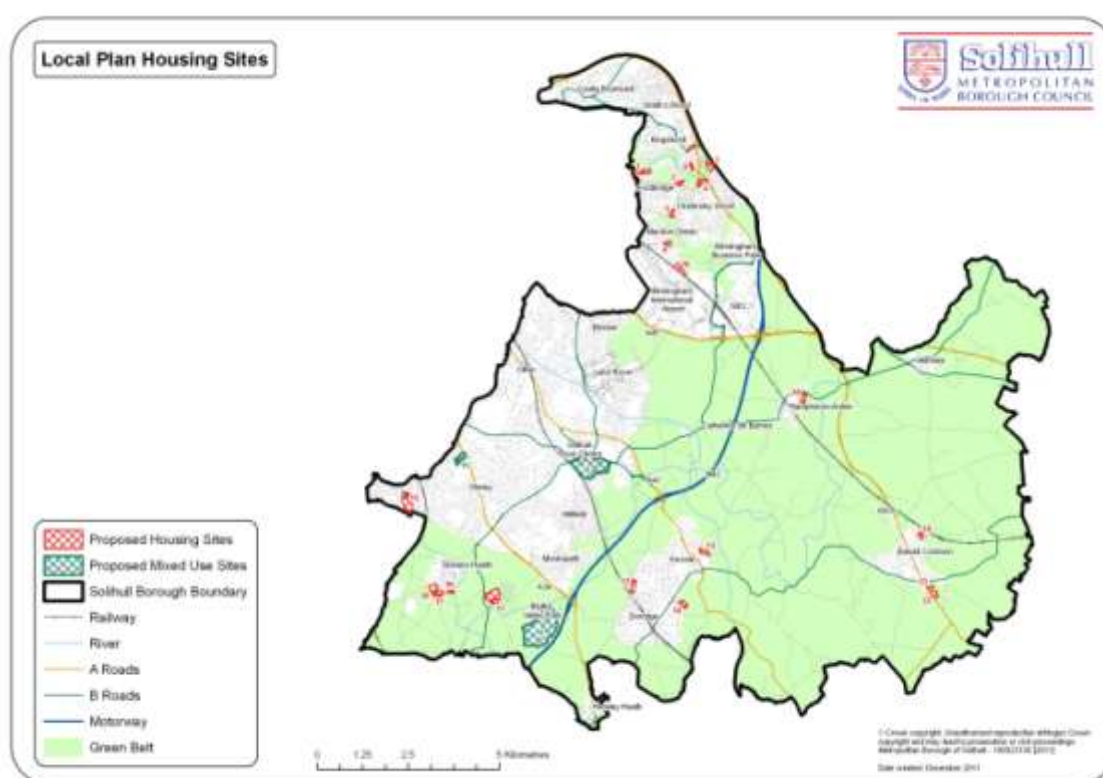
The above housing development would be phased to provide:

- Phase 1 (2011-2018): 5,228 dwellings
- Phase 2 (2018-2023): 2,166 dwellings
- Phase 3 (2023-2028): 1,700 dwellings

The bulk of housing development will take place within the Main Urban Area. The draft Local Plan also provides for:

- some provision at accessible locations within the rural area;
- provision for rural exception sites to meet local housing needs;
- a mixed use development on Blythe Valley Business Park to support its vitality and viability of Blythe Valley Park and provide a sense of place.

<sup>11</sup> The net housing target from 2006 – 2011 is 11,000 dwellings (or 500 p.a.). 2,069 net have been provided (2006-2011), which leaves 8,931 to provide, or an average of 525 per annum over the plan period.

**Figure 2. Map of Strategic Housing Site Allocations in draft Local Plan**

### 2.2.2 Economic Growth

Solihull has seen exceptional economic growth in the 1990s and early 2000s. Even since the downturn, the Borough has had a consistently higher GVA than other parts of the West Midlands. It acts not only as a national, but 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.

In 2010, Solihull became part of one of the first Local Enterprise Partnerships to form the Greater Birmingham and Solihull LEP. The twin mission of the GBSLEP is to:

- Create a culture and climate where innovation and enterprise can thrive and prosper; and
- Invest in the infrastructure that supports private development and business growth.

The LEP sets no limits on its scale of ambition, and aims to represent one of the greatest economic powerhouses in the UK. The M42 Economic Gateway is seen as central to this goal, and the draft Local Plan provides a spatial framework to support and encourage the further success of this 'economic engine'.<sup>12</sup>

<sup>12</sup> GBSLEP (2010). Source: <http://www.wmcouncils.gov.uk/media/upload/Economy%20&%20Skills/Birmingham,%20Solihull,%20Lichfield,%20Tamworth%20&%20East%20Staffs%20LEP.pdf>

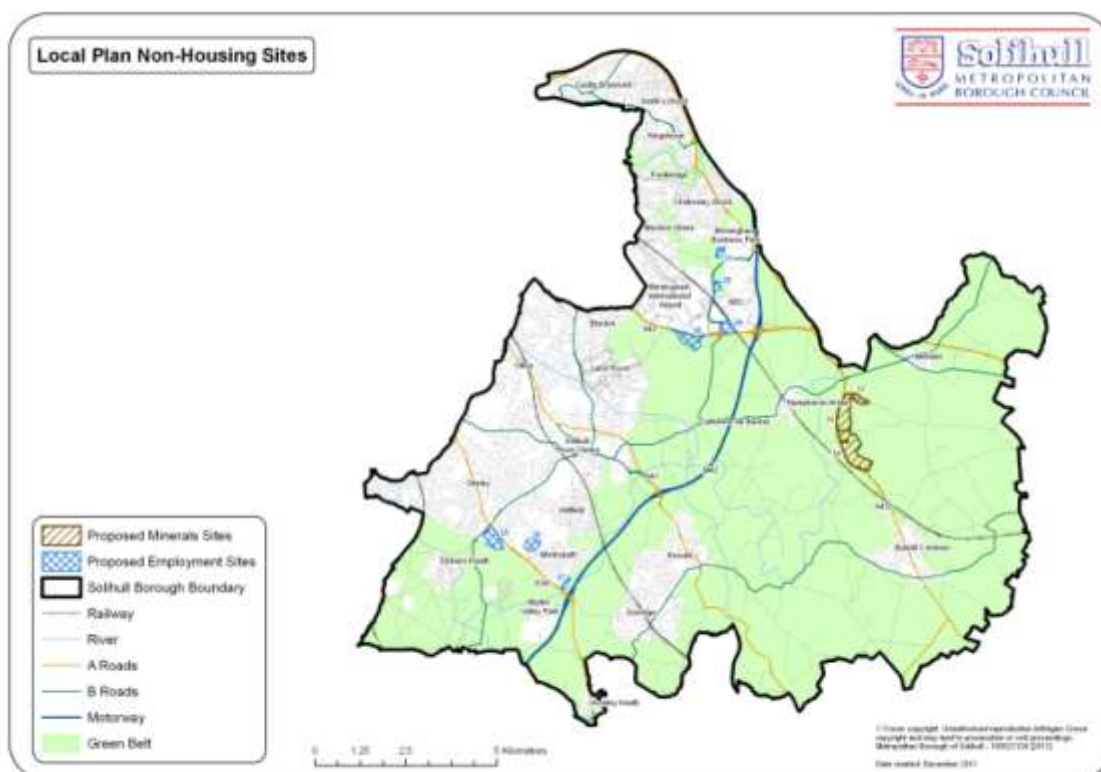
In addition to allocating the employment land shown in Figure 3 and Table 3 below, the Local Plan will support an increase in Small and Medium Enterprises (SME’s), start-up businesses – especially in the North of the Borough - and diversification of the rural economy.

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

Site	Remaining Land (ha)	Readily Available Land (ha)	Preferred Use Class
TRW Stratford Road, Shirley	18.5	18.5	B1, B2, B8
Solihull Business Park, Highlands Rd, Monkspath	7	6	B1, B2, B8
Fore, Stratford Road, Adj M42	2	0.5	B1
Chep/Higginson, Bickenhill Lane, Bickenhill	4	0	B1, B2, B8
Land North of Clock Interchange, Coventry Road	2	1	B1
Land adjacent Birmingham Business Park	5	0	B1, B2, B8
<b>Total</b>	<b>38.5</b>	<b>26</b>	

Birmingham and Blythe Valley Business Parks, together with the extension at Birmingham Business Park (but excluding land to be used for housing at Blythe Valley Business Park) have ca. 33 ha remaining land to be developed, which should be sufficient for the plan period. The Council’s database suggests average annual take up (2001-2009) has been about 1.6ha/yr on these sites collectively. However, this may increase in the future as a result of enabling a broader range of development.

**Figure 3. Map of Strategic Employment & Mineral Site Allocations in draft Local Plan**





### 2.2.3 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 adaptation imperative to respond to changes in climate, for people and the natural world.<sup>13</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**

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 urban drainage systems (SuDS)

#### **Green links**

Long distance paths, rights of way and bridleways

Cycle routes

Rivers and canals

Disused railway lines

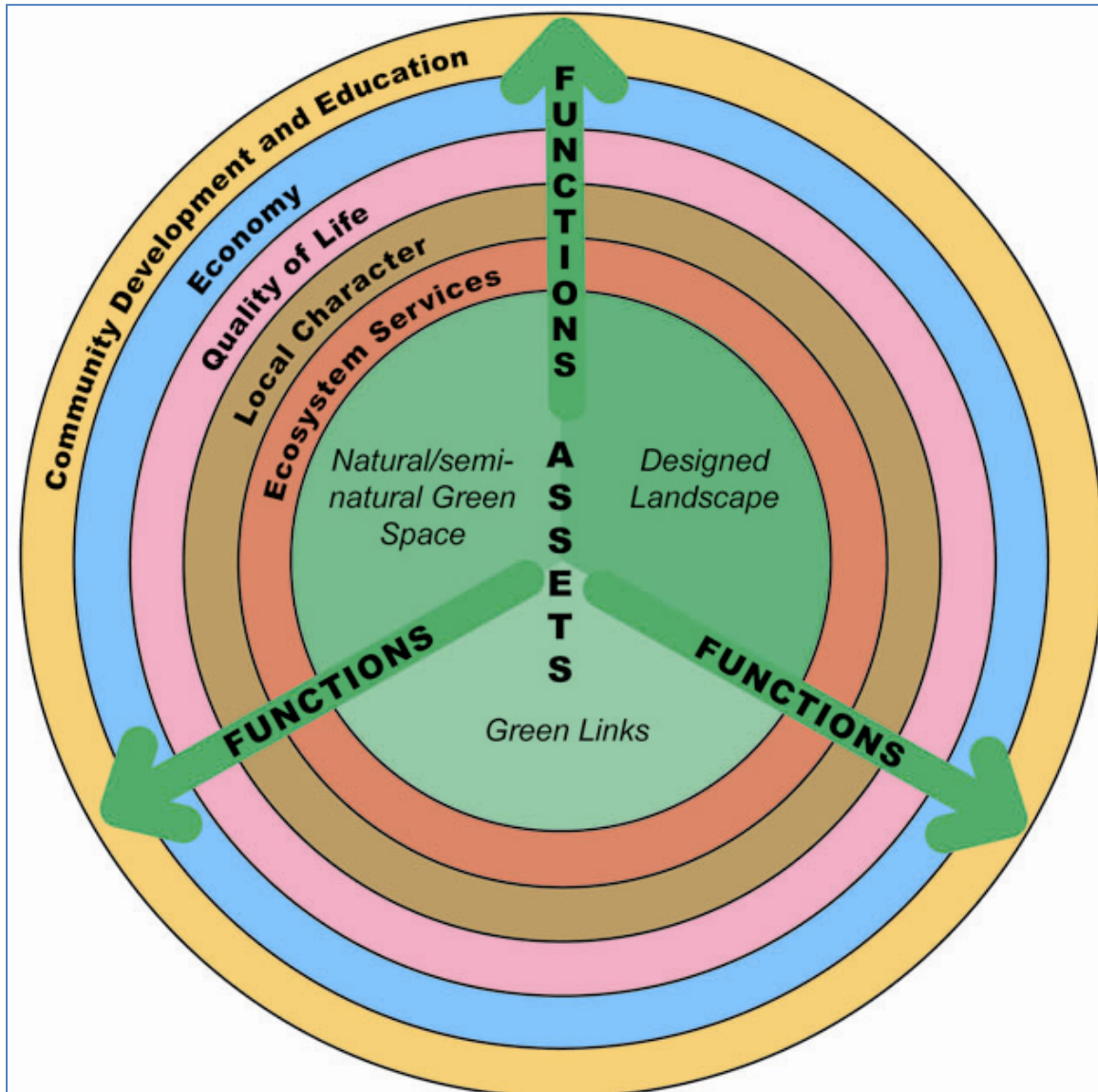
Other transport links – motorways, road verges, railway lines, green bridges

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<sup>13</sup> Source: Solihull Green Infrastructure Study (2012).

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>14</sup>**

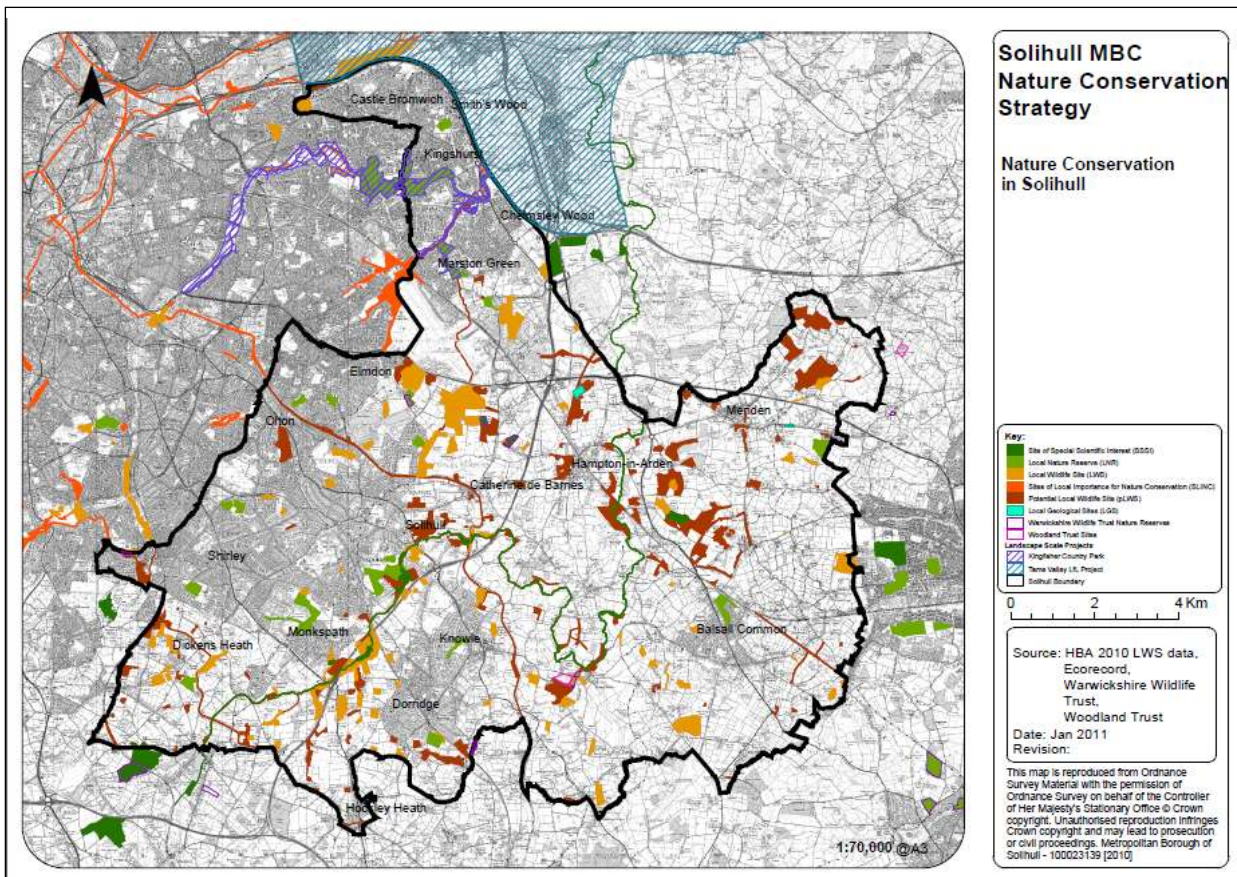


<sup>14</sup> Source: Solihull Green Infrastructure Study (2012).

The Council has produced a Green Infrastructure Study as part of the evidence base for the Local Plan and is working with our partners in Coventry and Warwickshire to prepare a sub-regional GI strategy.

The Natural Environment White Paper (2011) calls 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. The Government, as announced in the White Paper, has established a new voluntary approach to biodiversity offsetting. Warwickshire, Coventry and Solihull will be one of the pilot areas, where developers will have the option of using the offsetting approach to make good any harm to wildlife caused by development, creating new quality habitats or making existing nature sites bigger and better for wildlife. The pilot will run for two years from April 2012. The sub-region also reached the second round of a Defra bid for a “Nature Improvement Area”. Although it did not make it to the final list, the background work to the bid will be useful in taking forward the sub-regional GI Strategy and undertaking a landscape-scale approach to conservation.

**Figure 5. Map of Nature Conservation Sites in Solihull<sup>15</sup>**



<sup>15</sup> Source: Using data provided by HBA 2010 LWS data, Ecorecord, Warwickshire Wildlife Trust and the Woodland Trust.

### 3.0 PHYSICAL INFRASTRUCTURE

#### 3.1 TRANSPORT<sup>16</sup> –

3.1.1 AIR TRAVEL	
<b>Lead Agency</b>	Birmingham Airport Ltd
<b>Evidence Base</b>	Airport Masterplan “Towards 2030: Planning a Sustainable Future for Air Transport in the Midlands” (2007) <sup>17</sup> Airport Surface Access Strategy “Moving Together” (2007)
<b>Strategic Issues</b>	<p>Solihull is home to Birmingham Airport, the largest Airport in the region and the second largest regional Airport in the country.</p> <p>Airport Masterplan sets out how the Airport will meet regional demand for air travel up to 2030.</p> <p>The Airport’s Master Plan is a response to the 2003 Government White Paper “The Future of Air Transport”,<sup>18</sup> which projected the demand for aviation growth across the UK up until the year 2030. The strategic advantages of Birmingham Airport with its proximity to motorways and the rail network are recognised in the White Paper and it concludes that Birmingham Airport should continue to be developed as the Midlands’ principal international gateway.</p> <p>The Airport has a catchment area of 8 million people living within 1 hour travel time (and 36 million people within 2 hours)</p> <p>The Masterplan aims that by meeting regional demand locally, the Airport will reduce unnecessary long-distance surface journeys to other UK airports and generate sustainable long term economic growth locally and regionally.</p>
<b>Existing provision</b>	<p>Birmingham Airport has one runway and operates both domestic and international flights.</p> <p>In 2010, 8.5 million passengers used Birmingham Airport.<sup>19</sup> In May 2011 the new terminal was officially opened and work has commenced on the new Air Traffic Control Tower.</p> <p>Birmingham Airport is connected to Birmingham International Station by AirRail Link. The station is on the West Coast Mainline and services run approximately every ten minutes to Birmingham New Street with a journey time of ten minutes. There are also regular services to London Euston lasting ca. 80 minutes.</p> <p>The ANITA (Airport &amp; NEC Integrated Transport Access) scheme was completed in May 2011.<sup>20</sup> It includes improvements to the surrounding roads to provide bus priority, enhanced bus facilities at Birmingham International Interchange as well as real time passenger information signs and active traffic management signage along the scheme’s route. The aim is</p>

<sup>16</sup> The Draft Vision and Action Plan of Jan 2011 can be viewed following the links on this page: Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab86.pl?phase=two&cmt=&operation=DETAILS&edname=ed4950>

<sup>17</sup> Source: <http://www.birminghamairport.co.uk/meta/about-us/planning-and-development/airport-master-plan.aspx>

<sup>18</sup> Source: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/air/>

<sup>19</sup> Source : <http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&sglid=3&fld=2010Annual>

<sup>20</sup> Source : <http://www.solihull.gov.uk/anita/default.htm>

	that traffic management signage will inform drivers and improve traffic flow in the area. The scheme also included improved footpaths and cycle paths to encourage cheap, non-CO2 forms of transport. It should increase the opportunities for people living in the north of the Borough to use public transport to travel to different parts of the Borough for employment.
<b>Gaps in provision</b>	See below.
<b>Planned provision</b>	<p>Planning permission was granted in 2009<sup>21</sup> for a ca. 400m runway extension at the Airport, to meet regional demand for long haul flights.<sup>22</sup> The new Air Traffic Control Tower is due to be operational in 2013 and the runway extension by 2014.</p> <p>The extension will enable the airport to reach the West Coast of America, South America, the Far East and South Africa.</p> <p>The planned runway extension will also result in a re-alignment of the A45.</p>
<b>Impact of development proposals</b>	<p>Runway extension will have significant impacts on the local road infrastructure, with mitigations outlined in the Section 106 Agreement accompanying the runway planning permission.<sup>23</sup> These include a designated Public Transport Corridor in the A45 Tunnel and Diversion. The Airport commit to use all reasonable endeavours to achieve a Public Transport Modal Share for passengers and employees respectively of 25% by the end of 2012 and 31% by end 2022. Key to achieving the above targets is the successful implementation of the Airport Surface Access Strategy and reporting to the Travel Plan Monitoring Group.</p> <p>The Green Belt boundary will be reviewed after the completion of the works.</p>
<b>Delivery potential</b>	Work is currently underway.
<b>Funding mechanisms</b>	Funding has been secured for both the runway extension and A45 re-alignment.
<b>Role of LDF</b>	Continue support of runway extension at Birmingham Airport and associated works. Re-define Green Belt boundary.

### 3.1.2 STRATEGIC HIGHWAY NETWORK

<b>Lead Agency</b>	Highways Agency
<b>Evidence Base</b>	M42 Transport and Infrastructure Assessment, Mott Macdonald 2011
<b>Strategic Issues</b>	<p>The Highways Agency, an executive agency of the Department for Transport, manages the Strategic Highway network which within the Borough includes the M42 carriageway and slip roads at Junctions 4, 5 &amp; 6.</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 south-east. It also forms part of the 'Birmingham Box', an orbital motorway</p>

<sup>21</sup> PA 2008/22. Extension of main runway and associated infrastructure including realignment and tunnelling of a section of the A45 Coventry road; a new air traffic control tower; revisions to the existing fuel farm; a new exit taxiway; the treatment of obstacles; and the diversion of services and watercourses.

Source: <http://www.solihull.gov.uk/planningservices/15089.htm>.

<sup>22</sup> Non-technical summary of Environmental Statement.

Source: [http://www.solihull.gov.uk/PlanAppDocs/2008/0022/0022\\_amended\\_non\\_technical\\_summary.pdf](http://www.solihull.gov.uk/PlanAppDocs/2008/0022/0022_amended_non_technical_summary.pdf)

<sup>23</sup> The Surface Transport obligations set out in Schedule 3 of the Section 106 agreement.

Source: [http://www.solihull.gov.uk/PlanAppDocs/2008/0022/0022\\_section\\_106\\_agreement\\_final.pdf](http://www.solihull.gov.uk/PlanAppDocs/2008/0022/0022_section_106_agreement_final.pdf)

	<p>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.<sup>24</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>See Figure 6 ‘Vision for Transport in Solihull 2011-2026’ below.</p>
<p><b>Existing provision</b></p>	<p>See above.</p>
<p><b>Gaps in provision</b></p>	<p>The ‘M42 Transport and Infrastructure Assessment’ highlights that Junctions 4, 5 and 6 suffer from congestion during peak periods.</p> <p>Junctions 4 and 6 provide little capacity to cater for traffic growth and are forecast to become severely congested beyond 2013 and 2016 respectively (with significant queuing developing on the circulatory carriageway and / or motorway slip roads).</p> <p>Junction 5 (circulatory carriageway and motorway slip roads) is forecast to operate within capacity throughout the life of the Local Plan, although queues are likely to develop on both A41 and A4141 approach arms post-2016.</p> <p>Following completion of the M42 Transport and Infrastructure Assessment a number of changes were made to the preferred housing site allocations of the Local Plan, resulting in a quantum shift of some 1,000 dwellings from North Solihull to South and rural Solihull. However, traffic movements generated onto the 3 motorway junctions by these sites are likely to represent a minimal proportion of overall movements; it is therefore considered unlikely that the quantum shift in housing is of sufficient magnitude to materially alter the conclusions of the Assessment.</p> <p>The M42 and its junctions within Solihull are likely to be subject to pressure significantly above and beyond that associated with Local Plan growth as a result of the Government’s high speed rail proposals. The Government has commissioned an Environmental Impact Assessment of ‘High Speed 2’ which, it is anticipated, should provide a clearer forecast of the traffic impacts of the scheme, in particular upon M42 Junction 6.</p> <p>Furthermore, work is underway on behalf of the Local Enterprise Partnership (LEP) to examine the potential to deliver further, significant growth within the ‘M42 Economic Gateway’. Initial aspirations involve building upon levels of growth set out by the Local Plan and capitalising on the delivery of High Speed 2, should it be implemented. Although in its early stages, it is anticipated that the work is likely to demonstrate that such aspirations would again significantly impact upon traffic conditions within the M42 Corridor.</p>
<p><b>Planned provision</b></p>	<p>Minor renewal works are planned along the M42, which should be completed by 2013.</p>

<sup>24</sup> Ecotec (2008) 'Realising the Potential of the M42 Corridor'.

<p><b>Impact of development proposals</b></p>	<p>The M42 Transport and Infrastructure Assessment forecasts the impact upon the M42 Corridor not only of Local Plan growth but also of growth within adjacent Authority areas, the region and nationally. In broad terms therefore, the proportional impact of traffic growth associated with solely the Local Plan is considered to be minimal.</p> <p>However, there are likely to be specific impacts as a result of development, as follows:</p> <ul style="list-style-type: none"> <li>• Development at Blythe Valley Business Park, along the Stratford Road corridor and within Dickens Heath and Cheswick Green is likely to impact on M42 Junction 4;</li> <li>• Development within Solihull Town Centre is likely to increase pressure at Junction 5 and generate issues on A41 and A4141 approach arms as outlined above.</li> <li>• Development at NEC and Birmingham Airport is likely to increase pressure at Junction 6.</li> </ul>
<p><b>Mitigation</b></p>	<p>M42 Junctions 4, 5 and 6 (and the M42 Corridor as a whole) are likely to be the subject of pressure in the future as a result of growth set out by the Local Plan and, more significantly, proposals to invest in the 'M42 Economic Gateway' and the prospective implementation of High Speed 2.</p> <p>It is important that a holistic approach is therefore applied in developing plans for mitigation measures, taking into account all proposals that may impact on the M42 Corridor.</p> <p>The detail of High Speed 2 and M42 Economic Gateway proposals is as yet unknown, and their delivery uncertain. Work on identifying appropriate mitigation measures is therefore ongoing.</p>
<p><b>Delivery potential</b></p>	<p>Potential mitigation measures for M42 Junctions 4, 5 and 6 are yet to be established; so too therefore is the potential for delivery and funding of such measures.</p> <p>Planning permission has already been granted for the significant majority of the land allocations set out in the Local Plan for development for employment use. Therefore, although such development may impact upon M42, there is little opportunity for funding contributions to be secured in relation to delivery of any mitigation measures.</p> <p>The traffic impact of the Local Plan residential site allocations upon M42 junctions is likely to be minimal in consideration of regional and national traffic growth and other investment proposals. As such, there is considered to be little justification evident to command financial contribution towards delivery of any mitigation measures.</p> <p>It is therefore considered unlikely that funding associated with the growth plans set out by the Local Plan (should any be received) would be of a sufficient level to provide notable contribution towards mitigation measures at M42 junctions.</p> <p>Assessment of the scale of funding required delivering mitigation, and opportunities to secure such funding, are being considered as part of the M42 Economic Gateway and High Speed 2 proposals.</p> <p>Funding has been secured for minor renewal works.</p>

<p><b>Role of LDF</b></p>	<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.</p> <p>The delivery of mitigation measures at M42 junctions is considered to be beyond the remit of the Local Plan, for the reasons set out above. The detail of such measures, and proposals for their delivery, is being considered within the scope of work associated with investment in the M42 Economic Gateway and High Speed 2.</p>
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<p><b>3.1.3 LOCAL HIGHWAY NETWORK</b></p>	
<p><b>Lead Agency</b></p>	<p>Solihull MBC</p>
<p><b>Evidence Base</b></p>	<p>Emerging Core Strategy – Development Site Appraisal, Mott Macdonald (2011)                      West Midlands Local Transport Plan 2011-2026 (2011)<sup>25</sup>                      Chester Road Corridor Improvement Study (2011)                      Warwick Road Corridor Study (2010)                      Stratford Road Corridor Study (2010)</p>
<p><b>Strategic Issues</b></p>	<p>The local highway network is managed by the Solihull Council, acting in its statutory duty as the Highway Authority.<sup>26</sup></p> <p>The West Midlands Integrated Transport Authority, Centro, has the statutory duty to prepare and approve the Local Transport Plan. LTP is in its third tranche and deals with investment in and management of local transport networks. Delivery of the policies, projects and programmes set out in LTP is, however, only possible with the active co-operation and involvement of a wide range of partners. Unitary Councils, in particular, have a key role to play, given their statutory functions as Local Highway, Planning, Licensing and Environmental Authorities.</p> <p>The three strategic principles of the LTP3, that are being taken forward by the constituent authorities in the West Midlands are:</p> <p><b>Smarter Management</b> - Making the best use of the transport assets and capacity we already have</p> <p><b>Smarter Choices</b> - Encouraging people to move away from car use through providing attractive, effective and efficient alternatives which reduce our carbon footprint</p> <p><b>Smarter Investment</b> - Targeting our scarce resources at programmes, initiatives and schemes that support either or both of the first two Strategic</p>

<sup>25</sup> Source: <http://www.centro.org.uk/LTP/LTP.aspx>

<sup>26</sup> Solihull MBC is currently working on a Highway Asset Management Plan: Source: <http://www.solihull.gov.uk/transport/25090.htm>



	<p>Principles.</p> <p>Solihull Council has adopted 10 Localised Objectives to align with the aims and objectives of LTP3, which are listed in Table 4 below.</p>
<b>Existing provision</b>	<p>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.</p>
<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 Rd 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>A45 corridor improvements and west-bound bridge strengthening;</p> <p>A41, A45 and A452 corridor improvements as part of Local Sustainable Transport Fund (subject to bid approval in June 2012).</p> <p>Urban Traffic Control - active optimisation of key signalled controlled junctions throughout the Borough.</p> <p>The Council is currently preparing a Highways Asset Management Plan, which will have strong links with the council's corporate goals; and will provide the foundation for delivering a well-maintained and managed highway infrastructure.<sup>27</sup></p>
<b>Impact of development proposals</b>	<p>The Emerging Core Strategy – Development Site Appraisal (2011) considers immediate and cumulative impacts on the local highway network resulting from the preferred site allocations.</p> <p>The Appraisal suggests that, for the significant majority of preferred site allocations, traffic impacts will be in the immediate vicinity of those sites.</p> <p>The Appraisal identifies that cumulative impacts associated with preferred site allocations may be apparent where a number of sites are likely to generate movements in a specific area, for example within and around Solihull Town Centre, or along Stratford Road.</p> <p>Work is ongoing to identify in more detail the impact of development proposals, as well as potential mitigation measures, to further inform the Infrastructure Schedule for the Submission stage of the Local Plan. final submission IDP.</p>
<b>Delivery potential</b>	<p>Mitigation of localised impacts will be identified in more detail and delivered through the Development Management process.</p> <p>Work is ongoing (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>Outcome of LSTF bid;</li> <li>Phasing of strategic sites;</li> <li>Availability of CIL or other developer contributions.</li> </ul>
<b>Role of LDF</b>	<p>The draft Local Plan Includes policies to focus development in sustainable and accessible locations to reduce the need to travel; encourage traffic</p>

<sup>27</sup> SMBC Highway Services (2011). Source: <http://www.solihull.gov.uk/transport/25090.htm>

	management and encourage smarter choices and investment as proposed in LTP3. 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 will be updated by a Managing Demand for Travel SPD when the Local Plan is adopted.
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3.1.4 CYCLE LANES AND FOOTPATHS	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	SMBC Cycling Strategy 2010-2015 <sup>28</sup> (2009) SMBC Walking Strategy 2010-2015 <sup>29</sup> (2009) Manual for Streets I and II (2007 and 2010)
<b>Strategic Issues</b>	Adopted cycle lanes and footpaths are managed and maintained by the Council.  The Council have produced a Walking and Cycling Strategy for the period 2010-2015, but this is yet to be combined with an overarching Transport Strategy for the Borough.  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.  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.
<b>Existing provision</b>	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, nor is the extent of the network known; aims within SMBC’s Rights of Way Improvement Plan are to remedy this. Nearly all of the 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>30</sup>
<b>Gaps in provision</b>	At present, Solihull does not have a high level continuous cycle network. There are a lack of direct signed routes to our Borough’s schools and major places of employment and green open spaces.  Various short sections of localised cycling infrastructure exist and one of the key priorities of the Cycling Strategy is to identify how these sections of route and infrastructure can be best connected.  National Route 53 of the National Cycle Network will start at Peterborough and run west across the country, through Coventry to Birmingham. The route is still awaiting development. <sup>31</sup>
<b>Planned provision</b>	The North Solihull Strategic Cycle project <sup>32</sup> has received £1.3 million from the European Regional Development Fund and been match funded by

<sup>28</sup> Source: [http://www.solihull.gov.uk/Attachments/Appendix\\_C\\_-\\_Cycling\\_Strategy.pdf](http://www.solihull.gov.uk/Attachments/Appendix_C_-_Cycling_Strategy.pdf)

<sup>29</sup> Source: [http://www.solihull.gov.uk/Attachments/Appendix\\_D\\_-\\_Walking\\_Strategy.pdf](http://www.solihull.gov.uk/Attachments/Appendix_D_-_Walking_Strategy.pdf)

<sup>30</sup> Source: Solihull Green Infrastructure Study (2012)

<sup>31</sup> Source: <http://www.sustrans.org.uk/what-we-do/national-cycle-network/route-numbering-system/route-53>

	<p>Solihull MBC. The project will create a new 8-mile network of cycle friendly routes connecting the North Solihull Regeneration Area to key employment areas and linking to schools. Grants will also be available to local businesses to improve facilities for cyclists, such as cycle parking and changing facilities, as well as setting up practical schemes such as lunch time rides to keep fit.</p> <p>The new routes are scheduled to be built in a phased approach, with all routes due to be completed in June 2015.</p> <p>There are ambitions for a South Solihull Cycle Network dependent on funding availability.</p>
<b>Impact of development proposals</b>	Potential for increased cycling networks and provision of cycle racks/sheds and showering facilities as part of planning obligations and/or Green Travel Plans.
<b>Delivery potential</b>	Dependent on funding opportunities for delivery of Cycle Strategy Action Plan.
<b>Funding mechanisms</b>	On-site provision or developer contributions.
<b>Role of LDF</b>	Policies 7 and 8 in the draft Local Plan encourage modal shift to more sustainable forms of transport and the needs of pedestrians and cyclists should be factored into design briefs.

### 3.1.5 PARKING

<b>Lead Agency</b>	Solihull MBC and private operators
<b>Evidence Base</b>	West Midlands LTP3 (2011) Solihull MBC website Vehicle Parking Standards and Green Travel Plans SPD (2006)
<b>Strategic Issues</b>	LTP3 and the Draft Local Plan both recognise a need for targeted Park and Ride expansion.
<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>	The LTP3 Strategy supports strategic Park and Ride provision at appropriate locations to relieve congestion in the Metropolitan Area subject to impacts on the strategic highway network and environmental impacts.
<b>Planned provision</b>	Whitlocks End Rail Station Park and Ride has been granted planning permission. <sup>33</sup> An extension to Solihull Station Car Park of 163 spaces has been granted planning permission. <sup>34</sup>
<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.

<sup>32</sup> Going green with new cycle routes planned for North Solihull.

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

<sup>33</sup> PA 2010/1077. Source: <http://www.solihull.gov.uk/akssolihull/images/att26393.pdf>

<sup>34</sup> PA 2011/491. Source: <http://www.solihull.gov.uk/akssolihull/images/att29929.pdf>

	This could result in the need for Park and Ride in specific locations to reduce congestion on key routes to major employment / retail centres.
<b>Delivery potential</b>	Solihull Station Car Park extension is being funded by Chiltern Railways. No further Park and Ride or major car parks identified at present.
<b>Role of LDF</b>	P8 supports local Park and Ride in appropriate locations and stipulates that provision for parking and servicing will be required in accordance with an SPD on managing travel demands associated with development. Local guidance is currently provided by the Council's Vehicle Parking Standards and Green Travel Plans SPD. In consideration of recent changes to national planning policy the Council is preparing a Managing Demand for Travel SPD, which will update and supersede current guidance, including that regarding parking measures associated with development.

### 3.1.6 RAIL SERVICES

<b>Lead Agency</b>	Network Rail Virgin Trains London Midland Chiltern Railways
<b>Evidence Base</b>	Control Period 4 Delivery Plan 2011 Update West Coast Mainline Rail Utilisation Strategy (2010) Chilterns Rail Utilisation Strategy (2010) West Midlands LTP3 (2011)
<b>Strategic Issues</b>	<p>Network Rail own and manage the country's rail infrastructure, e.g. the tracks, signalling systems, tunnels.<sup>35</sup></p> <p>Network Rail has a Delivery Plan, which was updated in 2011.<sup>36</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> <p>The West Coast Main line is the busiest route in the country. Recently finished works on the line increases capacity for high-speed Pendolino trains.</p> <p><b>High Speed 2 –</b></p> <p>Following public consultation in early/mid 2011, the Government agreed in January 2012 to further development of the HS2 proposal. If approval to the scheme is granted (via Hybrid Bill) it would involve the construction of a High Speed rail-link between London and Birmingham, through to Manchester, Leeds and eventually Scotland. In July 2011 Solihull Council responded to the aforementioned consultation to indicate support for a high speed rail network, subject to the provision of further information and clarity upon a number of issues.<sup>37</sup> The Council will work with HS2 Ltd and the Department for Transport throughout development of the proposal to secure the necessary clarification.</p>

<sup>35</sup> Network Rail (2011). Source: <http://www.networkrail.co.uk/aspx/111.aspx>

<sup>36</sup> CP4 Delivery Plan 2011. Source: <http://www.networkrail.co.uk/epdf/default.aspx/delivery-plan-2011>

<sup>37</sup> Solihull MBC's response to the consultation, Cabinet Report 12<sup>th</sup> July 2011, can be read here:

<http://www.solihull.gov.uk/akssolihull/images/att30503.pdf>

<p><b>Existing provision</b></p>	<p>Three railway lines run through the Borough:</p> <p>1) The West Coast Mainline<sup>38</sup> with 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>Marston Green and Hampton-in-Arden are served by the London Midland Operator, Birmingham International is served by both London Midland and Virgin trains.</p> <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<sup>39</sup> 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> <ul style="list-style-type: none"> <li>• Shirley</li> <li>• Whitlocks End</li> </ul>
<p><b>Gaps in provision</b></p>	<p>None known at present.</p>
<p><b>Planned provision</b></p>	<p>Birmingham New Street Station is being upgraded.</p> <p>Chiltern Line Railway is being updated.</p> <p>An extension to the car park at Solihull main station has been granted planning permission and secured funding.</p>
<p><b>Impact of development proposals</b></p>	<p>Network Rail have sent an initial response that the proposed growth in the draft Local Plan would not have an adverse impact on the network strategy.</p>
<p><b>Delivery potential</b></p>	<p>West Coast Mainline and Chiltern Rail Utilisation Strategies.</p>
<p><b>Role of LDF</b></p>	<p>The Draft Local Plan encourages a more sustainable pattern of transport use. There is a need to support growth to railway stations within the context of respecting wider environmental considerations.</p>

<sup>38</sup> The West Coast Mainline Utilisation Strategy (2011). Source: <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/west%20coast%20main%20line/westcoastmainlinerus.pdf>.

Doesn't specifically mention Solihull, but does mention Birmingham and Birmingham International Station.

<sup>39</sup> West Midlands and Chiltern Route Utilisation Strategy (2011): Source:<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/west%20midlands%20and%20chilterns/west%20midlands%20and%20chilterns%20route%20utilisation%20strategy%20-%20may%202011.pdf>

<b>3.1.7 BUS NETWORK</b>	
<b>Lead Agency</b>	Centro and Public Transport Operators
<b>Evidence Base</b>	West Midlands LTP3 (2011) Public Transport Strategy (2007)
<b>Strategic Issues</b>	<p>Public Transport in the Borough is co-ordinated by the Integrated Transport Authority (ITA), Centro. Centro works to coordinate and promote public transport throughout the West Midlands. Centro does not directly operate public transport services, but does provide subsidy support for non-profitable, but in-demand, services.<sup>40</sup></p> <p>In 2011 Centro produced LTP3, the third Local Transport Plan covering the 7 metropolitan authorities in the former West Midlands County. LTP3 has both a Strategy and Implementation Plan, which seeks to address current and future infrastructure capacity needs up to 2026.</p> <p>14 Performance Monitoring Targets for LTP3 including: Bus reliability; Bus patronage; Public Transport trips to centres; CO<sub>2</sub> emissions from Transport; Safety and Security on Public Transport.</p>
<b>Existing provision</b>	<p>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>41</sup></p> <p>A number of services within the Borough receive subsidy from Centro, primarily in more rural areas.</p>
<b>Gaps in provision</b>	<p>Bus connectivity between the north and south of the Borough is poor, as are services in rural areas.</p> <p>Bus services in these areas have been reduced in recent years due to lack of viability and lack of patronage, although responses from the local communities suggest there is a demand for such services.</p>
<b>Planned provision</b>	<p>The West Midlands LTP3 Implementation Strategy (2011) includes a Birmingham City Centre – Birmingham Airport Rapid Transit system with an estimated cost of £457M. This would serve the proposed Big City Plan major growth, development and regeneration sites in the City Centre, Eastside, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport. The route would also serve High Speed Rail stations. Provisionally, the Metropolitan Area has highlighted the scheme for potential Tax Incremental Financing funding; however, at the time of writing no funding had been secured.</p>
<b>Impact of development proposals</b>	<p>The site allocations in the draft Local Plan will add to patronage on currently financially viable 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>

<sup>40</sup> The 1985 Transport Act deregulated and privatised bus services across the UK. From that date, WMPTE assumed its new role co-ordinating the services of all local private bus operators and adopted the name of Centro shortly afterwards to distinguish itself from its previous role as an operator.  
Source: <http://www.centro.org.uk/corporateinformation/introduction.aspx>

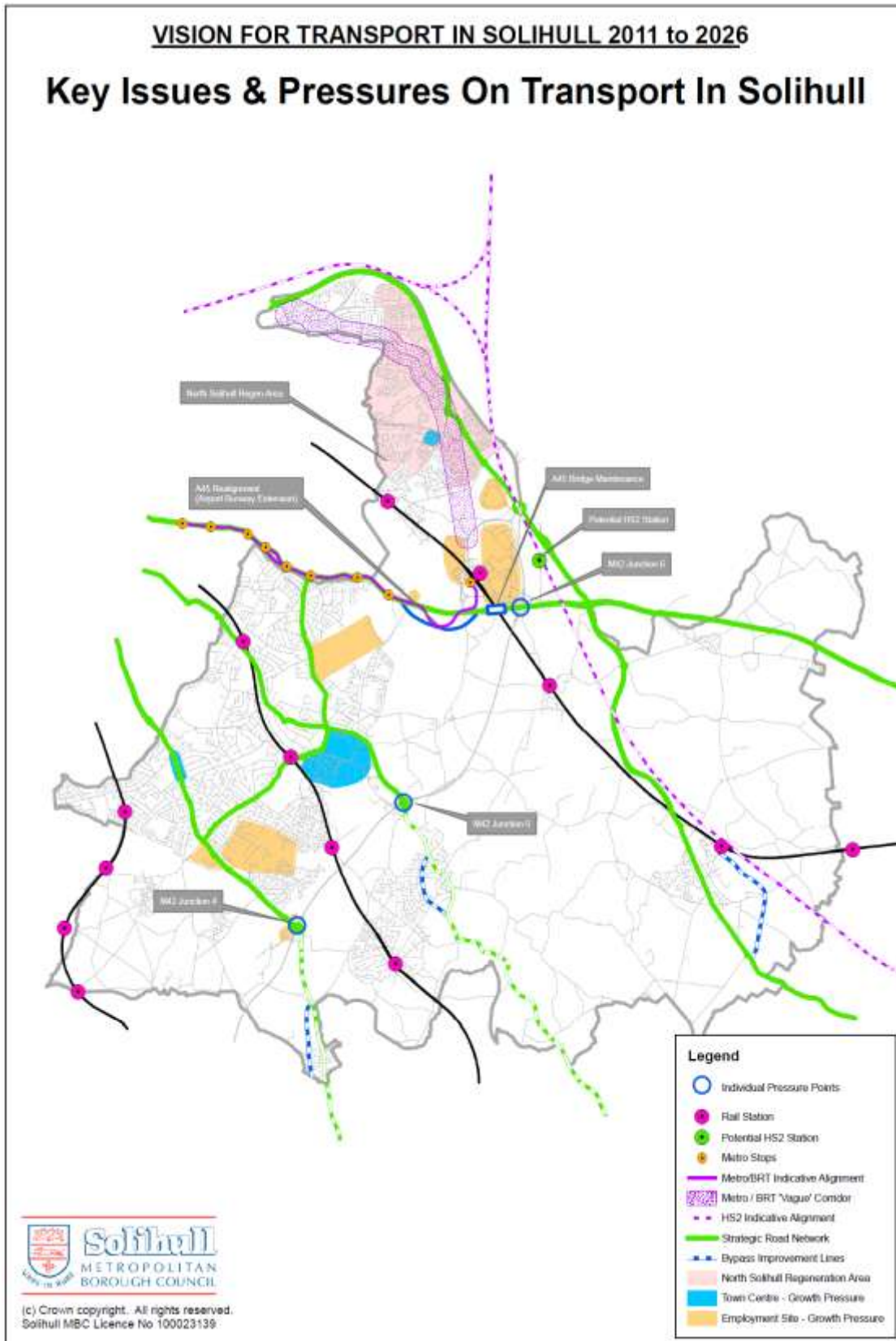
<sup>41</sup> Source: <http://nxbus.co.uk/west-midlands/>

	Transport Assessments; Travel Plans; Developer contributions.
<b>Delivery potential</b>	Improvements to bus services will be sought in areas where warranted by demand or as part of larger schemes such as the LSTF bid.
<b>Role of LDF</b>	Policies in the draft Local Plan, especially P7 and P8, aim to support and promote more sustainable transport modes. The Council will continue to work with Centro and bus operators to ensure that bus services align more closely with the pattern of development proposed in the Local Plan.

**Table 4. Local Transport Plan 2011-26: Solihull Local Transport Objectives**

<b>Local Transport Plan 2011-26: Solihull Local Transport Objectives</b>
Improve access by all modes of transport to, and the quality of the pedestrian environment within, town and local centres
Improve access to major areas of employment, including Birmingham Airport, NEC, BBP, Blythe Valley Park, Land Rover and educational institutions, with an emphasis on sustainable modes of transport
Tackle congestion on strategic routes within the Borough to: (a) improve journey time reliability, (b) reduce greenhouse gas and CO2 emissions, (c) help accommodate growth in travel demand to, from, across and within the Borough, (d) improve overall journey times
Work to ensure that bus networks are as effective as possible in allowing people without access to a car to access local services and facilities
Better manage the movement of freight to, from and through the Borough to help attract inward investment into Solihull
Improve the whole journey experience (including information availability, reliability, safety, ease of use, the quality of the walking environment, waiting and interchange) of travel by public transport, walking and cycling; ensuring that particular consideration is given to the needs of vulnerable users
Support narrowing the equality gap by improving access to employment, education and services for people living in areas such as North Solihull where life expectancy and employment are considerably lower than in the more affluent parts of Solihull
Improve safety for all transport and street users
Promote cycling, walking, the use of public transport and car sharing to access employment, education, retail and leisure facilities
Where possible, to reduce the impact of transport on residential streets

Figure 6. SMBC Vision for Transport in Solihull 2011 - 2026<sup>42</sup>



<sup>42</sup> Source: <http://www.solihull.gov.uk/akssolihull/images/att28248.pdf>



## 3.2 ENERGY

3.2.1 ELECTRICITY DISTRIBUTION AND TRANSMISSION	
<b>Lead Agency</b>	National Grid and Western Power Distribution
<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 March 2007 National Grid signed contracts, worth up to £2.5 billion over five years, to upgrade and develop the electricity transmission network across England and Wales. This is the largest ever Alliance partnership for National Grid and represents a significant part of National Grid's planned investment to maintain safe and secure supplies of energy to the UK.
<b>Existing provision</b>	Electricity Transmission – National Grid owns, maintains and operates the electricity transmission network in England. NG provides electricity supplies from generating stations to local distribution companies. The local distribution company in the SMBC area is Western Power distribution <sup>43</sup> . It is their role to distribute electricity to homes and businesses. <sup>44</sup> Electricity Distribution – the electricity distribution company is Western Power distribution <sup>45</sup> .
<b>Gaps in provision</b>	The Council is not aware of any gaps in provision.
<b>Planned provision</b>	National Grid has no work planned on the electricity transmission system within the SMBC area. <sup>46</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 Draft Local Plan.
<b>Delivery potential</b>	Connection to appropriate utilities would be the responsibility of the developer.
<b>Role of LDF</b>	Policies in Local Plan will aim to improve energy efficiency and as such reduce pressure on the grid.

<sup>43</sup> On 1 April 2011 Western Power Distribution 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>44</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>45</sup> Contact details can be found on the Energy Networks website: [www.energynetworks.org](http://www.energynetworks.org)

<sup>46</sup> 7-year statement on proposed enhancements to electricity transmission network can be found on <http://www.nationalgrid.com/uk/Electricity/SYS>

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

<b>3.2.2 GAS DISTRIBUTION AND TRANSMISSION</b>	
<b>Lead Agency</b>	National Grid
<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 2005 National Grid signed up to the Gas Distribution Alliance.
<b>Existing provision</b>	Gas Transmission – National Grid has no gas transmission assets located within the administrative area of SMBC.  Gas Distribution – National Grid owns and operates lower-pressure distribution gas mains in the West Midlands, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows.
<b>Gaps in provision</b>	The Council is not aware of any gaps in provision.
<b>Planned provision</b>	National Grid has no work planned on the gas transmission system within the SMBC area. <sup>47</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 draft Local Plan document.
<b>Delivery potential</b>	Connection to appropriate utilities would be the responsibility of the developer.
<b>Role of LDF</b>	Policies in Local Plan will aim to improve energy efficiency and as such reduce pressure on the grid.

<sup>47</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>

3.2.3 RENEWABLE AND LOW CARBON ENERGY	
<b>Lead Agency</b>	Not Yet Identified
<b>Evidence Base</b>	Renewable and Low Carbon Energy Resource Assessment and Feasibility Study (RLCERAF) (2010) <sup>48</sup> Renewable Energy Capacity Study for the West Midlands (2010) <sup>49</sup> Solihull Town Centre Heat Mapping Feasibility Study (2010) Carbon Plan (2011) <sup>50</sup> Energy Act 2011
<b>Strategic Issues</b>	<p>The Government made a commitment when coming into office in May 2010 to be ‘the greenest government ever’. The national Carbon Plan has since been published, outlining a multi-pronged approach to tackling climate change and easing a transition to a low carbon economy. The Energy Act was enacted 18.10.11 and provides, amongst other measures, for the implementation of the Green Deal. The ‘Green Deal’<sup>51</sup> will be a Government scheme whereby householders and businesses can pay incrementally for the retrofitting of their buildings through their energy bills. It is anticipated the Green Deal will be launched in autumn 2012.<sup>52</sup></p> <p>The RLCERAF Study is a sub-regional piece of evidence analysing the renewable and low carbon capacity and potential in the Borough. It identifies Solihull as having the highest per capita GHG emissions in the sub-region; little capacity for wind or hydro power; lack of existing policy levers to drive on-site renewables and lack of decentralised heating and energy networks within the Borough.</p> <p>Preliminary heat mapping by AWM indicated that there were certain areas of concentrated energy use in the Borough, such as the main Town Centre, but the funding has not been available to progress the heat mapping work.<sup>53</sup></p>
<b>Existing provision</b>	Although situated in Coventry, the Coventry & 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>54</sup> A high proportion of this waste comes from Solihull.

<sup>48</sup> Source: <http://www.warwickdc.gov.uk/NR/rdonlyres/323D8FAE-6ABB-43FC-BC0F-0963B4BE11EF/0/Finalrenewablesassessmentwithoutappendices.pdf>

<sup>49</sup> Source: [http://www.telford.gov.uk/info/495/planning-environmental\\_policies/1097/renewable\\_energy\\_capacity\\_study\\_for\\_the\\_west\\_midlands/2](http://www.telford.gov.uk/info/495/planning-environmental_policies/1097/renewable_energy_capacity_study_for_the_west_midlands/2)

<sup>50</sup> DECC (2011). Source: [http://www.decc.gov.uk/en/content/cms/tackling/carbon\\_plan/carbon\\_plan.aspx](http://www.decc.gov.uk/en/content/cms/tackling/carbon_plan/carbon_plan.aspx)

<sup>51</sup> Source : <http://www.decc.gov.uk/assets/decc/legislation/energybill/1010-green-deal-summary-proposals.pdf>

<sup>52</sup> It is anticipated the Green Deal will be launched in autumn 2012:

- **December 2010** – introduction of the Energy Bill to Parliament
- **Pre-autumn 2011** – officials engage stakeholders as they develop the technical details for secondary legislation
- **Autumn 2011** – formal consultation on secondary legislation
- **Early 2012** – secondary legislation laid before Parliament
- **Spring 2012** – detailed industry guidance prepared
- **Autumn 2012** – first Green Deals appear

Source: <http://www.greendealguide.co.uk/when-does-the-green-deal-come-into-effect/>

<sup>53</sup> Source:

[http://www.advantagewm.co.uk/Images/Heat%20and%20decentralised%20energy%20feasibility%20study\\_tcm9-17941.pdf](http://www.advantagewm.co.uk/Images/Heat%20and%20decentralised%20energy%20feasibility%20study_tcm9-17941.pdf)

<sup>54</sup> Source: <http://www.cswdc.co.uk/>

	<p>2010-2011 saw a small number of planning applications for stand-alone solar energy proposals in the Borough, but the Feed-in-Tariff loophole has now been closed for larger scale solar farms.<sup>55</sup></p> <p>A number of SCH properties have had solar panels, solar thermal and GSH retrofitted to them in the past couple of years. A number of 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>The microgeneration output within the Borough is 0.286 MWe (Megawatts Equivalent), based on Ofgem microgeneration data on schemes that have applied for Feed-in Tariff accreditation up to 30 June 2011.<sup>56</sup> Over 99% of this energy is from photovoltaics.</p>
<b>Gaps in provision</b>	<p>Lack of decentralised heating and energy networks within the Borough.</p> <p>No identified ESCO in the region.</p>
<b>Planned provision</b>	<p>Two planning applications for medium-scale solar panel installations were approved this year:</p> <p>2011/1056 – Balsall Common<sup>57</sup> Projected yield of 49.82 KWh per annum</p> <p>2011/1246 – Knowle<sup>58</sup> Projected yield of 43.03 KWh per annum</p>
<b>Impact of development proposals</b>	<p>Require more feasibility work to assess the viability of delivering different types of low and zero carbon solutions on or near site.</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>One source of potential funding for low carbon energy infrastructure is Allowable Solutions, a type of carbon offsetting on new development. However, the Government has not finalised its definition of zero carbon nor the scope, governance or implementation of Allowable Solutions; Developer contributions; Green Deal.</p>
<b>Role of LDF</b>	<p>Policy P9 on Climate Change and Policy 15 on Securing Design Quality in the draft Local Plan encourage development of renewable and low carbon energy infrastructure.</p>

<sup>55</sup> Source: [http://www.decc.gov.uk/en/content/cms/news/pn11\\_091/pn11\\_091.aspx](http://www.decc.gov.uk/en/content/cms/news/pn11_091/pn11_091.aspx)

<sup>56</sup> Source: <http://www.aeat.com/microgenerationindex/>

<sup>57</sup> Source: <http://www.solihull.gov.uk/planning/dc/ListAppDocs.asp?Y=2011&R=1056>

<sup>58</sup> Source: <http://www.solihull.gov.uk/planning/dc/ListAppDocs.asp?Y=2011&R=1246>

### 3.3 WATER SUPPLY AND TREATMENT

WATER SUPPLY AND TREATMENT	
<b>Lead Agency</b>	Severn Trent Water
<b>Evidence Base</b>	Water Resource Management Plan 2010-2035 <sup>59</sup>
<b>Strategic Issues</b>	<p>Both water supply and waste water treatment are owned and managed by Severn Trent Water in the Borough.<sup>60</sup></p> <p>STW is obliged to publish a 25-year ‘Water Resources Management Plan’, the current Plan covers 2010-2035.<sup>61</sup> The summary of the strategy within the WRMP is to:</p> <p><b>Reduce demand</b></p> <ul style="list-style-type: none"> <li>• Drive down leakage through more active leakage control and pressure management</li> <li>• Accelerate the rate of household metering through promotion of free meter option</li> <li>• Increase water efficiency activities</li> </ul> <p><b>Improve supply resilience</b></p> <ul style="list-style-type: none"> <li>• Duplicate a section of Derwent Valley Aqueduct to improve supply resilience within East Midlands and Severn Zones</li> <li>• Construct new aquifer storage and recovery schemes to provide an alternative, emergency source of supply e.g. at Minworth in Birmingham</li> <li>• Provide new groundwater sources in Birmingham and Shropshire in the event of engineering failures at strategic treatment works</li> <li>• Improve general supply network to maximise sustainable use of existing water resources</li> </ul> <p><b>Improve water quality</b></p> <ul style="list-style-type: none"> <li>• Implement a nitrate treatment and blending strategy to prevent loss of deployable output due to worsening water quality</li> </ul> <p>STW analysis shows that the most significant risk to long term supply/balance is the impact of climate change. These have been tested using UKCIP 2002 scenarios and shows that deployable output capability could be reduced by up to 115MI/d by 2020. These effects could be</p>

<sup>59</sup> Source: [http://www.stwater.co.uk/upload/pdf/Final\\_WRMP\\_2010.pdf](http://www.stwater.co.uk/upload/pdf/Final_WRMP_2010.pdf)

<sup>60</sup> Nearest Sewage Treatment works:

Barston  
 Barston Sewage Treatment Works  
 Friday Lane  
 Eastcote  
 Solihull  
 B92 0HY  
 Tel: 01675 443079  
[barston.education@severntrent.co.uk](mailto:barston.education@severntrent.co.uk)

Minworth  
 Kingsbury Road  
 Minworth  
 Sutton Coldfield  
 B76 9DP  
 Tel: 0121 722 4000

<sup>61</sup> Water Act of 2003 made it a statutory requirement for water undertakers in England and Wales to prepare, consult, publish and maintain a water resources management plan. This requirement came into force in April 2007 through the Water Resources Management Plan Direction. The Direction prescribes what information the WRMP must contain, and prescribes the public consultation process that must be followed. Our WRMP has addressed the statutory requirements of the Direction, and the public consultation process has shaped the strategy set out in our final WRMP.

	<p>worsened when compared to the updated UKCIP 2009 scenarios. STW are working with UKCIP, the EA and other stakeholders to carry out this analysis. The longer term supply/demand plan is now integrated with the STW resilience strategy.</p> <p>STW’s long term plan is based on a policy of not allowing leakage target to rise once it has been driven down to a new low level.</p>
<p><b>Existing provision</b></p>	<p>The nearest sewage treatment works are in Barston in Solihull and Minworth in Birmingham.</p> <p>For the purpose of water resources planning, STW divide their supply area into 6 Water Resource Zones (WRZs), namely</p> <ul style="list-style-type: none"> <li>• Oswestry (WRZ1)</li> <li>• Staffs and East Shropshire (WRZ2)</li> <li>• Severn (WRZ3)</li> <li>• Birmingham (WRZ4)</li> <li>• Forest and Stroud (WRZ5)</li> <li>• East Midlands (WRZ6).</li> </ul> <p>Solihull falls within both the Birmingham and the Severn Zones of the Severn Trent Water area of responsibility.</p>
<p><b>Gaps in provision</b></p>	<p>The Council is awaiting some initial comments from STW on the localised impacts of the proposed growth in the Borough.</p>
<p><b>Planned provision</b></p>	<p>The short term investment strategy from 2010-2015 does not include any major infrastructure works in the Solihull Borough. There are no new water resource schemes being delivered in the 2010-2015 (AMP5) period for supply/demand balance purposes. However, there are projects to increase strategic treatment and distribution capacity, and these will also have a positive effect on the supply/demand balance. These include the ‘Birmingham Resilience Strategy’, which will comprise of a new Edgbaston groundwater source and two new aquifer storage and recovery schemes to provide resilience cover for the potential loss of Frankley treatment works.” In addition to the above is the capital maintenance strategy which includes investment on mains renewal to maintain serviceability as measured by burst frequency and unplanned interruptions.</p> <p>The immediate investment strategy to maintain security of supply to 2015 is to:</p> <ul style="list-style-type: none"> <li>• Prevent the loss of deployable output due to worsening water quality</li> <li>• Reduce demand through driving leakage down and setting ourselves a new leakage target of 453MI/d by 2015.</li> <li>• Reduce demand by accelerating the rate of household metering, reducing demand by around 1.5MI/d by 2015.</li> <li>• Reduce demand by increasing our water efficiency activities to achieve our target savings of 16MI/d during AMP5.</li> </ul>
<p><b>Impact of development proposals</b></p>	<p>Awaiting results of water management modelling from Severn Trent Water to complete the Water Cycle Study. There have been no issues raised to date.</p> <p>Under the Flood Water Management Act, new development will no longer have the automatic right to connect surface water drainage to sewers. Developers will be required to put Sustainable Drainage Systems in place in</p>

	new developments, wherever practicable. Connection will be conditional on meeting new national standards on SUDs and drainage; however, these have not yet been issued for consultation by Defra.
<b>Delivery potential</b>	The funding of the AMP5 (2010 – 2015) projects has been approved and work is currently progressing to deliver the projects. Standard meters are fitted on a compulsory basis to all new properties.
<b>Role of LDF</b>	Policies in the Local Plan will address water conservation and the appropriate use of Sustainable (Urban) Drainage Systems to reduce pressure on water supply and treatment works.

### 3.4 FLOOD MANAGEMENT

3.4.1 RIVER FLOOD MANAGEMENT	
<b>Lead Agency</b>	Environment Agency
<b>Evidence Base</b>	Water Framework Directive in UK Law (2003) Humber River Basin Management Plan <sup>62</sup> (EA, Dec 2009) Severn Catchment Flood Management Plan <sup>63</sup> (EA, updated 2010) Trent Catchment Flood Management Plan (EA, 2010) Preliminary Flood Risk Assessment (WSP, May 2011) Level 1 Strategic Flood Risk Assessment (Halcrow, 2008)
<b>Strategic Issues</b>	<p>The Water Framework Directive became part of UK Law in 2003. “Successful implementation of the WFD will help to protect all elements of the water cycle and enhance the quality of our groundwaters, rivers, lakes, estuaries and seas.”<sup>64</sup></p> <p>River Basin Management Plans have been undertaken to implement parts of the WFD. The RBMP for the Solihull area is the Humber River Basin District.<sup>65</sup></p> <p>Catchment Flood Management Plans (CFMPs) give an overview of the flood risk across the river catchment. They consider all types of inland flooding, which in Solihull would be from rivers, ground water and surface water. They consider the likely impacts of climate change, land use and management and how areas could be developed in the future. They also recommend ways of managing flood risk now and over the next 50-100 years.</p> <p>Solihull mostly lies within the River Trent<sup>66</sup> catchment, with parts of the east and western boundaries falling within the River Severn catchment.<sup>67</sup></p> <p>The actions recommended for Solihull are summarised below:</p> <p>River Trent CFMP, Mid Staffs and Lower Tame Policy Unit – Policy Option 6:</p> <ul style="list-style-type: none"> <li>• <i>‘Take action with others to store water or manage runoff in locations that provide overall flood risk reduction or environmental benefits, locally or elsewhere in the catchment.’</i></li> </ul> <p>River Severn CFMP, Birmingham, Black Country and Coventry Cluster –</p>

<sup>62</sup> Source: <http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/humber/Intro.aspx>

<sup>63</sup> Source: <http://www.environment-agency.gov.uk/research/planning/114350.aspx>

<sup>64</sup> Source: Letter from EA in response to Emerging Core Strategy (December 2010).

<sup>65</sup> Humber RBMP p.73. Source: <http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/humber/Intro.aspx>

**Some key actions for this catchment:**

- Improve sewage treatment works at a number of locations to reduce the levels of phosphate, for the River Trent designation.
- Target pollution prevention campaigns around industrial areas in the urban areas, particularly around Birmingham and the Black Country.
- Improve sewage treatment works at a number of locations in the River Mease catchment to reduce the levels of phosphate in the SAC site.

<sup>66</sup> River Trent Catchment Flood Management Plan Summary Report Dec 2010

Source: <http://publications.environment-agency.gov.uk/PDF/GEMI1109BRDZ-E-E.pdf>

<sup>67</sup> River Severn Catchment Flood Management Plan Summary Report Feb 2010

Source: <http://publications.environment-agency.gov.uk/PDF/GEMI0909BQYM-B-E.pdf>



	<p>Policy Option 5:</p> <ul style="list-style-type: none"> <li>• <i>'Take further action to reduce flood risk.'</i> This is also summarised within section 6.1.1 of the Council's Level 1 SFRA.</li> </ul> <p>The Council has undertaken a joint Local Flood Management Plan with Birmingham for the River Cole<sup>68</sup> and plans to carry out a similar exercise for the River Blythe.</p> <p>The Preliminary Flood Risk Assessment (WSP, 2011) reports historic records of fluvial flooding are concentrated on the River Blythe and River Cole. During the 2007 extreme rainfall event (1 in 75 years), there was extensive flooding of both River Blythe and River Cole. Flooding of River Blythe was also connected to localised flooding from ordinary watercourses, which resulted in internal flooding in excess of 20 properties, concentrated around Nethercote Gardens and Cheswick Green.</p>
<b>Existing provision</b>	<p>The West Midlands Regional Flood Risk Appraisal has not identified any of the Borough's rivers as being a significant flood risk.<sup>69</sup> The Council considers that there are no significant locations in the Borough which are not defended against flooding to a satisfactory standard as there are several major formal flood defences within the Borough. With each defence there is a residual risk of overtopping, breach or blockage, which could result in significant damage to buildings and highway infrastructure as well as posing danger to life, however the report did identify flood risk as a 'significant factor in strategic planning in the Borough, with a significance rating of 5'.<sup>70</sup></p>
<b>Gaps in provision</b>	<p>The Council has produced a Local Flood Management Plan of the River Cole with Birmingham City Council. This currently only extends to the 'ordinary watercourse' section of the Cole near Solihull Lodge. At the point it becomes a main river, the Cole comes under the responsibility of the Environment Agency. The EA are working on an extended LFMP for the main river sections of the Cole through Solihull, but are awaiting funding.</p>
<b>Planned provision</b>	<p>No known capital works are planned in the Borough in the immediate future.</p>
<b>Impact of development proposals</b>	<p>A Sequential test has been carried out of the proposed housing site allocations and four of these were found to have part of the site area within either Flood Zone 2 or 3. These are now subject to a Level 2 SFRA to determine the extent of the flood risk and how it best can be avoided or mitigated.</p>
<b>Delivery potential</b>	<p>Awaiting the findings of the Level 2 SFRA.</p>
<b>Role of LDF</b>	<p>The 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>68</sup> Referred to in EA's response to Emerging Core Strategy (December 2010).

<sup>69</sup> Source: WMRA (2007). *West Midlands Regional Flood Risk Appraisal*.

<sup>70</sup> Source: Solihull Green Infrastructure Study (2012).

3.4.2 SURFACE WATER FLOOD MANAGEMENT	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Environment Agency response to Emerging Core Strategy consultation Preliminary Flood Risk Assessment (WSP, May 2011) Level 1 Strategic Flood Risk Assessment (Halcrow, 2008)
<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. The LFRMS will set out the local organisations with responsibility for flood risk in the area, partnership arrangements and a plan of action to manage risk. The LFRMS will also need to be aligned with the National Strategy, published in October 2011.<sup>71</sup></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.</p> <p>In future, there will not be an automatic right to connect surface water drainage to the public sewer network. The drainage system will need to be approved to meet new National Standards for SuDS. However, Defra guidance on National Standards is yet to be issued.</p> <p>The Environment Agency provided the following comments in response to the Emerging Core Strategy published for consultation in October 2010:</p> <p>“The UKCIP Climate Change prediction data for the West Midlands have predicted a 2-4 degree centigrade increase in average annual temperatures by the 2080’s. This is likely to result in hotter, drier summers but an increased likelihood of high intensity summer storms similar to 2007. Winter rainfall may rise by as much as 15-30%, depending upon how well GHG emissions are controlled today. Local sewers, ordinary watercourses and highway drains will not have the capacity to cope with such increases in rainfall intensity. Not only is flooding frequency and intensity likely to rise, but also in places that have not traditionally been subject to flooding events. The Level 1 SFRA indicates the areas likely to be affected by this, now and as affected by climate change in the future.”<sup>72</sup></p> <p>Solihull MBC is in the process of producing a Surface Water Management Plan.</p>

<sup>71</sup> Lead Local Flood Authorities have responsibility for developing a Local Flood Risk Management Strategy for their area covering local sources of flooding. The local strategy produced must be consistent with the national strategy. It will set out the local organisations with responsibility for flood risk in the area, partnership arrangements to ensure co-ordination between these, an assessment of the flood risk and plans and actions for managing the risk.

<sup>72</sup> Environment Agency recommended in response to Emerging Core Strategy (December 2010) that: “If developed areas were able to act more like green fields during heavy rainfall then the pressure on sewer systems and rivers would be reduced. This could also provide the additional capacity required to cope with the effects of climate change. For this reason the Environment Agency endorses all new and redeveloped sites of a significant size have their surface water discharge rate reduced to the equivalent of a green field.”

<b>Existing provision</b>	<p>The Solihull GI Study reports that no purpose-built storage areas have been identified within the Borough of Solihull area.<sup>73</sup> It recommends that any natural storage areas used as a means of attenuation of flood waters should be maintained to ensure their efficient operation during a flood event and avoid increasing the risk of flooding to areas downstream.</p> <p>The Preliminary Flood Risk Assessment has been published and the next step is for the Council, as LLFA, to compile an Asset Register of structures or features which are considered to have a significant effect on flood risk in the Borough.</p>
<b>Gaps in provision</b>	<p>None known at present – awaiting findings of Surface Water Management Plan for the Borough.</p> <p>The Environment Agency has recommended locally-specific objectives to help address flood risk in the Solihull area:<sup>74</sup></p> <ul style="list-style-type: none"> <li>a) De-culverting and river restoration to reduce flood risk</li> <li>b) Reducing surface run-off through the use of SuDS</li> <li>c) Ensuring development within the floodplain is safe</li> <li>d) Protect and promote areas for future flood alleviation / Directing development to areas of lowest flood risk</li> </ul> <p>These have all been addressed in formulating the policy on Water Management in the draft Local Plan.</p>
<b>Planned provision</b>	<p>None known at present.</p>
<b>Impact of development proposals</b>	<p>The Preliminary Flood Risk Assessment (May 2011) identified multiple records of surface water flooding within the Solihull, distributed throughout the area, but mostly concentrated in the west. No records of significant harmful consequences of surface water flooding were found, however, surface water flooding is thought to have a notable contribution to the significant fluvial flooding events in Summer 2007 around Nethercote Gardens and Cheswick Green.</p> <p>The Level 2 SFRA of the proposed allocations within Flood Zones 2 and 3 will ascertain the degree to which the development would be at risk of flooding and suitable mitigation measures.</p>
<b>Delivery potential</b>	<p>Site allocations will require a Development Brief, and if necessary, 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>
<b>Role of LDF</b>	<p>Policies in the Local Plan will address water conservation and the appropriate use of Sustainable (Urban) Drainage Systems to reduce pressure on water supply and treatment works.</p>

<sup>73</sup> Halcrow Group Limited (2008) *Strategic Flood Risk Assessment*.  
 Source: [http://www.solihull.gov.uk/Attachments/SFRA\\_Solihull\\_Level1.PDF](http://www.solihull.gov.uk/Attachments/SFRA_Solihull_Level1.PDF)  
<sup>74</sup> See also Section 7.2 of the above.

### 3.5 WASTE MANAGEMENT

3.5.1 MUNICIPAL WASTE TREATMENT	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	SMBC Waste Management Strategy 2010-2020 (2010) <sup>75</sup>
<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>The supply of different areas of the sector is managed by private sector contracts of 7-25 year duration which encourages careful forward planning.</p> <p>Solihull MBC published a ten-year Waste Management Strategy (WMS) in 2010.</p> <p>It outlines the paradigm shift from 'waste management' to 'resource management' and echoes the aims of the 2007 National Waste Strategy to promote 'One Planet Living'.<sup>76</sup></p> <p>From 2000-2009 the household recycling rate in Solihull rose from 7% to 40%. Whilst over half of the household waste remains residual (wheelie bin) waste, energy is recovered from this material at the Coventry and Solihull Energy from Waste plant, located in Coventry.</p> <p>The Council has implemented a new recycling system to continue performance improvements, with the goal that 60% of household waste is recycled by 2020, or 2015 if practicable.</p> <p>The Waste Strategy also includes initiatives to tackle and reduce overall waste generation by both use of packaging and behaviour change. The re-use of unwanted goods plays a key role, as does the recovery of energy from waste.</p>
<b>Existing provision</b>	<p>Household waste accounts for ca. 18% of waste in the Borough.</p> <p>As of 2010, ca. 12% went to landfill, ca. 44%% was converted to energy and ca. 44% was recycled and composted.<sup>77</sup></p> <p>There is a Household Waste Recycling Centre at Bickenhill, off the Coventry Road and mini-recycling centres around the Borough.</p> <p>The Council, in partnership with Enterprise, has recently installed in-vehicle technology to maximise efficiency on the rounds and reduce the number of missed collection visits.</p>
<b>Gaps in provision</b>	No existing gaps in provision.
<b>Planned provision</b>	<p>The aim to convert more food waste to energy over the plan period, but the Council is still appraising its options and viability.<sup>78</sup></p> <p>There had been plans to replace the Coventry and Solihull Waste to Energy plant (Project Transform) during the plan period, but that is no longer</p>

<sup>75</sup> Solihull MBC has its own Waste Management Strategy for the period 2010-2020.

Source: [http://www.solihull.gov.uk/Attachments/Solihull\\_Final\\_MWMS\\_v1.15\\_w.pdf](http://www.solihull.gov.uk/Attachments/Solihull_Final_MWMS_v1.15_w.pdf).

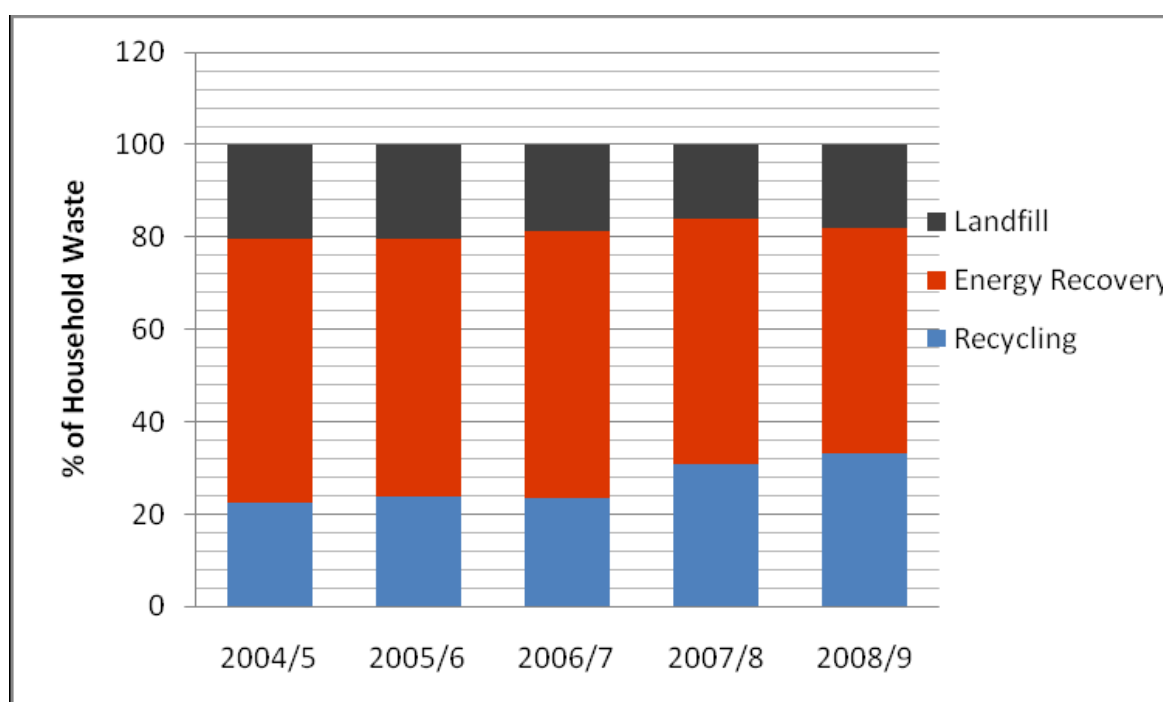
<sup>76</sup> Source: <http://archive.defra.gov.uk/environment/waste/strategy/strategy07/documents/waste07-strategy.pdf>

<sup>77</sup> Source: Solihull WMS 2010-2020.

<sup>78</sup> Reference from Solihull MBC Senior Waste and Recycling Officer.

	<p>considered necessary.<sup>79</sup></p> <p>Solihull MBC has existing waste disposal and composting contracts with Packington estate. The Council’s WMS aims to increase the uptake of recycling of household waste from 44% in 2010 to 60% in 2020. All 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 vast majority of waste that is sent for recycling comes from kerbside collections which use the bulking facility at Bickenhill Household Waste Recycling Centre. The proposed increase in properties may require the use of an additional vehicle, and it is anticipated the waste generated can still be handled at the current facility.</p>
<b>Delivery potential</b>	<p>The Council will be the main agency in delivering the Waste Management Strategy and encouraging waste reduction through measures such as ‘Love Food, Hate Waste’ Campaign.</p>
<b>Role of LDF</b>	<p>The policies in the draft Local Plan seek to prevent the production of waste within the Borough wherever possible. Where this is not feasible, waste shall be treated as a resource to be reused, recycled, or from which value will be recovered, with management to be as high up the waste hierarchy as possible. Disposal of waste shall be a last resort, to be considered only when all other options have been exhausted.</p>

**Figure 7. Household waste management performance 2004/5 – 2008/9<sup>80</sup>**



<sup>79</sup> Reference from Solihull MBC Senior Waste and Recycling Officer.

<sup>80</sup> Source: Solihull Waste Management Strategy 2010-2020.

3.5.2 COMMERCIAL WASTE TREATMENT	
<b>Lead Agency</b>	Various
<b>Evidence Base</b>	SMBC Waste Management Strategy 2010-2020 (2010) Waste Strategy for England (2007) <sup>81</sup>
<b>Strategic Issues</b>	<p>It can be seen from Table 5 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. There is more limited influence that the Council has over these waste streams as they are not under its control.<sup>82</sup></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 waste hierarchy consists of prevention, preparing for reuse, recycling, other recovery, with disposal only as a last resort. 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>Strategically important waste management sites within the Borough include the site of the former Arden Brickworks in Bickenhill, which contains the household waste recycling centre, and a range of other waste management operations, the materials recovery facility at Meriden Quarry, the composting facilities in Berkswell, and the Moat Lane Depot and Chapelhouse Depot waste transfer stations.</p> <p>Waste from the Borough is also treated at Packington composting and landfill facility in North Warwickshire and the Energy from Waste plant in Coventry.</p>
<b>Gaps in provision</b>	<p>A number of studies relating to waste management were undertaken to inform the Phase II revision of the Regional Spatial Strategy. Whilst the RSS has been revoked, the evidence in the waste management studies remains relevant. This indicates that there will be a significant gap between the waste arising in the Borough, and the capacity of facilities in the Borough to manage waste. The policy in the draft Local Plan recognises that, whilst it will not be possible to manage all waste arising within the Borough, Solihull should aim to manage an equivalent tonnage of waste to that arising locally. If this is not feasible, the Council will work towards self-sufficiency within the Coventry Solihull Warwickshire sub-region, by seeking to develop the links that already exist through the Energy from Waste Company in Coventry and the proximity of the Packington composting and landfill facility.</p>
<b>Planned provision</b>	Replacement of the Coventry and Solihull Waste to Energy plant (Project Transform) will not now occur during the plan period. <sup>83</sup>
<b>Impact of development proposals</b>	The Council has not received any comments from the commercial waste operators in the Borough.
<b>Delivery potential</b>	On-site waste resource management as well as collection and treatment by

<sup>81</sup> Defra (2007). Source: <http://archive.defra.gov.uk/environment/waste/strategy/strategy07/documents/waste07-strategy.pdf>

<sup>82</sup> Source: Solihull WMS 2010-2020.

<sup>83</sup> Reference from Solihull MBC Senior Waste and Recycling Officer at SMBC.

	commercial operators.
<b>Role of LDF</b>	<p>Policy 12 'Waste Management' in the draft Local Plan states that wherever possible, on-site management of waste shall be preferred. The policy sets out specific criteria to assess the appropriateness of waste management proposals. Conversely, the Council will take account of any adverse effect on the potential for waste management proposals when considering proposals for non-waste management development in or adjacent to these locations.</p> <p>Appropriate new facilities will be supported on industrial sites in the Mature Suburbs and North Solihull Regeneration Area, co-located with aggregate production within the area of search identified on the spatial strategy diagram, or in the Rural Area where appropriate and where a positive contribution to wider sustainability objectives is demonstrated.</p> <p>Non-waste development will also be expected to include appropriate facilities for the storage and sorting of waste.</p>

**Table 5. Distribution of Waste Arising in Borough in 2009<sup>84</sup>**

Type of Waste	Type of contract	Tonnage per annum
Construction & Demolition waste	Private contracts	Ca. 180,000t
Commercial & Industrial waste	Private contracts	Ca. 160,000t
Household waste	Public contracts	Ca. 100,000t
Other wastes, e.g. Schools, clinics	Public and Private contracts	< 15,000t

<sup>84</sup> Source: Solihull WMS 2010-2020.

### 3.6 MINERAL RESERVES

MINERAL RESERVES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Minerals Planning Statement 1 – Planning and Minerals (2006)                      Draft NPPF (July 2011)                      West Midlands Aggregates Working Party: Annual Report (2009)<sup>85</sup>                      National and Regional Guidelines for aggregates provision in England 2005-2020 (2009)                      Response from Warwickshire County Council to IDP consultation (2011)</p>
<b>Strategic Issues</b>	<p>Solihull MBC as a unitary authority has responsibility for strategic work on Minerals.</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>86</sup> A letter from the Chief Planner at CLG dated 06.07.10 advised that minerals planning authorities will have responsibility for continuing to plan for a steady and adequate supply of aggregate minerals to support economic growth. Technical advice provided by the Aggregate Working parties will assist in this.</p> <p>The West Midlands County sub-region is required to make provision for 0.55 million tonnes of primary sand and gravel resources per annum to help meet national and regional requirements (national and local guidelines for aggregates provision in England 2005-2020, 2009 and 2011). 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>The Borough is the main source of production for the West Midlands County sub-region, with the annual requirement of a maximum of 0.5 million tonnes of sand and gravel for Solihull representing over 90% of the sub-regional apportionment figure, with Walsall providing the remainder. This reflects the relative levels of sand and gravel resources in Solihull and Walsall, the only authorities that contribute to primary sand and gravel production. The Black Country Joint Core Strategy makes provision for a minimum of 0.05 million tonnes per annum for the period to 2026, leaving a maximum of 0.5 million tonnes per annum to be provided for within Solihull. For the 17 years of the plan period (2011-2028) this amounts to 8.5 million tonnes.</p> <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</p>

<sup>85</sup> Source: <http://www.communities.gov.uk/publications/planningandbuilding/wmanual2009>. 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."

<sup>86</sup> Source: <http://www.communities.gov.uk/publications/planningandbuilding/aggregatesprovision2020>.



	<p>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>
<b>Existing provision</b>	<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>Solihull contains underground coal resources to the east of Meriden being worked from Daw Mill colliery in Warwickshire.</p> <p>The Coal Authority has no comments to make at this time.</p> <p><b>Mineral Safeguarding Areas</b></p> <p>Mineral Safeguarding Areas have been defined for both underground coal and sand and gravel resources, based on work undertaken in Mineral Safeguarding in Solihull. 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 Local Plan.</p>
<b>Gaps in provision</b>	<p>The latest Aggregate Working Party report (2009) indicates that the West Midlands sub-region is currently meeting the 7 year minimum landbank. This will need to continue to be monitored over the plan period and potential future shortfalls in provision identified.</p>
<b>Planned provision</b>	<p>A minimum landbank of 7 years for sand and gravel aggregates is required by national guidance.<sup>87</sup> The West Midlands Regional Aggregate Working Party 2009 Annual Report identifies a landbank of 10 years for the West Midlands County sub-region at the end of 2009. This will have reduced to 9 years by the beginning of the Local Plan period. To provide a minimum 7 year landbank at the end of the plan period, the Local Plan will need to make provision for a total of 7.5 million tonnes of primary sand and gravel.</p> <p>Provision for primary sand and gravel resources will be made through a mixture of specific sites, preferred areas and/or areas of search to meet the</p>

<sup>87</sup>Minerals Policy Statement 1: Planning and Minerals. Annexe 1,

**Para. 4.1** MPAs should use the length of the landbank in its area as an indicator of when new permissions for aggregates extraction are likely to be needed. The landbank indicators are at least 7 years for sand and gravel and at least 10 years for crushed rock. A longer period may be appropriate to take account of the need to supply a range of types of aggregates, locations of permitted reserves relative to markets, and productive capacity of permitted sites. A landbank below these levels indicates that additional reserves will need to be permitted if acceptable planning applications are submitted. Because individual sites, when permitted, need sufficient reserves to be economically viable, consideration of the landbank needs to be flexible enough to allow for this. A large existing landbank bound up in very few sites should not be allowed to stifle competition.

**Para. 4.2** MPAs should consider and report on the need to review policies in their LDDs as part of their annual monitoring report to the Secretary of State. This should be done in time to allow for action before the remaining provision falls below the agreed apportioned level. If review and updating take place regularly then maintaining a landbank beyond the end of the plan period is not an issue.

Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf>

	<p>identified requirement of 7.5 million tonnes over the plan period. These will include sites already granted planning permission where not included in the current sub-regional landbank.</p> <p>Preferred areas for primary sand and gravel extraction are identified at Marsh House Farm, Hornbrook Farm and west of Berkswell Quarry, which will provide around 2.5 million tonnes and are defined on the spatial strategy diagram/proposals 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>
<p><b>Impact of development proposals</b></p>	<p>MPS1/draft NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. The policy in the draft 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 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>
<p><b>Delivery potential</b></p>	<p>Mineral extraction already well-established in the Borough at Berkswell and Meriden quarries.</p>
<p><b>Role of LDF</b></p>	<p>The Minerals Strategy for the Borough will be incorporated in the draft Local Plan.</p> <p>The policy sets out criteria for new minerals development in the Borough, to ensure mitigation of environmental and transport impacts, in accordance with national guidance. It seeks to ensure that minerals development contributes to wider national and local objectives, such as the reduction of carbon emissions, the use of alternative materials and the regeneration of North Solihull.</p> <p>Guidance is provided on the restoration and aftercare of mineral sites once extraction has ceased and on the after use to which the land should be put, in accordance with national guidance.</p>

### 3.7 DIGITAL CONNECTIVITY<sup>88</sup>

DIGITAL CONNECTIVITY	
<b>Lead Agency</b>	Solihull MBC Telecommunications providers
<b>Evidence Base</b>	National Infrastructure Plan (2010) Response from SMBC Economic Development team and ICT team. Superfast Broadband Update from Warwickshire County Council (Oct 2011) <sup>89</sup> Britain’s Superfast Broadband Future (DCMS 2010) <sup>90</sup>
<b>Strategic Issues</b>	<p>Both the National Infrastructure Plan (2011)<sup>91</sup> and the draft National Planning Policy Framework<sup>92</sup> highlight the importance of an efficient and reliable communications infrastructure to support economic growth.</p> <p>The Government ambition is to provide a minimum of 2Mbps broadband to all homes and superfast broadband to 90% of people by 2015. Superfast broadband has been clarified to mean at least 24Mbps. Coming behind this is an EU requirement that by 2020, fast broadband coverage at 30Mbps should be available to all EU citizens, with at least half European households subscribing to broadband access at 100Mbps.</p> <p>To help bring the country up to superfast broadband speeds, Broadband Delivery UK (BDUK) was set up to deliver the Government’s broadband strategy. BDUK’s main role is to allocate and distribute £530M of funding to bring superfast broadband to the third of UK homes and businesses which won’t be provided for by the broadband market. County Councils, Unitary authorities and LEPs can all apply for a share of the funding, by developing a local broadband plan. Once this is sufficiently developed, BDUK will allocate the funding and the work will be put out to tender to bidding suppliers.<sup>93</sup></p> <p>Solihull has put in a bid with Coventry and Warwickshire for broadband delivery in their rural areas. The Government has allocated £4.07M for CSW. There is a requirement that this amount should be match-funded by Local Authority capital funds. This is challenging given the current economic climate, although the spend can be spread over a number of years.</p> <p>The three authorities are still actively collecting data, and intend to submit the Local Broadband Plan to Government in April 2012. This document should show how they propose to improve broadband speeds across the whole sub-region, not just the rural areas; although it is only the rural areas which will receive Government funding.</p> <p>Ensuring the right digital connectivity infrastructure is vital for Solihull’s future and economy. Business Services, including IT and software, are the</p>

<sup>88</sup> Solihull MBC has its own ICT Strategy, but this is mainly a corporate document, however, it also contains aspirations for the wider Borough. Source: <http://www.solihull.gov.uk/Attachments/ICTStrategy20102013.pdf>

<sup>89</sup> Source: [http://www.warwickshire.gov.uk/Web/corporate/wccweb.nsf/Links/71646B17145FF7F98025788500425392/\\$file/Superfast+Broadband+Update+October+2011.pdf](http://www.warwickshire.gov.uk/Web/corporate/wccweb.nsf/Links/71646B17145FF7F98025788500425392/$file/Superfast+Broadband+Update+October+2011.pdf)

<sup>90</sup> Source: <http://www.culture.gov.uk/publications/7829.aspx>

<sup>91</sup> HM Treasury (2011). Source: [http://www.hm-treasury.gov.uk/national\\_infrastructure\\_plan2011.htm](http://www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm)

<sup>92</sup> Para. 95, p.24. Source: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1951811.pdf>

<sup>93</sup> Source: [http://www.culture.gov.uk/what\\_we\\_do/telecommunications\\_and\\_online/7781.aspx](http://www.culture.gov.uk/what_we_do/telecommunications_and_online/7781.aspx)

	<p>most significant sector within Solihull for employment, accounting for a third of all businesses. The Council is working with each Business Park in Solihull to identify need and demand, allowing an open dialogue between internet service providers and the business community.</p>
<b>Existing provision</b>	<p>Generally good coverage of broadband in urban areas of the Borough. Two-thirds of the Borough is in Green Belt and as such is largely rural with some areas of low digital connectivity.</p> <p>A project was launched in 2009 that brought internet connectivity to multi-storey housing blocks managed by Solihull Community Housing, via 'leased lines in the sky'. However, the funding for this has expired and the project has been brought to an end.<sup>94</sup></p>
<b>Gaps in provision</b>	<p>The key future challenge facing the Coventry-Solihull-Warwickshire sub-region is the transition from current to next generation services in rural areas. The Government's recognition in its December 2010 strategy document, 'Britain's Superfast Broadband Future', that the drive to deliver universality should not be separated from the drive to deliver next generation access, is thus particularly apposite to the CSW sub-region. Current generation services are available in the majority of areas, but the region will be left behind in terms of the availability of next generation services without appropriate intervention. Given the costs involved, the marketplace alone is very unlikely to deliver next generation services to the sub-region's many rural areas, necessitating intervention if such areas are to take advantage of the many benefits offered by next generation broadband services.</p> <p>In the North Solihull Regeneration Area, the main issue is the affordability of broadband or wireless connections.</p>
<b>Planned provision</b>	<p>Dependent on Local Broadband Plan; Allocation of Government funding within the sub-region and match-funding opportunities from the Council.</p>
<b>Impact of development proposals</b>	<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>	<p>Telecommunications providers on site; Potential for BDUK funding dependent on match-funding by Council</p>
<b>Role of LDF</b>	<p>Policies in draft Local Plan encourage installation of telecommunications, especially superfast broadband for SME's and main urban areas, whilst having regard for visual amenity and other environmental considerations.</p>

<sup>94</sup> Chris Deery, Head of IT for Solihull Community Housing. pers. comm.

## 4.0 SOCIAL INFRASTRUCTURE

### 4.1 ACCOMMODATION

4.1.1 HOUSING	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	<p>Strategic Housing Market Assessment (2009)</p> <p>Birmingham Coventry and Solihull Gypsy and Traveller Accommodation Assessment (2008)</p> <p>Solihull Local Investment Plan 2011-2015<sup>95</sup></p> <p>Summary of supported housing need<sup>96</sup></p> <p>Solihull Homelessness Strategy 2009-2011<sup>97</sup></p> <p>Housing Revenue Account Business Plan 2006-2036<sup>98</sup></p> <p>Solihull Social Housing Market up to April 2011<sup>99</sup></p> <p>Solihull Strategic Housing Land Availability Assessment (SHLAA) and accompanying site appraisals document (2012 update)</p>
<b>Strategic Issues</b>	<p>Affordable housing is defined as social rented, Affordable Rented and intermediate housing 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 to increase by 14,000 over the period 2006 to 2028. It is expected that by 2028 around one third of all households will be single people including those over pensionable age, people with disabilities and households splitting. Many of these households are likely to require affordable rather than market housing (National Household Projections).</p> <p>The number of households represented by the over 75s is projected to increase by 7,000 between 2008 and 2023 to comprise 21% of all the Borough's households. Affordable housing need is exceptionally high as Solihull has one of the most severe affordability problems in the West Midlands Region. The shortage of affordable housing is particularly acute in parts of the mature suburbs and the rural area. A Strategic Housing Market Assessment which was completed in 2009 estimated that 70% of newly forming households could not afford to buy or rent at market prices.</p> <p>There is a Borough - wide shortage of homes which are affordable and homes which are suitable for older people and specially designed homes for people with learning and physical disabilities. This leads to a strong local need for family sized affordable rented housing and intermediate tenure homes together with both smaller and lower cost market housing.</p> <p>The number of people with disabilities will continue to increase and will drive the need for specialist and supported housing to meet a range of</p>

<sup>95</sup> Source: [http://www.solihull.gov.uk/Attachments/Solihull\\_LIP\\_update\\_March\\_2011.pdf](http://www.solihull.gov.uk/Attachments/Solihull_LIP_update_March_2011.pdf)

<sup>96</sup> Source: [http://www.solihull.gov.uk/Attachments/Summary\\_of\\_Supported\\_Housing\\_Needs.pdf](http://www.solihull.gov.uk/Attachments/Summary_of_Supported_Housing_Needs.pdf)

<sup>97</sup> Source: [http://www.solihull.gov.uk/Attachments/Homelessness\\_Strategy\\_web\\_version.pdf](http://www.solihull.gov.uk/Attachments/Homelessness_Strategy_web_version.pdf)

<sup>98</sup> Source: <http://www.solihull.gov.uk/Attachments/HRAbusinessplan.pdf>

<sup>99</sup> Source: [http://www.solihull.gov.uk/Attachments/Social\\_Housing\\_Market\\_Analysis\\_July\\_2011.pdf](http://www.solihull.gov.uk/Attachments/Social_Housing_Market_Analysis_July_2011.pdf)

	<p>needs. This will usually be affordable housing, particularly for rent, but some market provision will also 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. 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 which 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 sustainable, linked, mixed use 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 affordable and supported housing.</li> </ul> <p>Making additional site provision for Gypsies and Travellers in order to meet identified needs and meet the Council’s statutory obligations toward this excluded community including affordable pitches.</p>
<p><b>Existing provision</b></p>	<p>There are 88,503 homes in Solihull occupied by 86,747 households. At 30 September 2011 the Borough’s stock of affordable housing numbered 13,601 (15.4% of Borough stock). Of these 12,939 (14.6% of Borough stock) are social rented and 651 intermediate (0.7% of Borough stock).</p> <p>Solihull Council owns 10,423 of the social rented homes (81%) and are managed by Solihull Community Homes. 51% of the Council’s housing is flats, 39% of which are located in the Borough’s 40 multi-storey 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 2010 Right To Buy sales have totalled 7,537 and a further 908 properties have been demolished. Acquisition and new build of social rented homes (Council and housing associations) have replaced only 25% 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 2005 to September 2011 a total of 3,319 new homes were provided in Solihull of which 1013 (30%) were ‘affordable’. Of these, 660 (64%) were social rented. There is a continued lack of affordable housing either for rent or intermediate housing for sale in the Solihull Borough. The</p>

	<p>Borough is considered a very attractive place to live and has the highest house prices in the West Midlands region<sup>100</sup> (RSS Panel Review).</p>																		
<p><b>Gaps in provision</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 Strategic Housing Market Assessment (SHMA). This is supported by local data on housing need on the Housing Register. The SHMA showed that 70% of newly forming households were unable to satisfy their needs in the market and that 1,229 ‘affordable’ homes were required each year to reduce the backlog and provide for a proportion of newly formed households</p> <p><b>Evidence of Affordable Housing Need</b></p> <table border="1" data-bbox="504 647 1358 1120"> <thead> <tr> <th data-bbox="504 647 767 875"></th> <th data-bbox="767 647 1062 875">Solihull Strategic Housing Market Assessment Estimate of Annual Affordable Housing Need</th> <th data-bbox="1062 647 1358 875">No. residents in priority housing need currently and with a local connection to Solihull*: (Housing Register)</th> </tr> </thead> <tbody> <tr> <td data-bbox="504 875 767 913">Rural Area</td> <td data-bbox="767 875 1062 913">280</td> <td data-bbox="1062 875 1358 913">259</td> </tr> <tr> <td data-bbox="504 913 767 952">Regeneration Area</td> <td data-bbox="767 913 1062 952">248</td> <td data-bbox="1062 913 1358 952">3,496</td> </tr> <tr> <td data-bbox="504 952 767 990">Urban West</td> <td data-bbox="767 952 1062 990">701</td> <td data-bbox="1062 952 1358 990">1,727</td> </tr> <tr> <td data-bbox="504 990 767 1072">Outside of the Borough</td> <td data-bbox="767 990 1062 1072">n/a</td> <td data-bbox="1062 990 1358 1072">1,511</td> </tr> <tr> <td data-bbox="504 1072 767 1120"><b>TOTAL</b></td> <td data-bbox="767 1072 1062 1120"><b>1,229</b></td> <td data-bbox="1062 1072 1358 1120"><b>6,993</b></td> </tr> </tbody> </table> <p>* Data is likely to be distorted by the fact that there are more affordable dwellings within the regeneration area and private rented rates are lower than elsewhere in the Borough – households are likely to have moved to the regeneration area from other areas of the Borough to access housing.</p>		Solihull Strategic Housing Market Assessment Estimate of Annual Affordable Housing Need	No. residents in priority housing need currently and with a local connection to Solihull*: (Housing Register)	Rural Area	280	259	Regeneration Area	248	3,496	Urban West	701	1,727	Outside of the Borough	n/a	1,511	<b>TOTAL</b>	<b>1,229</b>	<b>6,993</b>
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<p><b>Planned provision</b></p>	<p>The Council will allocate sufficient land for 4,105 net additional dwellings to contribute towards and ensure provision of land to meet the annual average target of 525 (net) additional dwellings between 2011 and 2028. The rest of the 525 p.a. target will be met through completion of approved planning applications and windfall development.</p> <p>Policy P4a ‘Affordable housing’ states that the Council will require developers of allocated and unidentified sites to make a contribution to affordable housing on residential sites of 0.2 hectares or more, or housing developments of 3 or more net homes. Affordable housing includes social rented, affordable rented or intermediate – tenure housing which is available at below market price or rent and which is affordable to households whose needs are not met by the market. Contributions will be expected to be made in the form of at least 40% affordable dwelling units on each development site</p>																		

<sup>100</sup> p.6 SMBC and HCA Local Investment Plan 2010-2014 (March 2010):

“Solihull generally provides an attractive residential environment and this creates a high level of demand for housing in the Borough. This demand is reflected in higher than average house prices for the region compared to the rest of the West Midlands region, strong Council and RSL housing waiting list data for affordable housing and no significant ‘difficult to let’ problems. There is relatively good occupancy stability in both the owned and rented sectors.

	<p>Policy 4b ‘Rural Exceptions’ states that:</p> <p>The provision of affordable housing developments on green belt land will be supported in circumstances where,</p> <ul style="list-style-type: none"> <li>i. The development proposal is consistent with the approved Village, Parish or Neighbourhood Plan; or</li> <li>ii. There is evidence that people with a local connection to the parish area have a housing need that cannot be met through affordable housing provision on an allocated housing site and the proposed development is supported by the Parish Council or Neighbourhood Group.</li> </ul> <p>Policy 4c ‘Market Housing’ states that:</p> <p>Where the Council issues a development brief for a site this will include details of the likely profile of household types requiring market housing, e.g. multi-person, including families and children (x%), single persons (y%) and couples (z%), as identified by the latest Strategic Housing Market Assessment.</p>
<p><b>Impact of development proposals</b></p>	<p>Affordable housing will be secured through developer contributions on qualifying sites, where viable.</p>
<p><b>Delivery potential</b></p>	<p>At this stage we cannot predict what proportion of affordable housing coming through the local plan would meet these needs as the negotiations will take into account.</p> <ul style="list-style-type: none"> <li>i. Site size</li> <li>ii. Accessibility to local services and facilities and access to public transport:</li> <li>iii. The economics of provision, including particular costs that may threaten the viability of the site;</li> <li>iv. Whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site;</li> <li>v. The need to secure a range of house types and sizes in the locality in helping to achieve socially balanced and mixed communities; and</li> <li>vi. The need to achieve a successful housing development</li> </ul> <p>There is a need to phase housing sites to provide a continuous supply of new market housing and affordable housing throughout the Plan period. Housing sites are phased to ensure a continuous supply of housing provision throughout the Plan period and a continuous supply of affordable housing. Opportunities for early housing delivery to meet needs on the most suitable sites have been sought.</p> <p>Maximising housing density is necessary to secure the efficient use of scarce development land, maximising the level of housing land provision, while protecting green field and green belt land. Ensuring higher density in the most accessible locations will ensure that more housing is provided in</p>



	<p>the most sustainable locations.</p> <p>It is established that well designed and good quality homes in well-designed neighbourhoods with good schools, healthcare and transport links can be the foundation for stable and secure lives, creating balanced and sustainable communities. The Council will therefore produce development briefs for allocated housing sites and other sites that come forward.</p>
<b>Funding mechanisms</b>	<p>To provide affordable housing across the Borough through Policy 4 the following funding mechanisms will be utilised:</p> <ul style="list-style-type: none"> <li>• On-site Affordable Housing Provision</li> <li>• Commuted sums to the Council</li> </ul> <p>In North Solihull to deliver the Policy will additionally use the following mechanisms and will also take into account other planning objectives for the area:</p> <ul style="list-style-type: none"> <li>• HCA 'National Affordable Homes Programme' funding</li> <li>• North Solihull Partnership funding</li> </ul>
<b>Role of LDF</b>	<p>Policy 4 with the LDF, 'Meeting Housing Needs', provides a policy to:</p> <ul style="list-style-type: none"> <li>• Increase the amount of 'Affordable Housing' (Policy 4a)</li> <li>• To enable Parishes and Neighbourhoods to provide 'Rural Exceptions' housing (Policy 4b)</li> <li>• And deliver a mix of 'Market Housing' (Policy 4c)</li> </ul>

4.1.2 GYPSY AND TRAVELLER SITES																							
<b>Lead Agency</b>	Solihull MBC																						
<b>Evidence Base</b>	Birmingham Coventry and Solihull Gypsy and Traveller Accommodation Assessment (2008) Solihull Gypsy and Traveller Site Allocations Development Plan Document Options Paper (2011)																						
<b>Strategic Issues</b>	The Council has a duty under the Housing Act 2004 to assess the accommodation needs of Gypsies and Travellers and demonstrate how that need will be met. The Gypsy and Traveller Accommodation Assessment (2008) identifies a need for 17 additional pitches up to 2012, but 12 of these have already been provided. The Council is in the process of commissioning an updated GTAA.																						
<b>Existing provision</b>	<p>Sites with full planning permission:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d9ead3;">Site</th> <th style="background-color: #d9ead3;">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>6</td> </tr> <tr> <td>Brook View, Valley Road</td> <td>6</td> </tr> <tr> <td>Canal View, Salter Street</td> <td>1</td> </tr> <tr> <td>Land off Salter Street</td> <td>3</td> </tr> <tr> <td>Leam Corner, Balsall Common</td> <td>1</td> </tr> <tr> <td>Damson Lane, Solihull</td> <td>7</td> </tr> <tr> <td><b>Total</b></td> <td><b>49</b></td> </tr> </tbody> </table> <p>Sites with temporary planning permission:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #d9ead3;">Site</th> <th style="background-color: #d9ead3;">Number of Pitches</th> </tr> </thead> <tbody> <tr> <td>The Pleck, Shadowbrook Lane</td> <td>1</td> </tr> </tbody> </table>	Site	Number of pitches	The Haven, Catherine-de-Barnes Lane	25	The Warren, Bickenhill Lane	6	Brook View, Valley Road	6	Canal View, Salter Street	1	Land off Salter Street	3	Leam Corner, Balsall Common	1	Damson Lane, Solihull	7	<b>Total</b>	<b>49</b>	Site	Number of Pitches	The Pleck, Shadowbrook Lane	1
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<b>Gaps in provision</b>	At the time of writing there is a shortfall of 5 pitches in the Borough for the period 2007 – 2012.																						
<b>Planned provision</b>	The Council is currently working towards the Preferred Sites consultation of the Gypsy and Traveller Site Allocations Development Plan Document, which is due out later in 2012.																						
<b>Impact of development proposals</b>	Provision of pitches beyond 2012 will be determined through a Gypsy and Traveller Site Allocations DPD in the light of up to date evidence.																						
<b>Delivery potential</b>	9 sites were put forward following the 'Options' consultation of the Gypsy and Traveller DPD. The Council is currently working towards the Preferred Sites consultation of the Development Plan Document, which is due out later in 2012.																						
<b>Role of LDF</b>	Policy P6 in the draft Local Plan lists criteria which will be used in the allocation of any future site (post 2012) and in the determination of any future planning applications that would contribute to meeting any identified unmet need.																						

## 4.2 CHILDCARE AND LEARNING

4.2.1 CHILDCARE PROVISION	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Childcare Sufficiency Assessment (Refresh) 2010 <sup>101</sup>
<b>Strategic Issues</b>	<p>The Childcare Act 2006 placed a duty on local authorities to conduct a Childcare Sufficiency Assessment as 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> <p>A key area of concern nationally and locally had been to ensure that disabled children and their families are able to access childcare where and when they require it, but Solihull has been able to make positive progress in this area due to receipt of pilot funding since 2008 to support the provision of childcare for disabled children (Disabled Children’s Access to Childcare or DCATCH funding).</p>
<b>Existing provision</b>	<p>There are 9118 childcare places to serve a projected population of 37,400 children and young people under 15 years of age. This gives a ratio of registered childcare places to 0-4 year olds of one place for every 2.08 children. For 5-10 year olds the ratio is one registered place for every 3.84 children although this may be an under-estimate of the total numbers of places available as we know there is be additional, unregistered care catering for children aged 8 and over.</p> <p>Solihull settings consistently outperform statistical neighbours and England as a whole. Practitioners receive focused training and targeted support and support and guidance is offered on policy and practice and information was gathered from providers on the provision of training and funding for training.</p> <p>All infant and primary schools in the Borough have a pre-school nursery unit (3-4 year olds).</p> <p>All three and four year olds are entitled to up to 15 hours of free early education a week, from the term following their third birthday (according to nationally set dates).</p> <p>In Solihull, 2-year olds with signs of delayed development are entitled to 10 hours free early education a week. This has equated to about 100 children a year but there are Government plans to extend this in the future and we believe that this will mean we will be able to offer provision for approximately 400 children.</p> <p>Solihull has 14 Children’s Centres across the Borough. There are 7 centres in the north and 7 centres in the south with additional satellite centres that families can access. This means that generally coverage is good and that within the reach of most families there is provision.</p> <p>Six neighbourhood nurseries were given the go-ahead in 2005/6 to provide</p>

<sup>101</sup> Solihull MBC Cabinet Portfolio Holder Children and Young People - Report Endorsed on 6<sup>th</sup> April 2011. Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=CAY&meet=20&arc=71>

	<p>early years nursery care for children aged 0-4 years. The Funders required the nurseries would continue for 25 years and places must be provided with priority children from North Solihull.<sup>102</sup></p>
<p><b>Gaps in provision</b></p>	<p>There is no robust evidence to indicate unmet parental demand for childcare, but there is a variance between wards in the ratios of child population to the supply of childcare. For example in St. Alphege the ratio of 0-4 year olds to childcare place can be estimated as one to 5.59 and in Olton it is one child to 1.3 childcare places. In Olton again there are 1.74 childcare places for every child aged 5-10 and in Smith’s Wood the ratio of 5-10 year olds to childcare for this age group is one to 11.38, possibly indicating a shortfall, although these figures may reflect less parental demand for childcare. However these ratios do not take account of cross-border (by ward and local authority) travel and so cannot be definitely viewed as indicating a gap in supply.</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>
<p><b>Planned provision</b></p>	<p>With regard to the future provision of childcare in Solihull, demand could increase to meet the projected net increase in number of dwellings (and so households) in the period 2010 to 2017 is 3,991.</p> <p>Also the progressive transfer of Lone parents from Income Support to Job Seekers Allowance from October 2011 may encourage parents to seek work.</p> <p>However demand may fall because the maximum payable costs through the childcare element will reduce from 80% to 70% from April 2011 and childcare funding provided through the New Deal for Lone Parents at Job Centre Plus will become much more restricted.</p> <p>The closure of the Childcare for Learning and Work scheme in August 2010 has meant that the numbers of parents not able to afford childcare to enable them to study has increased. This of course impacts on their employability.</p> <p>There is also a lack of childcare funding for non-accredited community education courses which can be seen as a natural step along the ‘Parental Journey’ to work and so acts as a barrier for future progression to</p>

<sup>102</sup> Source: SMBC Children’s services’ response to IDP consultation (2011).

	accredited courses.
<b>Impact of development proposals</b>	As 18% of the total number of childcare places in Solihull and all day care and sessional providers report at least 12% vacancy rates with nearly one in four childminder places reported as vacant, then it is currently expected that the Borough will accommodate the proposed housing growth. However, this may alter if local demographics change and cross-boundary provision changes significantly.
<b>Delivery potential</b>	Early Intervention Grant
<b>Role of LDF</b>	Planning applications for strategic housing allocations will be accompanied by a Development Brief outlining the infrastructure needs, which may include childcare provision if appropriate at that time.

#### 4.2.2 PRIMARY AND SECONDARY SCHOOLS

<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Solihull MBC website Response from SMBC Education School Places team SHLAA September 2010 North Solihull Strategic Framework SPG (2005) and Addendum 2009
<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, education outcomes have been one of the indicators of inequality between the North Solihull Regeneration Area and the rest of the Borough. As one of the measures to tackle the inequality gap, Solihull was in the first wave of Government funding for Building Schools for the Future Programme. This programme provided funding to either rebuild or significantly enhanced all Secondary and Special Schools in North Solihull.</p> <p>Secondary Schools in Solihull are traditionally oversubscribed, especially in the South of the Borough. However 32% of children admitted in September 2011 live outside of Solihull. This means that most secondary schools can manage growth in pupil numbers without the need for additional capacity.</p> <p>Solihull is experiencing a small growth in children being admitted to primary schools. Approximately 2500 pupils are being admitted into Reception classes and in September 2011 there were only 2% empty reception places across the Borough. This means there is limited choice for families moving into the Borough. Approximately 14% of children admitted live outside of Solihull.</p> <p>On the whole the growth in pupil numbers has been accommodated within existing school capacity by a reduction in the levels of empty places across schools. Although it is anticipated that the forecast number of pupils entering schools across the Borough as a whole will be broadly similar over the next 5 years, there will be peaks and troughs in small areas of the Borough which may impact on the level of places required. In particular there will be pressure on the level of places available in North Solihull. The provision of appropriate school places in North Solihull is being managed through the delivery of the Schools Strategic Framework.</p>

<p><b>Existing provision</b></p>	<p><b>(Non-fee paying) School summary information</b><sup>103</sup></p> <ul style="list-style-type: none"> <li>• 39 Primary schools*</li> <li>• 12 Infant schools *</li> <li>• 11 Junior schools</li> <li>• 3 Secondary schools</li> <li>• 11 Academies</li> <li>• 5 Special Schools</li> <li>• 4 Pupil Referral Units</li> <li>• 9 Special Units</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</li> <li>• CTC Kingshurst Academy</li> <li>• Grace Academy</li> <li>• Heart of England Business and Enterprise School</li> <li>• Park Hall Academy</li> <li>• St. Peter's Catholic and Specialist Science College</li> <li>• Smith's Wood Sports College</li> <li>• John Henry Newman Catholic College</li> <li>• Tudor Grange Academy (opening September 2012)</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>
<p><b>Gaps in provision</b></p>	<p>Arden and Tudor Grange Schools are recognised as being at capacity. Intake of children living outside of Solihull to these schools is minimal and therefore any increase in the Solihull pupil population in the catchment is likely to need significant investment. The Council’s Primary School Strategic Framework for North Solihull, outlines the need for 20 forms of entry in North Solihull, currently there are only 18 forms of entry.</p>
<p><b>Planned provision</b></p>	<p>In April 2006 the Council, together with Inpartnership, approved the North Solihull Primary School Strategic Framework which set out the vision for Primary Education in North Solihull. The programme outlined a new model of education provided by 10 primary schools all in newly built facilities to replace 15 existing schools.</p> <p>Three schools have been completed to date, and planning permission for the fourth school was received in March 2011.<sup>104</sup> A review of the original strategic framework is currently underway which will consider the delivery of the remaining schools in the programme.</p>
<p><b>Impact of development proposals</b></p>	<p>The majority of schools will be able to manage additional pupil product from individual development proposals. However, the combined effect of multiple developments in a particular area or a development proposal for a</p>

<sup>103</sup> This list does not include private schools. Source: <http://www.solihull.gov.uk/schools/schools.htm>

<sup>104</sup> Kingshurst Primary School; Smith’s Wood Community Primary School and St Anne’s RC School.

	significant number of houses is likely to require additional school place capacity.
<b>Delivery potential</b>	<p>As significant development comes forward, a development brief will be required and further consultation with infrastructure providers on specific needs. Infrastructure needs arising as a consequence of development will be expected to be met by the developer.</p> <p>Other funding mechanisms for programmed new schools (such as those in the North Solihull Regeneration Area) include the European Regional Development Fund (ERDF) and Prudential borrowing.</p>
<b>Role of LDF</b>	The draft Local Plan supports the North Solihull Regeneration programme and the closing of the inequality gap. The Strategy recognises the high profile of the schools in the Borough and there is potential for developer contributions from new housing sites to help fund school places where necessary.

#### 4.2.3 ADULT, COMMUNITY AND FAMILY LEARNING

<b>Lead Agency</b>	Solihull MBC & Solihull College
<b>Evidence Base</b>	<p><b>National Policy Drivers:</b></p> <ul style="list-style-type: none"> <li>• Skills for Sustainable Growth – November 2010</li> <li>• Investing in Skills for Sustainable Growth – November 2010</li> <li>• Skills for Communities (2005)</li> </ul> <p><b>Regional &amp; Sub-regional Policy Drivers:</b></p> <ul style="list-style-type: none"> <li>• Greater Birmingham &amp; Solihull LEP (2011)</li> </ul> <p><b>Local Policy Drivers/Assessments:</b></p> <ul style="list-style-type: none"> <li>• Solihull Partnership &amp; the Sustainable Community Strategy priorities (2011)</li> <li>• North Solihull Regeneration Framework</li> <li>• Solihull Local Economic Assessment (2010/11)</li> <li>• Solihull Work and Skills Plan (2010/11)</li> <li>• Action Against Poverty Needs Assessment and Strategy (2011)</li> </ul>
<b>Strategic Issues</b>	<p><b>Five Strategic Priorities for Solihull 2011 to 2014:</b></p> <ul style="list-style-type: none"> <li>• To widen participation in learning by improving access to adult and community learning and strengthening the promotion of learning particularly in relation to the priority groups and priority areas identified within the Solihull Work &amp; Skills Plan;</li> <li>• To open up progression pathways through partnership working to relevant skills-focused learning, employment and enterprise opportunities;</li> <li>• To broaden the current range of learning programmes on offer and provide innovative core and responsive learning opportunities particularly in relation to supporting the Solihull Community Strategy priority outcomes;</li> <li>• To raise the achievement of learners and improve the quality of the learning experience;</li> <li>• To support the Government’s future policy objectives for Big Society and Localism. and inspire community capacity development in the community and voluntary sector in order for local people to</li> </ul>

	acquire the tools to shape and influence the development and improvement of local neighbourhoods;
<b>Existing provision</b>	<p>(1) Adult Safeguarded Learning funding from the Skills Funding Agency provides informal adult, community and family learning programmes in Solihull. These include courses provided from Personal &amp; Community Development Learning (PCDL), Neighbourhood Learning in Deprived Communities (NLDC), Wider Family Learning (WFL), Family Literacy, Language &amp; Numeracy (FLLN) and the Formal First Steps (FFS) fund. There are 3 main broad categories of learning programme:</p> <ul style="list-style-type: none"> <li>• Learning for enjoyment, cultural, leisure, community and personal fulfilment purposes;</li> <li>• Learning focussed on improving low skills levels &amp; qualifications supporting attainments, progression into employment or skill levels and numeracy, literacy and ICT skills in adults;</li> <li>• Family learning programmes – encouraging family members to learn together and improving parents/carers ability to help their child acquire literacy, language and numeracy skills;</li> </ul> <p>(2) Formal and informal community-based learning opportunities through Solihull Libraries and Resource Centres</p> <p>(3) Arts and Leisure development in Solihull – links to adult learning opportunities;</p> <p>(4) Children’s Centres – courses provided for families with children under 5 (changes to children of primary school age from April 2012);</p> <p>(5) Extended Schools Services – access to learning and recreational activities for adults/carers of children at their schools;</p> <p>(6) Voluntary and Community Sector groups involvement and support provided through adult learning;</p>
<b>Gaps in provision</b>	<p>On-demand / responsive courses set up according to resident’s needs / requests.</p> <p>Schools that demonstrate lower numeracy/literacy achievement levels at KS1, KS2, KS3 taking part in joint family learning provision with parents/carers and children.</p> <p>Courses that encourage those furthest from learning or new learners to try something new, become more socially included, or acquire skills.</p>
<b>Planned provision</b>	<p>Courses as set out in Solihull College Adult &amp; Community Course Guide 2011/12, some Children’s Centres provision, provision in Excellence in Community Centres, Libraries and through Extended Schools Services. Solihull College website, Solihull MBC website, Solihull for Success website,</p>
<b>Impact of development proposals</b>	<p>Development proposals should not have a negative impact on adult, community and family learning opportunities in the Borough.</p>
<b>Delivery potential</b>	<p>ASL from Skills Funding Agency 2011/12</p> <p>Various funding sources for Children’s Centres, Libraries, Extended Services, Arts and Leisure Services.</p>
<b>Role of LDF</b>	<p>The overall strategy of the draft Local Plan and the theme ‘Sustainable Economic Growth’ all seek to sustain and improve the economic success of</p>



	the Borough. Providing lifelong learning opportunities contributes to increasing economic inclusion and well-being and in some instances may be appropriate as part of Section 106 agreements.
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## HIGHER EDUCATION

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

### 4.3 HEALTH CARE

HEALTH CARE	
<b>Lead Agency</b>	Solihull NHS Primary Care Trust Solihull MBC <sup>105</sup>
<b>Evidence Base</b>	Solihull 'Joint Strategic Needs Assessment' 2009-2010 <sup>106</sup> Solihull NHS Care Trust Strategic Plan 2009/10 -2013/14 <sup>107</sup> Birmingham and Solihull NHS Cluster System Plan 2011 <sup>108</sup> (not available on-line)
<b>Strategic Issues</b>	<p>A Joint Strategic Needs Assessment was published in 2008 and was followed by a Strategic Plan for the medium term 2009-2013. Since these publications, the Care Trust has been disbanded, and in April 2011 most of the services became the Solihull Primary Care Trust, whilst Adult Social Care re-joined Solihull MBC.</p> <p>The JSNA and Strategic Plan however still provide useful evidence and paint a picture of health of Solihull residents.</p> <p>Solihull Primary Care Trust is now part of the Birmingham and Solihull NHS Cluster, which also includes Heart of Birmingham Teaching Primary Care Trust, NHS South Birmingham, and NHS Birmingham East and North.</p> <p>The cluster has been entrusted by each of the four PCTs to lead the local NHS, receiving over £2.3 billion per year to commission and provide health care for 1.2 million people across the city and Borough. In 2013, the Cluster will hand over the role of commissioning to the GP consortia. The NHS is facing considerable funding constraints with added challenges of longer life expectancies, and consequent greater health and social care needs.<sup>109</sup></p> <p>The vision of the Cluster is to maximise health care resources by:</p> <ul style="list-style-type: none"> <li>• Better use of NHS resources             <ul style="list-style-type: none"> <li>○ Reducing PCT running costs by 45%</li> <li>○ Improving provider efficiency by ca. £100 million</li> </ul> </li> <li>• Patient experience and quality of life             <ul style="list-style-type: none"> <li>○ Redesigning care in key areas</li> </ul> </li> <li>• Tackling deep seated inequalities             <ul style="list-style-type: none"> <li>○ Close the gap in life expectancy by 10%</li> </ul> </li> </ul> <p>As for Solihull Primary Care Trust, the community services are now run by other local organisations from whom they buy healthcare services for the people of Solihull. The PCT's main spending is on healthcare from local hospitals, mostly the Heart of England Foundation Trust (which manages Solihull, Heartlands and Good Hope Hospitals and the bulk of Solihull's</p>

<sup>105</sup> Source: <http://www.solihull.gov.uk/about/21056.htm>

<sup>106</sup> Source: <http://www.solihull.nhs.uk/getmedia/5c32278e-a292-4cf5-b6c0-65a3726b51c6/JSNA-2009-2010.aspx>

<sup>107</sup> Source: [http://www.solihull.nhs.uk/getmedia/c33fc0fd-e492-4aa9-bdb0-ec9454ab67db/Petes\\_final\\_formatted.aspx](http://www.solihull.nhs.uk/getmedia/c33fc0fd-e492-4aa9-bdb0-ec9454ab67db/Petes_final_formatted.aspx)

<sup>108</sup> Source: [http://www.solihull.nhs.uk/getmedia/ceac668b-da0f-4ce2-b275-217447c23bf3/Cluster-Strat\\_on\\_page-%28v6%29.aspx](http://www.solihull.nhs.uk/getmedia/ceac668b-da0f-4ce2-b275-217447c23bf3/Cluster-Strat_on_page-%28v6%29.aspx)

<sup>109</sup> "We have set out how we will do this in our blueprint for health and care across Birmingham and Solihull – the System Plan. Until then, we will be uniting with patients, clinicians and a wide range of diverse organisations across the region to help us get the best in care and quality of life for all".

Source: <http://www.solihull.nhs.uk/About-us/Birmingham---Solihull-Cluster>

	community healthcare services), as well as from other healthcare providers. Working with the Birmingham and Solihull NHS Cluster, the strategic goal is to redesign existing services and reduce the reliance on primary and secondary care provision by enabling people to live healthier lives and to take a more strategic role in ill-health prevention measures.
<b>Existing provision</b>	<p>Solihull has 32 GP practices, 25 dental practices, 24 optometrists, 40 pharmacists and a GP-led walk-in health centre open seven days a week from 8am to 8pm for local residents as well as people who are visiting or working in the Borough.<sup>110</sup></p> <p>New medical centre in rural Balsall Common recently granted planning permission, and is due to open soon.<sup>111</sup></p> <p>Solihull is home to one large hospital, ‘Solihull Hospital,’ situated on Lode Lane close to the main town centre.<sup>112</sup> It has a:</p> <p>A&amp;E, Maternity and midwifery-led Birth Unit, Burns Unit, Coronary Care Unit, Intensive Care Unit, Stroke Unit, Acute Medical Elderly Unit with other wards for gynaecology, surgical urology, orthopaedics and elderly psychiatric.<sup>113</sup></p> <p>Solihull Hospital is part of the Heart of England NHS Foundation 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>(See Figure 8 below).</p>
<b>Gaps in provision</b>	<p>The Healthier Communities Board that was part of the Local Strategic Partnership has stepped down, but this has been replaced by a Health and Well-being Board, with representatives from Ward Councillors, Senior SMBC Officers, Primary Care Trust and GPs. There will be a ‘refresh’ of the JSNA to reflect the recent changes in the NHS and to look at the wider determinants of health.</p> <p>Work is being carried out to produce a Solihull MBC Independent Living and Extra Care Housing Strategy to ascertain how to address these needs in the Borough.<sup>114</sup></p>
<b>Planned provision</b>	<p>Solihull hospital has no plans for new building in the next 5-15 years.<sup>115</sup></p> <p>The Birmingham and Solihull Mental Health NHS Foundation Trust has ca. 6 community premises within the Borough. They do not envisage that this will increase. Planning permission has been granted for a new 87-bed forensic medium secure facility on the border within the Yardley constituency.<sup>116</sup></p>

<sup>110</sup> Ibid.

<sup>111</sup> Building due to commence May 2011. Other practices = Balsall Common and Meriden Group practice with a surgery in each ward.

<sup>112</sup> Source: [http://www.heartofengland.nhs.uk/templates/Page\\_\\_\\_7696.aspx](http://www.heartofengland.nhs.uk/templates/Page___7696.aspx)

<sup>113</sup> In 1996, Solihull and Heartlands Hospitals merged to create Birmingham Heartlands & Solihull NHS Trust. In April 2005, this became Heart of England NHS Foundation Trust. See Source above.

<sup>114</sup> Source: <http://www.solihull.nhs.uk/getmedia/519dd354-0f89-4845-a6be-9f36cc9d3ad3/Annual-Agreement.aspx>

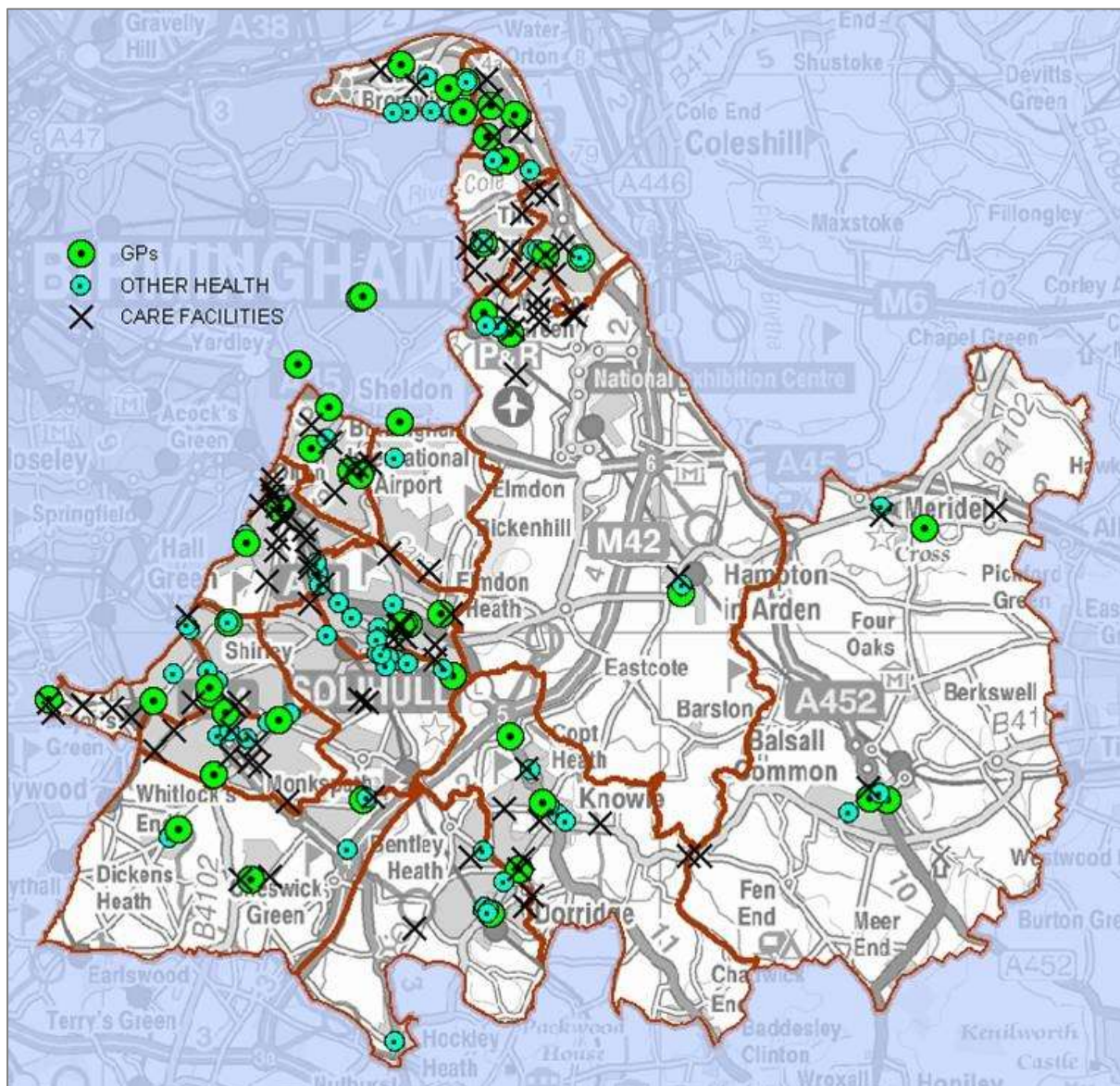
<sup>115</sup> Source: Response to Emerging Core strategy consultation from Solihull NHS Trust (2010).

<sup>116</sup> Source: Response to Emerging Core strategy consultation from BSMH NHS Trust (2010).

	<p>The life expectancy and health inequalities between the wards in the North Solihull Regeneration Area and the rest of the Borough were among the main drivers for the creation of the North Solihull Partnership. As part of the Regeneration programme, a large new health care facility is programmed in the new Village Centre of Craig Croft to incorporate local GP practices, dental practice and the PCT Health Centre. A health care element is also planned for the High Street development in North Arran Way Village Centre, Smith’s Wood.<sup>117</sup></p>
<p><b>Impact of development proposals</b></p>	<p>The Local Plan is proposing that the majority of new development takes place in the existing Main Urban Area and in locations accessible by sustainable transport modes. This is to ensure easy access to essential services, but may also create the need for new or extended health services and facilities.</p> <p>The Primary Care Trust has stated that the impact on local healthcare provision of development growth should be recognised in a similar way to highways and education infrastructure within the planning process. The PCT may need to oppose developments leading to the expansion of patient numbers, if health infrastructure buckles under the escalating demands of these of 11000 households (say 30000 patients) over the next 15 years or so.</p> <p>In many circumstances the PCT would hope to have sufficient capacity or capability available in existing key Health assets or service infrastructure (comprising GP surgeries and Health Clinics) to meet all but the largest step changes in health service demand, either by utilising assets more intensively or by investments in new and refreshed infrastructure. We understand that the recurrent revenue costs of enlarged services cannot be compensated via the existing S.106 Planning system arrangements so we would need to focus on the planning process and available protocols to enable us to seek appropriate contributions from developers to the capital expenditure incurred in extending, equipping or modernizing of current health infrastructure.</p> <p>Healthcare services in the Borough are focused on local core health service provision, closely following the Government 'localisation' initiatives.</p>
<p><b>Delivery potential</b></p>	<p>NHS funding                  Potential for developer contributions                  Partner-working with health providers.</p>
<p><b>Role of LDF</b></p>	<p>The draft Local Plan includes several policies which 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 and accessible green space networks. These should work to improve people’s access to health facilities, better accommodate the different needs of people, encourage healthy lifestyles and tackle the underlying causes of poor physical and mental health.</p>

<sup>117</sup> p.29 North Solihull Strategic Framework Review 2009.  
 Source: <http://northsolihull.co.uk/files/Strategic%20Framework%20Review/StrategicFrameworkreviewdoc.pdf>

**Figure 8. Map of Health and Care facilities in the Borough<sup>118</sup>**



**Key:**

- Other health – pharmacies, dentists, private healthcare
- Care facilities – mainly residential/nursing care for older people but also includes day care and services for vulnerable adults.

<sup>118</sup> Source: SMBC Solihull Observatory (2011).

**Some key points from the JSNA 2009-2010 relevant to the type of infrastructure that will be required over the plan period:**

- The population of Solihull has **diverse needs**; understanding these needs will enable better targeting of services
- Majority of **deprived communities** located in North of Borough; however pockets of deprivation also seen in South of Borough
- Deprivation associated with, but not exclusive to, housing tenure, overcrowding, poor housing condition, lack of access to a car or van, income and unemployment and crime
- Distinct **health inequalities** between North and South of the Borough across different types of conditions
- **10 year gap in life expectancy** between best and worst wards (North Solihull Regeneration Zone)
- The provision of **affordable homes** that meet the 'decent homes' standards and development of housing for people with **special needs** continues to be a priority
- Overall annual **population change** is small but numbers are predicted to increase by 8% over the next 10 years
- Estimated 4% increase in ethnic population since 2001
- The **birth rate** and consequently the need for maternity and services for children is increasing up until 2020
- The need for services for **children and young people** varies across the Borough; needs are greatest in the wards in the north due to there being relatively more children and to higher levels of deprivation
- Higher % of year 6 children overweight or obese than reception
- **Childhood obesity** increasing slightly year on year
- Over half population estimated to be **older adults and pensioners**
- The 65+ population is predicted to increase by 26% and the **85+ population** by 58% over the next 10 years.
- The numbers of people requiring care in residential and **nursing homes** will increase dramatically over this time period
- 20% of 80+ age group are likely to suffer from **dementia**
- Some aspects of older adults' **service provision** in Solihull do not compare well with national and other comparators; there is scope for improvement in existing services. The current pattern of service provision is unlikely to be sustainable into the future in the face of these trends.
- **Learning disability** is relatively common and service needs are increasing and becoming more complex.
- **Physical disability** is very common and is becoming more common as the population ages and long term conditions increase.
- **Long term limiting illness** reported by 20% of population in some areas
- There is evidence that access to services to support people with disabilities to **live independently** in the community needs to be improved.
- **Depression** and neurotic disorders are very common conditions; the prevalence in Solihull is similar to the national average although is higher in deprived populations
- These conditions are usually managed in the community without referral to specialist services
- Severe **mental illness** (schizophrenia, bipolar disorder and other psychoses) is much less common; prevalence in Solihull is similar to the national average.
- **Community based** health and social care services are under developed.
- There are high levels of utilisation of **secondary care** services - these numbers are expected to grow by up to one third by 2025
- An estimated 20,000 **carers** provide invaluable support to the care of people; carers themselves also require support.

## 4.4 EMERGENCY SERVICES

4.4.1 POLICE AND COMMUNITY SUPPORT	
<b>Lead Agency</b>	West Midlands Police Service
<b>Evidence Base</b>	Response to the Emerging Core Strategy (December 2010) and Infrastructure Delivery Plan (June and December 2011) Findings from Sustainability Appraisal of Emerging Core Strategy (2011)
<b>Strategic Issues</b>	<p>Solihull has a relatively low crime rate compared to neighbouring areas such as Birmingham and Coventry, and is about average compared to similar areas.</p> <p>Crime rates have steadily declined over the past three years with a reduction of 11.8%, which equates to 2,299 fewer victims of crime. Despite this, tackling crime and reducing fear of crime remain top priorities for local people.<sup>119</sup></p> <p>The overall crime rate, using types of crime comparable with the British Crime Survey, in 2009/10 was 40.7 crimes per thousand people. This represents a reduction from the 51 crimes per thousand in 2007/08.<sup>120</sup></p> <p>However, Solihull town centre is one of the hotspots for violent crime and robbery in the Borough with evidence that some crimes have links to the consumption of alcohol.</p> <p>Solihull has the fourth highest level of vehicle crime in the West Midlands, with significant hot spot areas being located in the north of the Borough, and the highest level of theft from a motor vehicle in the region.</p> <p>WMP has been engaged in a comprehensive structural review ‘Programme Paragon’ of how the police force operates with the following changes:</p> <ul style="list-style-type: none"> <li>• 21 Operational Command Units (OCUs) have become 10 Local Policing Units (LPUs). Solihull Borough now has its own dedicated LPU serving the community;</li> <li>• New Local Command Teams;</li> <li>• geographically based teams for Force CID, Intelligence and Traffic;</li> <li>• new Force shift patterns for 24/7 staff; and</li> <li>• new governance arrangements for Learning &amp; Development, Custody, Criminal Justice Units (CJUs), Traffic, Public Protection and Intelligence.</li> </ul> <p>These and other changes will ensure that ‘Programme Paragon’ meets its objectives, including: -</p> <ul style="list-style-type: none"> <li>• making Police Officers more accessible to the community;</li> <li>• ensuring that, where possible, opportunities are taken to share facilities and services to improve working practices and efficiencies.</li> </ul>
<b>Existing provision</b>	There are 3 police stations within the Borough:  Solihull Police HQ. Homer Road, Solihull centre, B91 3QL Shirley Police Station, Stratford Road, Shirley, B90 3AR. Chelmsley Wood Police Station, Ceolmund Crescent, Chelmsley Wood B37

<sup>119</sup> Solihull Sustainable Community Strategy 2008-2018.

Source: [http://www.solihull.gov.uk/Attachments/SCSfinal\\_versionv3.3.pdf](http://www.solihull.gov.uk/Attachments/SCSfinal_versionv3.3.pdf)

<sup>120</sup> Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Inclusion.  
Source: <http://data.gov.uk/node/30269>

	<p>5UB</p> <p>14 Neighbourhood Police teams from Castle Bromwich, to Blythe and Meriden.</p>
<b>Gaps in provision</b>	<p>Police funding has been cut across the country as part of Comprehensive Spending Review in October 2010. This will reduce by 20% in real terms over the next four years. Almost two thirds of this will be cut in the first two years. WMP has already experienced difficulties in relation to funding capital infrastructure to accommodate the demands arising from development growth.</p>
<b>Planned provision</b>	<p>None known at present.</p>
<b>Impact of development proposals</b>	<p>WMP supports the Council’s proposals to concentrate development at strategic locations, rather than scattered across a larger number of smaller sites. This concentration will assist in the efficient delivery of WMP services and help avoid the problem of development being located beyond acceptable response times.</p> <p>The proposed growth as set out in the Emerging Core Strategy and draft Local Plan for the four Areas would require additional policing, i.e. Enhancements at Chelmsley Wood and Solihull Police Station; a new post at the Powergen site and a post shared with West Mercia police at the Aqueduct Road site in Solihull Lodge.<sup>121</sup></p>
<b>Delivery potential</b>	<p>It is unlikely that developer contributions would be allocated to Emergency Services, however, it is acknowledged that there is an identified funding gap.</p>
<b>Role of LDF</b>	<p>Policy 15 ‘Securing Design Quality’ in the draft Local Plan includes measures to ensure that access to and around developments is safe and secure. Development briefs for site allocations will consider crime and safety.</p>

#### 4.4.2 FIRE AND RESCUE

<b>Lead Agency</b>	<p>West Midlands Fire Service</p>
<b>Evidence Base</b>	<p>West Midlands Fire Service website</p>
<b>Strategic Issues</b>	<p>West Midlands Fire Service is one of a number of responsible Authorities (including Local and Police Authorities and NHS Primary Care Trusts) who have a duty under Crime and Disorder legislation to help reduce crime and anti-social behaviour in the community. The Solihull’s Fire Service works closely with a range of agencies such as the Police, Youth Services (including Youth Offending Teams), Probation, local Housing Associations, the Highways Agency and Local Authority departments (street cleansing, waste management and neighbourhood wardens) and public service organisation to help make Solihull a safer place to live and work.<sup>122</sup></p>
<b>Existing provision</b>	<p>There are 2 stations within the Solihull Command:</p> <p><b>Solihull Fire Station (0121 380 7521)</b></p>

<sup>121</sup> Source: West Midlands Police Service response to Emerging Core Strategy (December 2010).

<sup>122</sup> Source: [http://www.wmfs.net/Your\\_Fire\\_Service/+Command+Areas/Solihull/Working\\_In\\_Partnership/](http://www.wmfs.net/Your_Fire_Service/+Command+Areas/Solihull/Working_In_Partnership/)



	<p>Station Commander Ben Diamond 620 Streetsbrook Road, Solihull, West Midlands B91 1QY</p> <p><b>Bickenhill Fire Station (0121 380 7527)</b> Station Commander Paul Riley Northway, National Exhibition Centre, Bickenhill B40 1PW</p> <p>Also based at Bickenhill Fire Station is the Technical Rescue Unit.<sup>123</sup></p>
<b>Gaps in provision</b>	None Known at present.
<b>Planned provision</b>	None Known at present.
<b>Impact of development proposals</b>	West Midlands Fire Service have submitted a response to the Emerging Core Strategy stating that due to the increased risk of residents in North Solihull to accidental dwelling fires, the proposed net increase in households would put added pressure on the Fire Service. In order to meet attendance targets a new Community Fire Station or at the very least a new Fire Station pod would need to be built in the area.
<b>Delivery potential</b>	It is unlikely that developer contributions would be allocated to Emergency Services, however, it is acknowledged that there is an identified funding gap.
<b>Role of LDF</b>	Policy 15 'Securing Design Quality' in the draft Local Plan includes measures to ensure that access to and around developments is safe and secure.

<sup>123</sup> West Midlands Fire Service: [http://www.wmfs.net/Your\\_Fire\\_Service/+Command+Areas/Solihull/](http://www.wmfs.net/Your_Fire_Service/+Command+Areas/Solihull/)

4.4.3 AMBULANCE SERVICE	
<b>Lead Agency</b>	West Midlands Ambulance Service NHS Trust
<b>Evidence Base</b>	WMAS website
<b>Strategic Issues</b>	West Midlands Ambulance Service is planning to become a Foundation Trust. Foundation Trusts are still part of the NHS and they continue to provide free care to everyone. They are locally run but have greater freedom from Central Government. WMAS is looking for at least 2,000 people from across the Region to join as a 'member'. This will rise to 5,000 within two years. <sup>124</sup>
<b>Existing provision</b>	<p>Two Ambulance Stations in Solihull:</p> <ul style="list-style-type: none"> <li>• Solihull Ambulance Station Hermitage Road, Solihull, B91 2LL.</li> <li>• Chelmsley Wood Ambulance Depot, Unit 1, Waterloo Avenue, Bham, B37 6RE.</li> </ul> <p>There are three main types of service provided by the Trust:</p> <p><b>Community First Responders</b></p> <p>Community First Responder Schemes are teams of volunteers who are trained by the Ambulance Service to a nationally recognised level and provide life-saving treatment to people in their local communities.</p> <p><b>Air Ambulance</b></p> <p>2 air ambulance charities within the West Midlands Ambulance service region.</p> <p><b>Patient Transport services</b></p> <p>There are over 260 ambulances within the region, ranging from single-crewed cars to vehicles able to accommodate two or more wheelchairs and stretcher patients.</p>
<b>Gaps in provision</b>	None known at present.
<b>Planned provision</b>	None known at present.
<b>Impact of development proposals</b>	None known at present.
<b>Delivery potential</b>	None known at present.
<b>Role of LDF</b>	None known at present.

<sup>124</sup>Source: [http://www.wmas.nhs.uk/trust\\_members.aspx](http://www.wmas.nhs.uk/trust_members.aspx)

## 4.5 COMMUNITY SERVICES

4.5.1 COMMUNITY FACILITIES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Solihull MBC website Responses to IDP consultation
<b>Strategic Issues</b>	There are a variety of community facilities available within the Borough, operated by both private, public sector and voluntary organisations.
<b>Existing provision</b>	<p><b>Libraries</b><sup>125</sup> –</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>126</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 off Homer Road 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 and. In April 2011 Warwickshire County Council joined forces with Solihull to provide a mobile library service in the Borough. The partnership has saved an estimated £100,000 for the two councils, with a new route and timetable, concentrating resources on areas where demand is highest, removing underused stops and avoiding duplication of mobile stops across the geographic areas of both authorities.<sup>127</sup></p> <p>There are 12 further libraries in Borough: 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.</p> <p><b>Places of worship</b><sup>128</sup>:</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. Currently, there is no Gurdwara, Buddhist temple or mosque within the administrative boundaries; there is a synagogue in Olton.</p> <p><b>Community centres:</b></p> <p>There are a variety of community centres, day care centres, social clubs</p>

<sup>125</sup> Solihull MBC Library Strategy 2009-2012.

Source: [http://www.solihull.gov.uk/Attachments/Solihull\\_Library\\_Strategy\\_2009-12\\_doccorrect\\_version.pdf](http://www.solihull.gov.uk/Attachments/Solihull_Library_Strategy_2009-12_doccorrect_version.pdf)

<sup>126</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>127</sup> Source:

<http://www.warwickshire.gov.uk/corporate/newsstor.nsf/publicbycategories/1601C0CB1B465530802578D40054B7E9>

<sup>128</sup> 2009 Faith Forum List. Source: <http://www.solihull.gov.uk/Attachments/SFFRegisterFeb09.pdf>

	village halls etc within the Borough. Figure 9 shows the distribution of community facilities in the Borough.
<b>Gaps in provision</b>	There is an identified need in the Borough for a community transfer-of-asset or multi-use community facility. Many of the facilities available in the Borough are either not run by the community, or are tend to be used by one type of service user. Work is ongoing with Solihull MBC’s Asset Management Group, but the need for such facilities will only increase as the population in the Borough grows over the plan period. <sup>129</sup> Engagement with community groups is ongoing to identify strategic community infrastructure needs.
<b>Planned provision</b>	SUSTAiN, Enable, the SILC Consortium, Young Solihull (aka SCVYS) and Sport Solihull work in partnership to secure funding aimed at strengthening infrastructure support services for charities, voluntary organisations, community groups, sports clubs and youth organisations in the Borough.  (Above taken from Solihull SUSTAiN Website) <sup>130</sup>  The creation of Community Hubs <sup>131</sup> or neighbourhood centres in accessible locations is at the core of the North Solihull Strategic Framework. Community facilities have been included within the Smith’s Wood Community Primary School <sup>132</sup> situated within the North Arran Way Village Centre. Similarly new community facilities are planned for the Craig Croft Village centre.
<b>Impact of development proposals</b>	Larger or cumulative developments may result in the need for additional community facilities or services.
<b>Delivery potential</b>	Developer contributions where applicable.
<b>Role of LDF</b>	Policies P2, P7 and P18 in the draft Local Plan seek to protect community facilities and local services for the continued vitality and viability of settlements and local centres.

<sup>129</sup> Source: SMBC Community and Voluntary Relations. Response to IDP Request (July 2011).

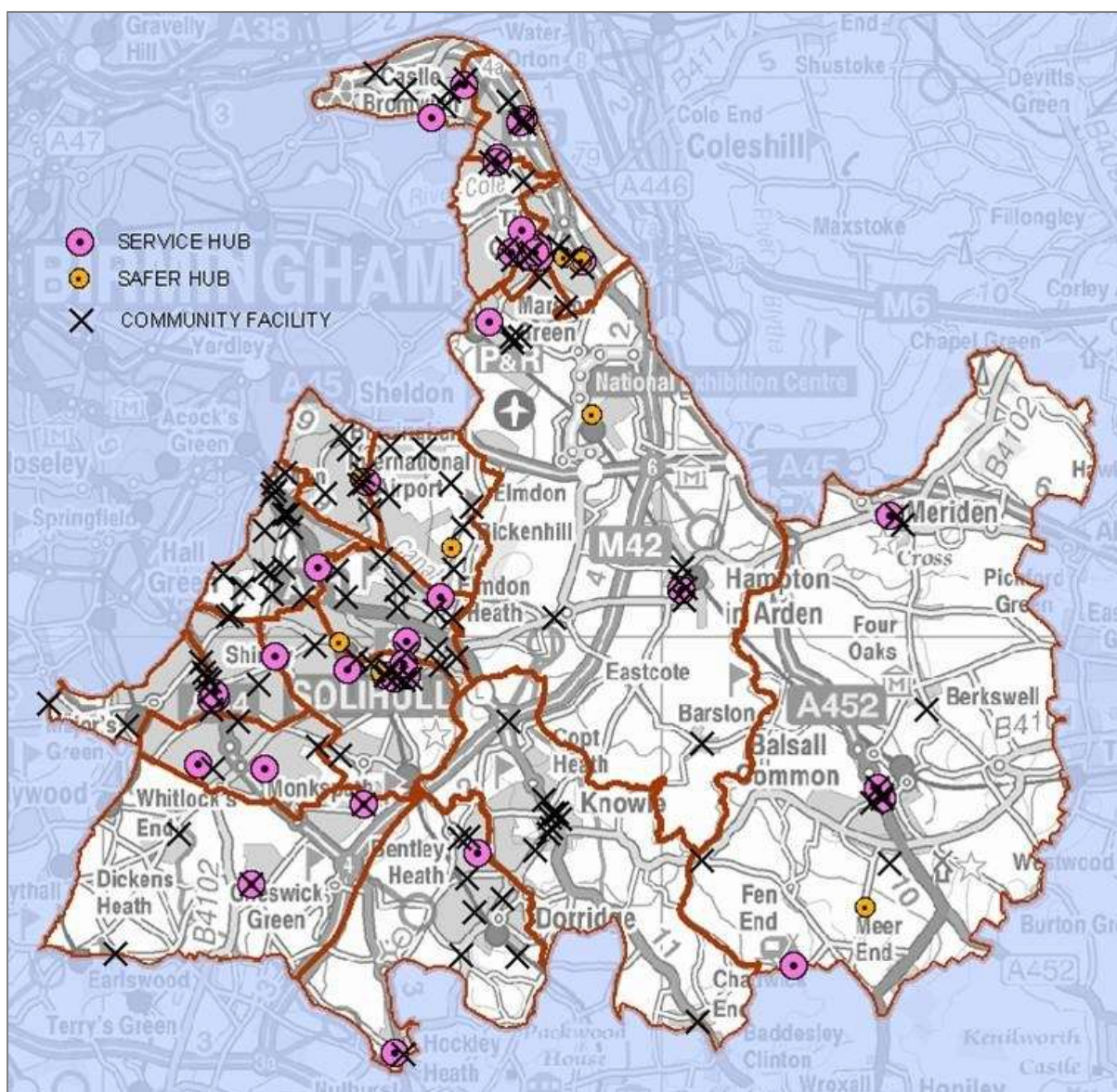
<sup>130</sup> Source: <http://solihull-sustain.org.uk/>

<sup>131</sup> p.30, North Solihull Strategic Framework. “Development of a series of Community Hubs or neighbourhood centres in accessible locations to provide for day-to-day retail needs, childcare, flexible space for adult education, library and ICT access, evening classes and other community uses supported by residential development. These will be focused in existing local centres or in new locations accessible to the local community. The Community Hubs will take a variety of forms including the provision of new physical space, management, information sharing and partnership arrangements. Activity will be fostered in the centres throughout the day and into the evening to provide safe, self supporting and vibrant centres.”

Source: <http://www.solihull.gov.uk/Attachments/NSframework.pdf>

<sup>132</sup> Source: <http://northsolihull.co.uk/smiths-wood-community-primary-school>

**Figure 9. Map of Community Facilities in the Borough.**



Key:

- Service hub – post office/connect services (places where public can in theory come in and receive a variety of services for their wider needs)
- Safer hub – police stations, offices and similar ran for the purpose of crime and disorder reduction
- Community facilities – libraries/village halls (largely leisure/cultural as distinct to service)

4.5.2 CEMETERIES AND CREMATORIA	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Report to Cabinet SMBC 03 October 2011 30 Year Bereavement Service Strategy (to be published)
<b>Strategic Issues</b>	There is no statutory duty to provide burial space. <sup>133</sup> Solihull MBC Bereavement Services follows its adopted Bereavement Regulations from 2007. <sup>134</sup>
<b>Existing provision</b>	There are two cemeteries with crematoria in the Borough’s boundaries. Robin Hood Cemetery was opened in 1917 and the Crematorium in 1958. <sup>135</sup> The Cemetery has only a limited number of full size graves and cremated remains burial plots, although it has introduced above ground vaults since 2005. Widney Manor Cemetery was opened in 1992 and is currently 8.5ha in area. The cemetery also provides the only facility in the Borough for burials from the local Muslim Community. The Council also operates a third cemetery and crematorium outside of its administrative boundaries in Coleshill, North Warwickshire.
<b>Gaps in provision</b>	Widney Manor Cemetery is now nearing its capacity with an estimated 18 months new grave provisioning remaining. The cemetery is at a critical limited capacity available for the Muslim Community.  The Council is in the process of producing a 30 Year Bereavement Service Strategy.
<b>Planned provision</b>	Planning permission has been granted for an extension to Widney Manor Cemetery extension. <sup>136</sup>
<b>Impact of development proposals</b>	None known at present.
<b>Delivery potential</b>	The Council approved the allocation of £259,000 from the Bereavement Service Reserve Fund to assist in funding the cemetery extension. <sup>137</sup>
<b>Role of LDF</b>	None known at present.

<sup>133</sup> The Cemetery Research Group. Source: <http://www.york.ac.uk/inst/chp/crg/crgcontext.htm>

<sup>134</sup> Source: <http://www.solihull.gov.uk/Attachments/SolihullBSRegulations2007.pdf>

<sup>135</sup> There are only two cemeteries in Solihull. Source: <http://www.solihull.gov.uk/community/cemeteries.htm>

<sup>136</sup> PA 2010/2072 granted approval on 14<sup>th</sup> March 2011 to extend cemetery for burials and cremated remains, new access road footpath and cycle parking, tree and native planting.

Source: <http://www.solihull.gov.uk/planning/dc/ViewApp.asp>

<sup>137</sup> 11<sup>th</sup> October 2011 –

Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=SAC&meet=24&arc=71>

## 4.6 LEISURE AND CULTURE

4.6.1 INDOOR LEISURE AND CULTURAL FACILITIES	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Solihull MBC website
<b>Strategic Issues</b>	<p><b>Sports centres and swimming pools</b></p> <p>Solihull Council adopted a Green Spaces Strategy in 2006, which is in need of a refresh. As part of the evidence base for the Local Plan a joint needs assessment will be commissioned<sup>138</sup> for:</p> <ul style="list-style-type: none"> <li>• Sport and Recreation Facilities Needs Assessment Audit</li> <li>• Green Spaces Demand Assessment</li> </ul> <p>Both of the above will then inform the i) Study focussing on built sport and recreation facilities and community halls as defined by PPG17 and ii) Indoor Sport and Recreation Facilities Strategy.</p> <p>The Indoor Facilities Strategy should:</p> <ul style="list-style-type: none"> <li>• Recommend and justify local facility provision standards</li> <li>• Advice on policy content for Local Development framework</li> <li>• Suggestions for priority areas for Indoor sports recreation facilities and community halls</li> <li>• Identification of any outstanding maintenance issues</li> <li>• Recommendations for Section 106 agreements</li> <li>• Identification of external funding sources</li> <li>• Rationalisation or re-configuration of existing sites</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 in the Borough: North Solihull Sports Centre in Chelmsley Wood<sup>139</sup> and the recently re-built Tudor Grange Leisure Centre near the main town centre.<sup>140</sup> There is also a popular ice rink 2 miles north of the town centre in Hobs Moat.<sup>141</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 the main town centre. Nestled between the cities of Birmingham and</p>

<sup>138</sup> Source: Leisure and Arts Service Manager response to IDP consultation.

<sup>139</sup> Source: <http://www.leisurecentre.com/centres/37/home/North-Solihull-Sports-Centre.aspx>

<sup>140</sup> Source: <http://www.leisurecentre.com/centres/56/home/Tudor-Grange-Sports-Centre.aspx>

<sup>141</sup> Source: <http://www.solihull.gov.uk/leisure/sportsfacilities.htm>

	Coventry, Solihull arguably lacks a regional class general museum, theatre or gallery. <sup>142</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>143</sup>
<b>Gaps in provision</b>	See Strategic Issues above.
<b>Planned provision</b>	None known at present.
<b>Impact of development proposals</b>	Larger or cumulative developments may result in the need for additional leisure and cultural facilities.
<b>Delivery potential</b>	Developer contributions where applicable.
<b>Role of LDF</b>	Policy P20 in the 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 HERITAGE ASSETS**

<b>Lead Agency</b>	Solihull MBC English Heritage		
<b>Evidence Base</b>	Solihull Draft Local Plan Heritage at Risk Register – West Midlands (2011) <sup>144</sup> Solihull MBC Heritage Assessment of Sites (2011) Warwickshire Historic Landscape Characterisation (2010)		
<b>Strategic Issues</b>	The Planning (Listed Buildings and Conservation Act) 1990 places several duties on Local Planning Authorities with regard to the preservation of Listed Buildings and the designation, conservation and enhancement of Conservation Areas.		
<b>Existing provision</b>	<b>Existing Heritage Assets in the Borough<sup>145</sup></b>		
	Designation	Importance	Number
	Scheduled monuments	National	16
	Registered parks and gardens	National	1
	Listed buildings	National	11 Grade I 37 Grade II* 325 Grade II
	Locally listed buildings	Locally	120
	Conservation areas	Locally	20
	Historic environment record entries	Locally	1370

<sup>143</sup> National Motorcycle Museum, Coventry Road, Bickenhill, Solihull.

Source: [www.nationalmotorcyclemuseum.co.uk](http://www.nationalmotorcyclemuseum.co.uk)

<sup>144</sup> English Heritage (2011). Source: <http://www.english-heritage.org.uk/publications/har-2011-registers/acc-wm-HAR-register-2011.pdf>

<sup>145</sup> Source: Solihull Green Infrastructure Study (2012).



	The West Midlands 2011 Heritage at Risk register states that there is 1 Grade II* Listed Building and 2 Scheduled Ancient Monuments at risk, all under private ownership.
<b>Gaps in provision</b>	None known at present.
<b>Planned provision</b>	None known at present.
<b>Impact of development proposals</b>	<p>Heritage assets are vulnerable by their very nature from degradation from insensitive development. It is essential to have an up-to-date record of heritage assets for consultation. A response from English Heritage has drawn our attention to the following challenges:</p> <ul style="list-style-type: none"> <li>• Hob's Moat (SM 21614) - a scheduled medieval moated site within a housing estate to the north of the Borough vulnerable due to its use by local children as a playground. There certainly appears to be an opportunity to explore a 'creative' future to benefit both local people and the asset.<sup>146</sup></li> <li>• Bromwich Castle in Castle Bromwich (WM 17) which sits underneath the flyover of the elevated section of the M6 at junction 5.</li> </ul>
<b>Delivery potential</b>	Developer contributions where applicable.
<b>Role of LDF</b>	The draft Local Plan recognises the importance of the historic environment to the Borough's local character and distinctiveness and their cultural, social and environmental and economic benefits. Policy P16 in particular concentrates on conserving heritage assets and their surrounds appropriate to their significance.

<sup>146</sup> English Heritage recommends referring to *Valuing Places*, case study 15. Source: <http://www.english-heritage.org.uk/publications/valuing-places/>

## 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 Jan 2012 Biodiversity 2020: A strategy for England’s wildlife and ecosystem services (2011) Green Spaces Strategy (2006) Natural Environment White Paper (2011)
<b>Strategic Issues</b>	<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.<sup>147</sup></p> <p>The Council recognises the importance of a healthy natural environment in its own right, and for the economic and social benefits it provides to the Borough. The full value and benefits of the natural environment will be taken into account in considering all development proposals, including the contribution to the green economy and the health of residents, and the potential for reducing the impacts of climate change. Joint working with neighbouring authorities will be supported, recognising the need for a landscape scale approach to the natural environment and conservation of biodiversity.</p>
<b>Existing provision</b>	<p>There are 5 designated SSSIs in the Borough, the largest of which is the River Blythe.<sup>148</sup> This is also the SSSI in the poorest condition as ‘unfavourable – no change’.</p> <p>At the time of writing there are 20 LNRs in the Borough, generally these 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. There are 95 Local Wildlife Sites and over 10 potential LWS (pLWS) distributed across the Borough. Local Wildlife Sites are not statutorily protected.<sup>149</sup></p> <p>There are 3 Local Geodiversity Sites including Arden Brickworks, which is still partially active.<sup>150</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 Coventry, Solihull and Warwickshire Local</p>

<sup>147</sup> Source: p.9 Natural England (2011) ‘The Natural Choice – Securing the value of nature.’

<sup>148</sup> Berkswell Marsh, Bickenhill Meadows, River Blythe, Monkspath Meadow, Clowes Wood & New Fallings Coppice (part).

<sup>149</sup> Source: Solihull Green Infrastructure Study (2012).

<sup>150</sup> Ibid.

	Biodiversity Action Plan contains 26 Species Action Plans and 24 Habitat Action Plans. <sup>151</sup> Priority habitats in Solihull include ponds, open mosaic habitats on PDL and rivers.
<b>Gaps in provision</b>	<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 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>
<b>Planned provision</b>	<p>The Council is already committed to a programme of increasing LNR provision and quality across the Borough.</p> <p>The council contributes 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> <p>The Council also contributes 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>
<b>Impact of development proposals</b>	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.
<b>Delivery potential</b>	Warwickshire, Coventry and Solihull NIA: Green Connections - Completing the Jigsaw Project; Landscapes for Living Arden project with Warks Wildlife Trust; EA WFD money; Biodiversity Offsetting; Existing Council budgets.
<b>Role of LDF</b>	Policies in the 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.

<sup>151</sup> The LBAP Partnership. Source: [www.warwickshire.gov.uk/Web/corporate/pages.nsf/Links/54911CF4A28F3C3980256C61004FC676](http://www.warwickshire.gov.uk/Web/corporate/pages.nsf/Links/54911CF4A28F3C3980256C61004FC676)

5.2 WATERWAYS	
<b>Lead Agency</b>	SMBC Environment Agency British Waterways Trust
<b>Evidence Base</b>	Solihull Green Infrastructure Study Jan 2012 Green Spaces Strategy 2006 Humber River Management Plan 2010 Trent Catchment Flood Management Plan 2010 Severn Catchment Flood Management Plan 2010
<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>152</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><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. PPS25 and the draft NPPF support this principle via the requirement to apply the Sequential and Exception Tests; the Solihull GI Study recommends that SMBC should go further than this and allocate formal areas as Blue Corridors.<sup>153</sup></p>

<sup>152</sup> The WFD requires each country to:  
prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters;

aim to achieve at least good status for all water bodies by 2015. Where this is not possible and subject to the criteria set out in the Directive, aim to achieve good status by 2021 or 2027;

meet the requirements of Water Framework Directive Protected Areas;

promote sustainable use of water as a natural resource;

conserve habitats and species that depend directly on water;

progressively reduce or phase out the release of individual pollutants or groups of pollutants that present a significant threat to the aquatic environment;

progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants;

contribute to mitigating the effects of floods and droughts.

<sup>153</sup> Blue Corridors would relate broadly to the high risk Flood Zone 3 (1 in 100 years), and remain undeveloped. This would keep these corridors unobstructed for flood flows, allow space for future flood alleviation works, and

	<p>The Solihull GI Study identifies key issues for water assets. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below:</p> <p>The design/creation of SuDS should follow best practice guidelines (The SuDS Manual<sup>154</sup>) and promote the best uses of SuDS to achieve wide ranging benefits, including those which would help meet the requirements of the WFD.</p> <p>The retrofitting of SuDS into existing developments should be strongly promoted e.g. through the development of a Surface Water Management Plan.</p> <p>As SuDS are standing water bodies which collect water from surface water runoff, they may collect harmful and toxic materials etc which will evidently end up in silt.</p> <p>Flood plains should be maintained and enhanced for water storage and green corridors to mitigate for climate change.</p> <p>The use of ‘designated features’ for flood risk management as defined by the Flood and Water Management Act could provide extra protection and sources of income for further development and management of assets that have high biodiversity value.</p> <p>Ensure all waterbodies meet ‘good status’ by 2015 to meet with WFD targets. Where the watercourse is heavily modified (such as the Hatchford/Kingshurst Brook) it should reach ‘good potential’ status.</p> <p>The viability of de-culverting of watercourses must be thoroughly explored by developers and pursued to facilitate watercourse restoration and blue corridor widening wherever appropriate to reduce the amount of blockage scenarios and associated flooding incidents.</p> <p>Existing open watercourse must not be culverted or built over as part of redevelopment; this could result in WFD infraction procedures and heavy fines to the Council. Where culverting is unavoidable, the developer must take all possible steps to open up the watercourse and reinstate the maximum stretch as a natural river with associated floodable areas</p> <p>Native woodland creation and tree planting have the potential to improve water quality and alleviate/slow the rate of flooding.</p>
<p><b>Existing provision</b></p>	<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>

also provide vital elements of green infrastructure in the Borough. Flood water can then safely and naturally flood an undeveloped river valley causing minimal impact to local residents. In areas of flood risk which have already been developed over time (such as Olton) a variation on this approach should be adopted: a Blue Regeneration Corridor. Within these areas redevelopment should be encouraged to relocate outside of the floodplain, or if this is not possible, developers should be encouraged to open up culverts, enlarge and naturalise existing engineered channels and retreat the development as far as possible from the floodplain – as is appropriate for that specific location.

<sup>154</sup> Source: CIRIA (2007) *The SuDS Manual (C697)*.

	<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 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>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. It is the first of a series of six-year planning cycles. There are 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 latter referring to the Cuttle Brook. The WFD requires 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>The Solihull GI Study recommends that SMBC should allocate blue corridors (to reflect 1 in 100 year floodplain, which will remain undeveloped) and blue regeneration corridors (where redevelopment should ideally be relocated, and the opening up of culverts and enlarging/naturalising of existing engineered channels encouraged).</p> <p>Solihull’s Strategic Flood Risk Assessment (2008) describes opportunities for de-culverting and restoring natural channels. There is potential for GI projects to undertake such works along the River Cole within the Kingfisher Country Park.</p> <p>British Waterways has provided us with details of works required to towpaths and canal bridges on both the Grand Union and Stratford Canals.</p>
<b>Planned provision</b>	None known.
<b>Impact of development proposals</b>	Policies will seek to minimise disturbance to waterways and improve provision, such as de-culverting river sections and re-instating natural floodplains where possible.
<b>Delivery potential</b>	<p>Environment Agency</p> <p>British Waterways</p> <p>Landowners of land adjacent to waterways</p> <p>SMBC</p> <p>Developer contributions</p>
<b>Role of LDF</b>	Policy P11 in the 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.

5.3 TREES AND WOODLANDS	
<b>Lead Agency</b>	Solihull MBC Private landowners
<b>Evidence Base</b>	A Strategy for England’s trees, woods and forests (Defra, 2007) Keepers of time: A statement of policy for England’s Ancient and Native Woodland (Defra & FC, 2005) Solihull Green Infrastructure Study Jan 2012 Solihull Woodlands Strategy 2010
<b>Strategic Issues</b>	<p>The Solihull GI Study identifies key issues for trees and woodland management. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below:</p> <p>The development of a GI network should address the loss of and fragmentation of habitats. Ancient woodlands and veteran trees are irreplaceable assets that should be protected.</p> <p>Native woodland creation and tree planting have the potential to improve water quality and alleviate/slow the rate of flooding.</p> <p>Retaining, maintaining and increasing woodland, hedgerows, hedgerow trees, parkland and individual trees of significant landscape character is critical to achieving the GI vision for Solihull.</p> <p>Solihull’s GI vision will develop ‘green street’ projects at ‘Gateway’ sites and green routes (e.g. A34, A41, A425 and adjoining roads), where planting street trees to the ratio of 80 trees per 1km of road, which equates to 1 tree every 12.5m would help to create constant canopy.</p> <p>The GI network should ensure that sufficient numbers of street trees are planted each year to establish a good age range of stock and that failing trees or trees long-since removed from the public highway are replaced.</p> <p>Street trees and urban tree planting should be used to reduce ambient noise, improve air quality and mitigate for the effects of climate change, in addition to contributing to local distinctiveness and sense of place, which in turn leads to psychological well-being.</p> <p>Planting/earthworks should be used to help reduce the effects of noise along major transport routes. Where space allows, street trees should be planted along key routes such as the Stratford Road (A34), Warwick Road (A41), Chester Road (A452) and Coventry Road (A45) and significant belts of trees should be planted close to motorways.</p> <p>Solihull’s ‘leafy character’ in the mature suburbs and rural areas should be maintained. Equally, the quality of green spaces, character of streets and quality of urban forestry in the Borough’s Regeneration Area needs to be improved.</p>
<b>Existing provision</b>	<p><b>Woodland Strategy</b></p> <p>There is 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 (LWSs, formerly known as Sites of Interest for Nature Conservation SINC), 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</p>

	<p>26 woodlands with the vital help of local conservation volunteer groups.<sup>155</sup></p> <p><b>Arden Parklands</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Ancient woods with irregular edges plus mixed plantations dating from the 18<sup>th</sup> and 19th centuries</li> <li>• Remnant deer parks with pollard oaks</li> <li>• Thick roadside hedges, often with bracken.</li> </ul> <p>The Woodland Trust’s Woodland Access Standard (WASt) aspires:<sup>156</sup></p> <ul style="list-style-type: none"> <li>• That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size</li> <li>• 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</li> <li>• The Woodland Trust has provided data for Solihull Borough and comparison data with Warwickshire and the West Midlands for accessible woodlands. The data shows that Solihull has below average accessible woodland.</li> </ul> <table border="1" data-bbox="438 1120 1388 1451"> <thead> <tr> <th>Accessible woodlands</th> <th>Solihull</th> <th>Warwickshire County Council</th> <th>Coventry City Council</th> <th>All West Midlands</th> </tr> </thead> <tbody> <tr> <td>% population with access to 2ha+ wood within 500m</td> <td>27.46%</td> <td>6.87%</td> <td>14.08%</td> <td>15.42%</td> </tr> <tr> <td>% population with access to 20ha+ wood within 4km</td> <td>7.83%</td> <td>51.56%</td> <td>63.54%</td> <td>63.84%</td> </tr> </tbody> </table> <p><b>Urban Forest</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>	Accessible woodlands	Solihull	Warwickshire County Council	Coventry City Council	All West Midlands	% population with access to 2ha+ wood within 500m	27.46%	6.87%	14.08%	15.42%	% population with access to 20ha+ wood within 4km	7.83%	51.56%	63.54%	63.84%
Accessible woodlands	Solihull	Warwickshire County Council	Coventry City Council	All West Midlands												
% population with access to 2ha+ wood within 500m	27.46%	6.87%	14.08%	15.42%												
% population with access to 20ha+ wood within 4km	7.83%	51.56%	63.54%	63.84%												
<b>Gaps in provision</b>	Lowland Mixed Deciduous Woodland and Wet Woodland are both priority habitats in the Local Biodiversity Action Plan.															
<b>Planned</b>	None known at present.															

<sup>155</sup> Source: [http://www.solihull.gov.uk/Attachments/woodlstrat\\_firstrev.pdf](http://www.solihull.gov.uk/Attachments/woodlstrat_firstrev.pdf)

<sup>156</sup> The Woodland Trust (2010) *Space for People, Targeting action for woodland access*



<b>provision</b>	
<b>Impact of development proposals</b>	The urban forest is under pressure from development due to loss/damage to trees during construction.
<b>Delivery potential</b>	The Woodland Strategy (2010) states that the Council will maximise opportunities for grant-aiding from Natural England, Forestry Commission and funding from any other sources including the statutory planning process and Section 106 Agreements.
<b>Role of LDF</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.

5.4 ACCESSIBLE PUBLIC OPEN SPACE (Parks, Gardens and Open Space for recreation)	
<b>Lead Agency</b>	Solihull MBC
<b>Evidence Base</b>	Green Spaces Strategy (2006) Solihull Green Infrastructure Study (2012) Report to Cabinet on Strategic Parks Management (2011) <sup>157</sup>
<b>Strategic Issues</b>	<p>The Solihull GI Study identifies key issues for accessible green space. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below:</p> <ul style="list-style-type: none"> <li>• The GI network should address shortfalls in accessible open space using the criteria within the Green Spaces Strategy</li> <li>• Access audits of open spaces should be undertaken to fully address accessibility issues.</li> <li>• The Council’s programme of increasing LNRs should be continued; this programme should take into account Solihull’s likely population in 2020.</li> <li>• Accessible woodland within Solihull Borough should be increased.</li> <li>• The linear nature of the green space within North Solihull makes it vulnerable to be lost through development. If any of this green space network were to be severed, the Borough will lose its only green space of county-scale standard.</li> <li>• The motorway is a considerable barrier. The GI network should investigate opportunities for overcoming this such as the retrofitting/creation of green bridges.</li> </ul>
<b>Existing provision</b>	<p><b>Borough-wide</b></p> <p>There are currently 18 principal Parks and 1500 acres of public open space<sup>158</sup>; with approximately 670 of accessible open space, located throughout Solihull.<sup>159</sup></p>

<sup>157</sup> Cabinet Portfolio Report “Strategic Parks Management Report” dated 1st November 2011. Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=SAC&meet=25&arc=71>

	<p>Solihull is recognised both regionally and nationally for delivering high quality Parks and Open Spaces. Examples include Play England identifying Solihull as an exemplar authority for the delivery of play within our Parks and Open Spaces and we are seen by Green Flag as a national case study example of an authority which can achieve high standards and public satisfaction with limited resources. Solihull has achieved 7 Green flag accredited for the following Park:</p> <ul style="list-style-type: none"> <li>● Malvern and Brueton</li> <li>● Shirley</li> <li>● Elmdon</li> <li>● Dorridge</li> <li>● Lavender Hall</li> <li>● Knowle</li> <li>● Meriden</li> </ul> <p>The Green Spaces Strategy from 2006 outlined Zone Action Plans, with the different wards grouped into 6 Zones altogether.</p> <p>The local target is to have 2.68ha of public open space per 1,000 population; the National playing field target is 2.4ha and Borough-wide the average is ca. 6ha per 1,000.<sup>160</sup> However, this masks vast differences in the Borough, as well as under-provision of certain typologies.</p> <p><b>North Solihull Regeneration Area</b></p> <p>The North Solihull Partnership signed up to a unilateral agreement on Open Space provision. All of the green space in the North Solihull Regeneration Area was assessed and given both a quantity and quality score, contained within the North Solihull Green Space Review. Some of the green space in North Solihull will be built on as part of the regeneration programme, and each planning application is accompanied by a Green Spaces Statement to ensure that there is a qualitative improvement in overall green space provision.</p>
<b>Gaps in provision</b>	<p>The GI network should address shortfalls in accessible open space in certain areas by identifying provision for 2ha (min) sites in Smiths Wood, Craig Croft, Olton (south), Silhill (north)/Elmdon Heath, Shirley (southeast), Dickens Heath (north) and 20ha (min) sites in Knowle (east), Balsall Common, Meriden (south-west) and Hampton-in-Arden.</p>
<b>Planned provision</b>	<p>Work is ongoing to work towards the Green Spaces Strategy.</p>
<b>Impact of development proposals</b>	<p>The Green Spaces Strategy (2006) outlines specific standards that new developments should meet, where feasible:</p> <ul style="list-style-type: none"> <li>● Local Equipped Areas for Play (LEAP)</li> <li>● Neighbourhood Equipped Area for Play (NEAP)</li> <li>● Skate and other youth provision</li> <li>● Multi-use games areas (MUGA)</li> <li>● Other outdoor sports</li> <li>● Allotments</li> </ul>

<sup>158</sup> Ibid.

<sup>159</sup> Solihull MBC Annual Monitoring Report 09/10.

Source: [http://www.solihull.gov.uk/Attachments/AMR\\_2010\\_FINAL\\_with\\_covers.pdf](http://www.solihull.gov.uk/Attachments/AMR_2010_FINAL_with_covers.pdf)

<sup>160</sup> Ibid.

	<ul style="list-style-type: none"> <li>Grass playing field space</li> </ul> <p>Currently these are negotiated on a site-by-site basis.</p>
<b>Delivery potential</b>	Delivery of Green Spaces Strategy.
<b>Role of LDF</b>	<p>Policy P10 seeks to protect local sites such as LNRs and LWSs, and expects enhancement measures to be incorporated where such sites may be adversely affected by development. 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>In considering the need for green space improvements associated with new development, developers should have regard for the standards and priorities in the Green Spaces Strategy in relation to accessible natural green space; and Play England’s ‘Local Play Indicators Update’, which has been endorsed by the Council.<sup>161</sup></p>

5.5 FOOD PRODUCTION	
<b>Lead Agency</b>	SMBC Private landowners
<b>Evidence Base</b>	Solihull Green Infrastructure Study (2012) Green Spaces Strategy 2006
<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 shortfall in allotment provision and waiting list within the Borough. Allotments should be incorporated into new developments. Their potential for wildlife diversity and role as valuable wildlife corridors should also be taken into consideration.</li> <li>Current lack of 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 (opportunities for SME) should be encouraged.</li> </ul>

<sup>161</sup> Source: <http://www.playengland.org.uk/resources/tools-for-evaluating-play-provision>

<p><b>Existing provision</b></p>	<p><b>Allotments:</b></p> <p>There are 19 allotment sites in Solihull covering 21.1 hectares; 8 are Council managed, 6 are Parish Council managed and 5 are Associations.</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>
<p><b>Gaps in provision</b></p>	<p>The Green Spaces Strategy states there is a shortfall in allotment provision in all areas of the Borough, especially Shirley (Zone 3), Balsall Common (Zone 4), Knowle (Zone 5) and North Solihull Regeneration Area (Zone 6).</p> <p>Between 2006 and 2011 there has been an increase in allotment plots in the following zones:<sup>162</sup></p> <p>Zone 1 – Increase of 26 full size plots          Zone 4 – Increase of 20 full size plots          Zone 5 – Increase of 9 full size plots</p> <p>The above have not completely met the shortage and nationally there has been an increasing demand for allotment space.<sup>163</sup></p> <p>There are currently no community garden schemes operating in the Borough.</p>
<p><b>Planned provision</b></p>	<p>None known.</p>
<p><b>Impact of development proposals</b></p>	<p>No site allocations on allotments, but new housing development may add pressure to provide allotment or community garden land.</p>
<p><b>Delivery potential</b></p>	<p>Council-run, voluntary organisations and private provision          Developer contributions where applicable</p>
<p><b>Role of LDF</b></p>	<p>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 land in the Borough will be safeguarded and not degraded by development.</p>

<sup>162</sup> Data from SMBC Environmental Services team dated June 2011.

<sup>163</sup> Source: <http://www.allotmoreallotments.org.uk/news.htm>

## LIST OF ACRONYMS

<b>AMP5</b>	Asset Management Period 5	<b>LTP</b>	Local Transport Plan
<b>AMR</b>	Annual Monitoring Report	<b>LWS</b>	Local Wildlife Site
<b>ANITA</b>	Airport and NEC Integrated Transport Access	<b>MBC</b>	Metropolitan District Council
<b>AWM</b>	Advantage West Midlands	<b>NEC</b>	National Exhibition Centre
<b>BCC</b>	Birmingham City Council	<b>NERC</b>	Natural Environment and Rural Communities
<b>CFMP</b>	Catchment Flood Management Plan	<b>NIA</b>	Nature Improvement Area
<b>CIL</b>	Community Infrastructure Levy	<b>NPPF</b>	National Planning Policy Framework
<b>CLG</b>	Department for Communities and Local Government	<b>NSSF</b>	North Solihull Strategic Framework
<b>CROW</b>	Countryside and Rights of Way	<b>ONS</b>	Office for National Statistics
<b>CSWDC</b>	Coventry & Solihull Waste Disposal Company	<b>PCT</b>	Primary Care Trust
<b>CTC</b>	City Technology College	<b>PFRA</b>	Preliminary Flood Risk Assessment
<b>DfT</b>	Department for Transport	<b>PPS</b>	Planning Policy Statement
<b>EA</b>	Environment Agency	<b>PT</b>	Public Transport
<b>EIP</b>	Examination in Public	<b>RBMP</b>	River Basin Management Plan
<b>ERDF</b>	European Regional Development Fund	<b>RDA</b>	Regional Development Agency
<b>ESCO</b>	Energy Services Company	<b>RGF</b>	Regional Growth Fund
<b>FRA</b>	Flood Risk Assessment	<b>RLCERAF</b>	Renewable and Low Carbon Energy Resource Assessment and Feasibility
<b>FWMA</b>	Flood Water Management Act	<b>ROW</b>	Rights of Way
<b>GBSLEP</b>	Greater Birmingham and Solihull Local Enterprise Partnership	<b>RSS</b>	Regional Spatial Strategy
<b>GHG</b>	Greenhouse Gas	<b>RTI</b>	Real Time Information
<b>GI</b>	Green Infrastructure	<b>SFRA</b>	Strategic Flood Risk Assessment
<b>GSS</b>	Green Spaces Strategy	<b>SHLAA</b>	Strategic Housing Land Availability Assessment
<b>GTAA</b>	Gypsy and Traveller Accommodation Assessment	<b>SHMA</b>	Strategic Housing Market Assessment
<b>GVA</b>	Gross Value Added	<b>SMBC</b>	Solihull Metropolitan Borough Council
<b>HBA</b>	Habitat Biodiversity Audit	<b>SME</b>	Small and Medium Enterprises
<b>HS2</b>	High Speed 2 Rail link	<b>SPD</b>	Supplementary Planning Document
<b>ICT</b>	Information and Communications Technology	<b>SSSI</b>	Site of Special Scientific Interest
<b>IDP</b>	Infrastructure Delivery Plan	<b>STW</b>	Severn Trent Water
<b>ITA</b>	Integrated Transport Authority	<b>SUDS</b>	Sustainable Urban Drainage Systems
<b>JSNA</b>	Joint Strategic Needs Assessment	<b>TOC</b>	Train Operating Company
<b>LBAP</b>	Local Biodiversity Action Plan	<b>UKBAP</b>	UK Biodiversity Action Plan
<b>LDF</b>	Local Development Framework	<b>UKCIP</b>	UK Climate Impacts Programme
<b>LEP</b>	Local Enterprise Partnership	<b>VCS</b>	Voluntary and Community Sector
<b>LFMP</b>	Local Flood Management Plan	<b>WAST</b>	Woodland Access Standard
<b>LFRRMS</b>	Local Flood Risk Management Strategy	<b>WFD</b>	Water Framework Directive
<b>LLFA</b>	Lead Local Flood Authority	<b>WMAS</b>	West Midlands Ambulance Service
<b>LNR</b>	Local Nature Reserve	<b>WMP</b>	west midlands police
<b>LPA</b>	Local Planning Authority	<b>WMS</b>	Waste Management Strategy
<b>LSTF</b>	Local Sustainable Transport Fund	<b>WRZ</b>	Water Resource Zone



## **APPENDIX A**

# **INFRASTRUCTURE DELIVERY PLAN SCHEDULE**

## REGENERATION

North Solihull Regeneration is being managed through the North Solihull Partnership. The housing sites being brought forward through the draft Local Plan require an alteration to the Green Belt boundary. Other sites are being brought forward through the Development Management process.

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
North Solihull Regeneration	North Solihull Regeneration Area	Continue the 20 year regeneration of North Solihull	Infrastructure for delivery of Village Centres, housing sites etc	North Solihull Partnership	North Solihull Partnership members – particularly Bellway Homes, WM Group & SMBC	£1.8bn – initial ABROS estimate of required public & private investment	2011-2025	Various private & public sector - see NSP Annual & 5 year Business Plan	Land supply (PDL & Greenfield), Planning permission, Funding	Essential
Craig Croft Village	North Solihull Regeneration Area		Second Local Centre planned for redevelopment	North Solihull Partnership	As above	£8.56m – included in above	2011-14	Land receipts, ERDF grant funding, SMBC Prudential Borrowing	Co-ordination of activity	Highly Desirable
Chelmsley Wood Town Centre	North Solihull Regeneration Area	Promoting the Town Centre's role within North Solihull	Addressing Redevelopment opportunities	North Solihull Partnership	Within North Solihull Regeneration Partnership area	Not known	Not known	Not known		Highly Desirable



## PHYSICAL INFRASTRUCTURE

### TRANSPORT

The Council will further develop the detail of selected transport infrastructure projects prior to formal submission to the Secretary of State. Supplementary documentation will also be prepared to set out the Council's transport strategy and priorities in support of this IDP and other transportation documentation included within the LDF evidence base.

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 Improvements	Junction 4	To ensure queuing on slip roads does not impact on live carriageway and to relieve congestion on the local network	TBC	Highways Agency	SMBC	TBC	TBC	Developer	Consented development could cause problems at this junction – the impact of that plus housing development should be monitored and interventions considered accordingly	Essential
	Junction 5	To relieve congestion and delay on approach arms (A41 and A4141)	TBC - potential signalisation / capacity improvements	SMBC	Highways Agency (HA)	TBC	TBC	LDF, Developer	Lack of detailed modelling of potential mitigation measures; Scheme development required depending on scale & timing of development	Desirable depending on scale and timing of growth within Solihull Town Centre
	Junction 6	To cater for growth plans at NEC, Birmingham Airport, Jaguar Land Rover and possibly HS2	TBC	Highways Agency (HA)	SMBC	TBC	TBC	Developer, DfT (HA, Aviation Division, HS2)	Lack of detailed modelling of potential Mitigation measures and	Essential

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
									scheme development required; Coordination of stakeholders could be problematic	
HS2 Station and Surrounding Area / M42 Economic Gateway Masterplan	M42 Junctions 4, 5 & 6	To manage multi-modal access to the station and mitigate impacts on the strategic and local highway network	TBC	SMBC / HS2 Ltd	DfT (HA, Aviation Division, HS2), Centro, PT Operators	TBC	2012 - 2026	TBC	Hybrid Bill through Parliament; Other Risks TBC	Desirable
	Local highway network surrounding station									
	Local public transport network									

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
Travel Planning – Smarter Choices	Solihull Town Centre, Stratford Road, Warwick Road, Chester Road and Coventry Road corridors Birmingham Airport, business, schools and residents	Dampen demand for travel by car to make best use of the existing highway network; Reduce the impacts associated with development and reduce the costs and delay the point at which investment in infrastructure may be required	Further develop Solihull Town Centre Voluntary Travel Plan and build upon work under way along A34 Stratford Rd Corridor, extending it into other strategic corridors	SMBC	Businesses, Schools, Developers	£750k (£50k per annum throughout life of Local Plan)	TBC	LDF, Developer, LSTF	Subject to LSTF bid outcome and developer funding	Essential

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
Access to Solihull Town Centre	Solihull Town Centre	Improve access by all modes to, and enhance public realm quality within, the town centre to increase footfall and economic vitality	<p>Walkable Core - enhanced pedestrian / cyclist access surrounding &amp; within TC;</p> <p>Enhanced access to Solihull Station;</p> <p>Improved PT access to and interchange within TC;</p> <p>Enhanced public environment within centre;</p> <p>Urban greening and the creation of continuous tree canopies along key corridors;</p> <p>Improved access to TC for pedestrians / cyclists from Shirley, Olton &amp; Hobs Moat;</p> <p>Reduction of congestion on key routes into TC;</p> <p>Warwick Rd / Lode Lane Junction Improvements;</p> <p>Streetsbrook Rd / Lode Lane Junction Improvements;</p> <p>Increased facilities for cyclists around the town centre</p>	SMBC	Businesses, Developers	TBC	To coordinate with development of the town centre	LDF, Developer, LTP, LSTF	Scheme in early stages of development; Subject to town centre AAP or Masterplan	Essential

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
Access to Shirley Town Centre	Shirley Town Centre	Improve access by all modes to, and enhance public realm quality within, the town centre to increase footfall and economic vitality	Improved Links to TC for pedestrians / cyclists in adjacent residential areas; High Quality Public Realm; Facilitate 'Urban Greening' and creation of continuous tree canopies along key corridors; Improvements to PT offer Interchange within centre; Congestion reduction on Stratford Rd (see Smart Routes); Specific Junction Improvements – TBC; Increased facilities for cyclists around the town centre	SMBC	Businesses, Developers	TBC	To coordinate with development of the town centre	LDF, Developer, LTP	Scheme in early stages of development	Essential

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
Access to Chelmsley Wood Town Centre	Chelmsley Wood Town Centre	Improve access by all modes to, and enhance public realm quality within, the town centre to increase footfall and economic vitality	Improved Links to TC for pedestrians / cyclists in adjacent residential areas (North Solihull Cycle Network); Improved PT access to and interchange within TC; Specific Junction Improvements – TBC; Increased facilities for cyclists within the town centre; Facilitate 'Urban Greening' and creation of continuous tree canopies along key corridors	SMBC	Businesses, Developers	TBC	To coordinate with development of the town centre	LDF, Developer, LTP, LSTF	Scheme in early stages of development	Essential
Public Transport Access to Key Employment Sites	Blythe Valley Park, Birmingham Business Park, NEC, Birmingham Airport, Jaguar Land Rover	Enable and promote sustainable travel behaviour associated with accessing key employment sites. Enable those without access to a car to be able travel to employment opportunities.	TBC	SMBC	PT Operators, Centro	TBC	TBC	Developer, PT Operators, Centro	Commercial viability may affect service provision	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
Corridor Improvements (Smart Routes)	Stratford Road, Chester Road & Warwick Road	Improve access along, and to sites located on, each corridor for all modes of transport	Site Access Strategy (inc. for Chester Rd project the Gateway Site and Craig Croft Access); High Quality Public Realm Delivery; Facilitate 'Urban Greening' and creation of continuous tree canopies along key corridors; Improved facilities for cyclists and pedestrians; Specific Junction Improvements – TBC	SMBC	Developers	TBC (Centro gave indicative figure of £55M for Smart Route Corridors on A34, A41, A452 and A 45 (to extend from Birmingham City Centre to NEC)	TBC	LDF, Developer, LTP, LSTF		Essential

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>Refurbishment and Sustainable Access to Train Stations</b>	Widney Manor, Birmingham Intl, Dorridge, Shirley, Olton, Whitlocks End, Hampton-in-Arden, Solihull, Marston Green	Promote sustainable travel behaviour through the delivery of measures that enable reliable, high quality journeys and modal interchange	Station Travel Plans; High quality pedestrian and cycle links between stations and adjacent residential areas; Improved storage facilities and amenities for cyclists; Measures to promote more sustainable car travel to stations; High quality public space; Improved access arrangements at Hampton in Arden and Shirley stations (platform lifts / ramps); Solihull Station Car Park extension; Shirley Station Footbridge Refurbish; Birmingham Intl Station Upgrade	Centro / SMBC	Train Operating Companies (TOCs), Network Rail	TBC	TBC	Developer, Network Rail, TOCs, Centro, LTP, LSTF	Scheme in early stages of development; Delivery issues associated with some stations.	Desirable
<b>Access to Whitlocks End Rail Station</b>	Between Dickens Heath and Whitlocks End	Provide infrastructure (including GI) to enable travel by non-car modes from Dickens Heath to Whitlocks End rail station	TBC	SMBC		TBC	TBC	TBC	Scheme & funding yet to be identified; Rural character and highway infrastructure challenging	Highly 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
North Solihull Cycle Network	North Solihull	Provide infrastructure (including GI) to increase connectivity, and enable travel by bicycle, between key employment, education and residential sites and centres	Provision for cyclists along key routes including: <ul style="list-style-type: none"> <li>Chester Road</li> <li>Auckland Drive</li> <li>Winward Way</li> <li>Moorend Avenue</li> </ul>	SMBC		£2m	Delivery under way – Schemes out for tender (November 2011)	ERDF, LTP, LSTF		Essential
South Solihull Cycle Network	South Solihull	Provide infrastructure (including GI) to increase connectivity, and enable travel by bicycle, between key sites and centres	TBC	SMBC		TBC	TBC	TBC	Scheme in early stages of development	Essential
20mph Zones	Various	Reduce casualties. Reduce traffic speeds in sensitive areas. Improve public realm and walking / cycling environment	TBC	SMBC		TBC	TBC	TBC	Schemes & funding yet to be identified	Essential
Runway Extension	Airport and land south of the A45	Boost West Midlands economy & improve the International Gateway; Improve capability of the Airport to serve direct long haul routes		Birmingham Airport		£32m	2011-2022	Birmingham Airport	Discharge of Planning Conditions; Other risks TBC	Essential

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
Airport Master Plan – development up to 2030	Birmingham Airport	Meet future demand		Birmingham Airport		TBC	As outlined in the Master Plan	Birmingham Airport	Planning permission where required or confirmation of Permitted Development Rights where appropriate; Dependent on future passenger growth scenarios (market conditions)	Essential
A45 West Bound Bridge	Major maintenance upgrade required to replace the 19th century structure which carries the west bound carriage-way over the West Coast Main line.	SMBC	Solihull / DfT	£12.5m	2011-15/26 Major Scheme	SMBC, LTP, DfT			Subject to progression from the Development Pool to Full Approval status.	Essential

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>A45 Corridor Enhancement</b>				Birmingham City Council (BCC), SMBC	Centro, SMBC, Birmingham Airport	Approx £30m	2011-15/16 Major Scheme	ITA, RGF, Birmingham Airport, Centro, RDA		Essential
<b>Rapid Transit: Birmingham City Centre – Airport/NEC/Potentially HS2 HS2 – Solihull Town Centre</b>				Centro	Centro, SMBC, BCC	£375M ( <i>Indicative costs</i> )	2016 – 2026 Major Schemes	TBC	Subject to Major Scheme Business Case; Hybrid Bill for HS2 element	Essential
<b>West Midlands Urban Traffic Control</b>				CEPOG	West Midlands Met Districts	£27m	2011-15/16 Major Scheme	DfT	Committed Major Scheme	Essential

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
East Birmingham / North Solihull Mobility and Access Project			East Birmingham and North Solihull are recognised as areas suffering extremely poor levels of public transport accessibility, which inhibit people's ability to access employment and other key services.	BCC, SMBC	Centro, SMBC	£32M <i>(Indicative costs)</i>	2016 – 2026 Major Schemes	TBC	Subject to Major Scheme Business Case	Desirable
Transforming Bus Travel Network Improvements			This represents the ongoing general and RTI improvements that are made to the network as part of each review.	Centro	SMBC		2011-15	Centro	Ongoing Programme	Desirable

**Waste**

There have been recent improvements to the efficiency and capacity of the municipal waste collection and disposal services in the Borough. The Council and its partners are satisfied that their services can cope with the projected household increase. The Council has not received any information from commercial operators regarding commercial and industrial waste. However, the acceleration of Landfill Tax Credits is likely to reduce the amount of waste produced over the plan period.

**Water Treatment**

Severn Trent Water is in the process of completing a Water Cycle Study, however, no 'showstoppers' have emerged during preliminary discussions; and Solihull will benefit from the works scheduled in AMP5 of the Water Resource Management Plan.

**Flood Management**

The Council is preparing a Surface Water Management Plan for the whole Borough under the requirements of the Flood Water Management Act 2010. Some of the sites in the draft Local Plan will require a site-specific Flood Risk Assessment at the Development Management stage.

**Digital Connectivity**

The Local Broadband Plan will be published in April 2012, after which we can report any projects to improve digital capacity in the Borough.

## 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 – specific focus on spatial & thematic priorities	Meeting local needs for affordable homes	40% affordable housing through planning permission – as LDF	SMBC	Developer, HCA as enabler & (potentially) part funder	Not known - Dependent on housing numbers.	2011- 15 (current DCLG programme)  Potential need over plan period	See Local Investment Plan (2010-2014)	Land Value, Planning consent (S.106) contributions, HCA AHP grant if available & prioritised  Planning permission; land availability	Essential

### Education

There are currently no plans to build new or expanded secondary schools in the Borough, however, the proposed housing development, especially in the South of the Borough, is likely to result in a need for increased capacity at both Arden School in Dorridge and Tudor Grange School in St. Alphege. Discussions are on-going with developers on how best to address and phase these works. The primary school programme in North Solihull is under review.

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
Regeneration of North Solihull	North Solihull	Rebuild two primary schools and extensive modification to four primary schools in North Solihull		SMBC	In-Partnership	£30 M	2012-2015	Council Prudential Borrowing	Planning Permission	High Priority

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
Rebuild Bishop Wilson Primary School	Craig Croft Village Centre	Rebuild and relocate Bishop Wilson Primary School		SMBC	In-Partnership	£8M	2011-2013	Prudential Borrowing Primary School Capital Budget and Co-location Grant; Government		Essential
Academy/ Free Schools	Borough Wide 7 existing secondary academy schools and 1 primary. 4 further secondary conversions from 1/8/11; It is anticipated that a further 2 secondary schools will convert in the next year, but the impact on primary schools is as yet unknown.	National Government Initiative	This project is driven by individual School Governing Bodies not by SMBC	Individual School Governing Bodies	SMBC	-	Ongoing			N/A

## Community Facilities

The Council has stated that there is currently no need for more community facilities in the Borough, except for a Multi-use building that would be owned or managed by community groups. 'Community hubs' are at the heart of the new village centres coming forward in the North Solihull Regeneration Area, in particular North Arran Way and Craig Croft, but these are being promoted alongside the Local Plan. Engagement is on-going with local community service providers.

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
Community Transfer of Asset (Buildings /land) – Multi use community facilities	Surplus council owned building /surplus to requirement land – requirement for North and South of the Borough	To assist the Voluntary & Community Sector (VCS) to own/manage physical asset leading to sustainability of local VCS groups and will aid the draw-down of external funding into Solihull	TBC through the work of SMBC's Asset Management Group	SMBC	Solihull's VCS (through SUSTAIN etc.)	Variable dependent on cost of building(s) /Land	2012 - 2015		Subject to planning permissions /change in use + additional funding drawn down for capital projects	Desirable

## Health

The Primary Care Trust have responded that in many cases they would hope to have sufficient capacity or capability available in existing key Health assets or service infrastructure (comprising GP surgeries and Health Clinics) to meet all but the largest step changes in health service demand, either by utilising assets more intensively or by investments in new and refreshed infrastructure. For some existing services the increase in patient list size forecast to emerge from the development would not be manageable from existing assets and a viable/affordable contribution to increased Healthcare infrastructure will need to be negotiated. In such instances, the PCT would seek appropriate contributions from developers to the capital expenditure incurred in extending, equipping or modernizing of current health infrastructure.



**Emergency Services**

The Police and Fire Service have both expressed a need for improved services and facilities in response to proposed housing development. As far as the Council is aware, none of the Authorities within the West Midlands Metropolitan Area have historically paid S.106 contributions to emergency services as these are revenue-funded by Central Government and Council taxes.

**WM Police Service**

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
North Solihull Regeneration Area	North Solihull sites	For all project: to maintain police service delivery standards in accordance with the Force's statutory obligations.	Enhancements of Chelmsley Wood Police Station	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25K		Section 106, CIL, or future equivalent. This applies to all identified projects.	Planning permission is considered to be the key dependency for all identified projects.	Desirable
Solihull Town Centre	Solihull Town Centre	See above	Enhancement of the capacity of Solihull Police Station	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25K		See above		Desirable
	Additional unidentified town centre capacity	See above	Enhancement of the capacity of Solihull Police Station	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25K		See above		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
Mature Suburbs	Powergen Shirley	See above	New on site Police Post required	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25K		See above		Desirable
	Chelmsley Lane/ Coleshill Road, Marston Green	See above	Enhancement of the capacity of Chelmsley Wood Police Station	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25k		See above		Desirable
	Moat House farm, Elmdon Road Marston Green	See above	Enhancement of the capacity of Chelmsley Wood Police Station	SMBC, West Midlands Police Authority	West Midlands Police Authority	£25k		See above		Desirable
	Aqueduct Road, Solihull Lodge	See above	New on site Police Post Required. This would be owned by West Mercia Police but shared with West Midlands Police	SMBC, West Midlands Police Authority, West Mercia Police Authority	West Mercia Police Authority	£175K		See above		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
Rural Area	Braggs Farm/ Brickiln Lane, Dickens Heath  Griffin Lane, Dickens Heath	See above	Both sites to be covered by newly established shared Police Post at Aqueduct Road.		West Midlands Police Authority/ West Mercia Police Authority	£50K (£25k each) (As these sites will benefit directly from new Aqueduct Road Police Post, it is reasonable for them to contribute towards its provision.)		See above		Desirable

## WM FIRE SERVICE

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies	Status in delivering Local Plan
Community Fire Station	North Solihull	<p>The socio-economics of the communities living in this area indicate that they are one of the most at risk groups to accidental dwelling fires.</p> <p>1) To maintain/ improve current turn-out times, this may be impacted upon by increases in the number of homes. The WMFS has attendance targets of 5 minutes for the first fire engine and 7 minutes for the second. Due to topography and fire station location the attendance times to some areas in North Solihull are 8 to 14 minutes the area around Chelmsley Wood already experiences hotspots for some incident types, which raises its risk level. This risk is compounded by the existence of prolonged travel times when compared to other areas of relatively high risk.</p> <p>To continue the work of involving the community and partners in making the West Midlands Safer. This work would be enhanced by having a facility accessible to those communities most at risk.</p>	Fire station and community rooms - housing 2 pumps and rest facilities for crews and support officers.	West Midlands Fire Service	West Midlands Fire Service	£1.9m (excluding external works)	2011/2017	Section 106, CIL	Planning permission and WMFS Authority.	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales / Phasing	Sources of funding	Any dependencies	Status in delivering Local Plan
Fire Station (Pod)	North Solihull	<p>The socio-economics of the communities living in this area indicate that they are one of the most at risk groups to accidental dwelling fires.</p> <p><sup>1)</sup> To maintain /improve current turn-out times, this may be impacted upon by increases in the number of homes. The WMFS has attendance targets of 5 minutes for the first fire engine and 7 minutes for the second. Due to topography and fire station location the attendance times to some areas in North Solihull are 8 to 14 minutes the area around Chelmsley Wood already experiences hotspots for some incident types, which raises its risk level. This risk is compounded by the existence of prolonged travel times when compared to other areas of relatively high risk.</p> <p>To continue the work of involving the community and partners in making the West Midlands Safer. This work would be enhanced by having a facility accessible to those communities most at risk.</p>	Fire station to house fire engines and crew during active call-out times of the day.	West Midlands Fire Service	West Midlands Fire Service	£1.5m <i>(excluding external works)</i>	2011/2017	SO16/Community Levy.	Planning permission; WMFS Authority.	Desirable

**GREEN INFRASTRUCTURE****PARKS, RECREATION AND CHILDREN'S PLAY**

N.B. The Six Zones refer to the Green Spaces Strategy Zone Action Plans (2006). See: [http://www.solihull.gov.uk/Attachments/Adopted\\_ExecSummy.pdf](http://www.solihull.gov.uk/Attachments/Adopted_ExecSummy.pdf)

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>Green Spaces Strategy</b>	Across all 6 zones	To satisfy local standards in terms of provision	As per GSS typologies	SMBC	SMBC, developers, parish councils, voluntary sector, statutory agencies, friends of groups, community groups etc	Unknown	2011-2028 (life of LDF)	SMBC, National Lottery grants, S.106, CIL, On-site developer provision, landfill tax schemes, external funding bids	To be implemented through Green Spaces Strategy and as part of development sites. May require planning permission, public consultation, and physical land. There may be environmental considerations and constraints.	Desirable
<b>Increase play area provision, including Multi-Use Games area and provision for young people</b>	Across all 6 zones	Improve Green infrastructure linkages and access to additional play areas for children	Site-dependent	SMBC	N/A	Site by Site	Ongoing	North Solihull Regen  Existing budgets	To be implemented through Green Spaces Strategy & as part of new large development sites	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
Increased number of Neighbourhood Green Spaces	Zone 1- develop 3 small areas  Zone 2, 3	Improve Green infrastructure linkages and quality of provision	Site – dependent	SMBC	N/A	Site by Site	Ongoing	Existing budgets	To be implemented through Green Spaces Strategy & potentially as part of new large development sites	Desirable
Develop large areas of natural green space	Zone 1 – NW Lyndon  Zone 3  Zone 4- Balsall Common	Improve Green infrastructure in the Borough by providing new accessible large areas of greenspace	Site – dependent	SMBC	N/A	Site by Site	Ongoing	Existing budgets	To be implemented through Green Spaces Strategy & potentially as part of new large development sites	Desirable
Develop new Local Nature Reserves	Zone 1, 3	Develop new LNRs where opportunities arise. To provide a minimum of 1 hectare of Local Nature Reserve per 1000 people	Site – dependent	SMBC	Local Nature Reserve Officer	Site by Site	Ongoing	Existing budgets	To be implemented through Green Spaces Strategy	Desirable
Develop new allotment provision	Zones 2,3,4,5,6,	protect the existing allotment sites in the Borough and support the establishment of new sites where demand exists	Site – dependent	SMBC	N/A	Site by Site	Ongoing	Existing budgets	To be implemented through Green Spaces Strategy and potentially larger site development	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
Develop local area park/local greenspace	Berkswell	Improve Green infrastructure linkages and access to green space	Site – dependent	SMBC	N/A	Site by Site	Ongoing	Existing budgets	To be implemented through Green Spaces Strategy and larger site development	Highly Desirable
	Cheswick Green									
Improve and increase provision of outdoor sport facilities	Cricket – Zones 3-6	Provision needs improvement to ensure continued use	Site – dependent	SMBC	N/A	Site by site	Ongoing	External funding opportunities	To be implemented through Green Spaces Strategy and larger site development	Cricket pitches should meet Sport England criteria
	Tennis court refurb – All Zones							Existing budgets		

## Landscape and Ecology

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
Green Infrastructure Study/Strategy projects	Borough wide	Improve Green Infrastructure connectivity, linkages, local amenity, recreational opportunities biodiversity/ landscape enhancements, climate change adaptation, improved health and well being	Creation of 'missing' assets, maintenance and enhancement of existing assets	SMBC	SMBC, developers, parish councils, voluntary sector, statutory agencies, friends of groups, community groups etc	Unknown	2011-2028 (life of LDF)	SMBC, National Lottery grants, S.106, CIL, On-site developer provision, landfill tax schemes, external funding bids	To be implemented through Green Infrastructure Strategy and as part of development sites. May require planning permission, public consultation, and physical land. There may be environmental considerations and constraints.	Essential



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
Kingfisher Country Park	North Solihull	To support one of the first landscape-scale projects (25 years running) and continue partnership working	To protect and enhance the park for people and wildlife	SMBC	As above	Unknown	To be informed by a management plan	As above	To be informed by a management plan. Other North Solihull documents may apply.	Desirable
Woodland Management	Borough wide	Improve local distinctiveness, quality of life, health and well-being, climate change adaptation, landscape character and biodiversity	To improve accessibility, health and safety, connectivity and increase diversity of species and structure	SMBC	As above	Unknown	To be informed by management plans	As above	To be implemented through the Woodland Strategy and in line with Warwickshire Landscape Guidelines: Arden. To be informed by management plans.	Desirable
Partnership Projects	Borough wide	Improve local distinctiveness, quality of life, health and well-being, climate change adaptation, landscape character and biodiversity	To deliver Habitat Action Plan/Species Action Plan actions and targets, new Green Areas designations and Nature Improvement Areas.	SMBC	SMBC, developers, parish councils, voluntary sector, statutory agencies, friends of groups, community groups etc	Unknown	2011-2028 (life of LDF)	As above	To be informed by Biodiversity Action Plans, any funding proposals and in line with Warwickshire Landscape Guidelines: Arden. May require physical land. There may be environmental considerations and constraints.	Desirable

British Waterways have also submitted a response with a programme of works required on both the Grand Union and Stratford Canal that could be partly funded by development.