

Solihull Local Development Framework Infrastructure Delivery Plan September 2012



SOLIHULL MBC INFRASTRUCTURE DELIVERY PLAN

Full Technical Document

This document has been prepared by Officers at Solihull MBC and is correct to the best of the authors' knowledge at the time of writing. The Infrastructure Delivery Plan is a live document that will be reviewed periodically, and updated when necessary.

September 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 Submission 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.¹ In the initial stages of preparation of the IDP a desktop study was carried out, analysing existing strategies/plans and responses to the previous consultation phases. All of the relevant stakeholders were then contacted to identify existing infrastructure capacity and needs, and any programmes of work to address those needs.

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

The first IDP was published in January 2012² to accompany the publication stage of the Draft Local Plan. This document updates the information contained therein for the submission stage of the Local Plan. It assesses the infrastructure capacity of the Borough and includes an Infrastructure Schedule, that outlines, as far as is feasible, schemes required to help deliver the Local Plan (see Appendix A).

1.3 Why Infrastructure Planning?

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

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

² Source: http://www.solihull.gov.uk/Attachments/IDP_baseline_draft_v_24_Jan_2012_ALL.pdf

³ The tests of soundness are: 'positively prepared, justified, effective and consistent with national policy'. The test of 'effectiveness' is described as "the plan should be deliverable over its period and based on

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, updated in 2011⁴. 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.⁵

The IDP can also be used as part of the evidence base in preparing a Community Infrastructure Levy (CIL) Charging Schedule.⁶ 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.”⁷ At the time of writing, Solihull Council is assessing 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

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

effective joint working on cross-boundary strategic priorities” (Para. 182, p.43 of NPPF).

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

⁴ Source: http://cdn.hm-treasury.gov.uk/national_infrastructure_plan291111.pdf

⁵ HM Treasury (2010). Source: http://www.hm-treasury.gov.uk/press_56_10.htm

⁶ 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>

⁷ CLG (2011) *Community Infrastructure Levy – An Overview*. Para. 2, p.4.

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

each to ensure we can meet “the needs of the present without compromising the ability of future generations to meet their own needs”.⁸ 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
Connectivity	- 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
Biodiversity	- Local wildlife sites, local nature reserves, private nature reserves, SSSIs. Geology sites
Waterways	- Main rivers, small waterways, canals

⁸ p.2 of the NPPF citing Resolution 42/187 of the United Nations General Assembly

1.6 National Policy Guidance

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

National Infrastructure Plan 2011 – A New Strategy (p.5):

Infrastructure networks form the backbone of a modern economy and are a major determinant of growth and productivity. The Government committed at the *2010 Spending Review* to prioritise public capital investment towards infrastructure that supports growth. Funded through further reductions in current spending, the Government is now announcing additional investment in infrastructure at the *2011 Autumn Statement*.

National Planning Policy Framework (March 2012) (Para. 162):

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

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure, including 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, and smaller geographical areas than the 'regions' of the previous Government.. The former Regional Development Agency, Advantage West Midlands (AWM) closed in March 2012.⁹ 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.¹⁰

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 developing Health and Wellbeing Strategy with the Solihull Health and Wellbeing Board.

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

1.8 Neighbourhood Planning

On a smaller scale, work carried out as part of neighbourhood planning and/or Community Infrastructure Levy consultations will identify localised infrastructure required to support development in an area. The Localism Act provides for a "meaningful proportion" of CIL revenue from a development to be given back to the local neighbourhoods affected by the said development for infrastructure needs. The Government has not yet issued secondary legislation regulating how this will be implemented.

1.9 Delivery Mechanisms

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

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

⁹ Source: <http://www.bis.gov.uk/assets/biscore/economic-development/docs/a/advantage-west-midlands-minutes-14-june-2012.pdf>

¹⁰ GBSLEP (2010). Source: <http://www.wmcouncils.gov.uk/media/upload/Economy%20&%20Skills/Birmingham,%20Solihull,%20Lichfield,%20Tamworth%20&%20East%20Staffs%20LEP.pdf>

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. If the Council goes ahead with CIL, then this revenue will be able to fund local and strategic infrastructure.

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 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. It is anticipated that the Council will work in partnership with these agencies to maximise funding opportunities and to identify the most effective and timely delivery mechanisms for requisite infrastructure.

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

1.10 Funding

There are two main sources of funding:

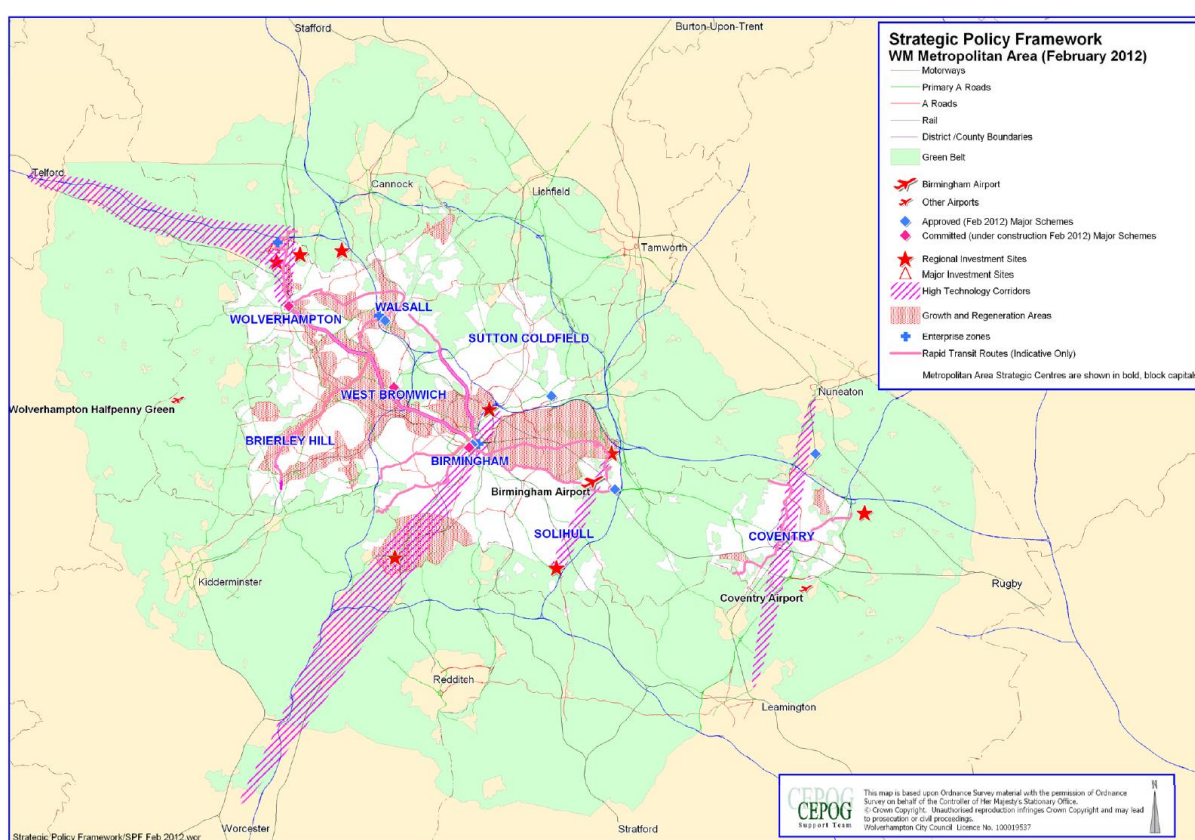
- Contributions from developers to deliver the required infrastructure to support development. The Council has historically been successful in securing Section 106 contributions to ensure site-specific provisions on a case by case basis. The Council has begun work on the evidence base required to support a Community Infrastructure Levy (CIL) Charging Schedule and the role of CIL 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 LEAs
 - European Regional Development Fund – managed by CLG
 - Broadband Delivery UK - from Central Government
 - Council Tax – managed by LPA
 - New Homes Bonus – managed by LPA.

2.0 Impact of growth and development on infrastructure

2.1 Overview of Solihull

Solihull lies in the heart of the country (see Figure 1 below) and covers an area of almost 180 square km (see Figure 2, p.14). There are two main built-up areas, both bordering Birmingham to the west are intersected by the A45, Birmingham Airport, NEC and Birmingham Business Park. The south and east of the Borough are mainly rural farmland interspersed with small settlements such as Berkswell and larger villages such as Knowle. Most of this area is designated Green Belt and includes the strategically important Meriden Gap, which prevents coalescence of the urban area with the Metropolitan conurbation.

Figure 1. Map of Solihull's wider spatial context¹¹



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 people¹² living in around 86,747 households¹³. Its good transport links, wealth of jobs and attractive built and natural environment have meant that the Borough has

¹¹ Source: Chief Engineers and Planning Officers Group (2012)

¹² Source: State of the Borough (2011) http://www.solihull.gov.uk/Attachments/State_of_the_Borough_2011.pdf

consistently higher average house prices than neighbouring authorities. However, the Borough is 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 Submission Draft Local Plan therefore aims to strike a balance between setting the planning context to provide sustainable economic growth whilst protecting and enhancing the Borough's local distinctiveness.

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 Midlands¹⁴ 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 Submission 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, September 2012 and will be kept under review.

¹³ Taken from the Housing Strategy Statistical Appendix, which is submitted to the DCLG each year. The figure is the number of dwellings in the Borough at 1st April 2011 minus those that are vacant as shown on the Council Tax database.

¹⁴ CLG (2010). Source: <http://www.communities.gov.uk/documents/housing/xls/152924.xls>

Table 1. Housing Need in Solihull (2012)

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 and with a local connection,	Current	6,701	-
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
Submission 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

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

Source	Estimated Capacity
1 Housing Completions (2006-2012)	2,340
2 Planning Permission	1,155
3 SHLAA	193
4 Potential Additional Regeneration Area Capacity	970
5 Submission Draft Local Plan Suggested Sites	3,960
6 Windfall Housing Land Supply	2,400
Total Estimated Capacity	11,018

The bulk of housing development will take place within the Mature Suburbs. The Submission 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.

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 local distinctiveness 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 Submission Draft Local Plan provides a spatial framework to support and encourage the further success of this 'economic engine'.¹⁵

In addition to allocating the employment land shown in Figure 2 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 Submission Draft Local Plan

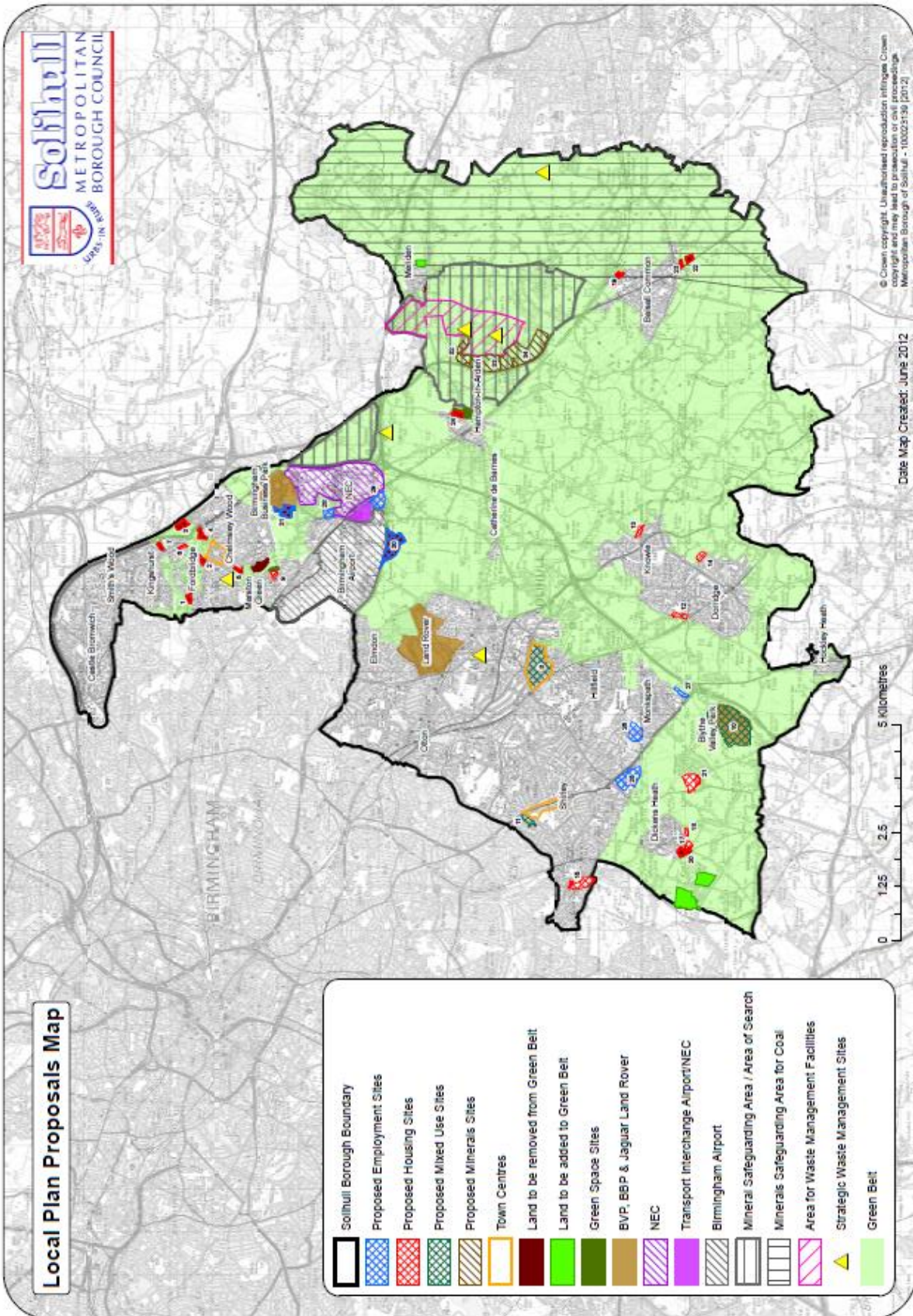
Site	Remaining Land	Available Land	Preferred Use Class
TRW Stratford Road, Shirley	18.5 ha	18.5 ha	B1, B2, B8
Solihull Business Park, Highlands Road, Monkspath	7.0 ha	6.0 ha	B1, B2, B8
Fore, Stratford Road, Adj. M42	2.0 ha	2.0 ha	B1
Chep/Higginson, Bickenhill Lane, Bickenhill	4.0 ha	0.0ha	B1, B2, B8
Land North of Clock Interchange, Coventry Road	2.0 ha	1.0 ha	B1
Land adjacent Birmingham Business Park	8.5 ha	0.0 ha	B1, B2, B8
Total	42.0 ha	27.5 ha	

The table above shows allocated provision for about 42ha of land; of which 27.5ha is readily available. Allocated provision comprises land remaining to be developed on existing employment sites; the only new allocation is adjacent Birmingham Business Park.

¹⁵ GBSLEP (2010). Source:

<http://www.wmcouncils.gov.uk/media/upload/Economy%20&%20Skills/Birmingham,%20Solihull,%20Lichfield,%20Tamworth%20&%20East%20Staffs%20LEP.pdf>

Figure 2. Proposals Map of Submission 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.¹⁶

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 drainage systems (SuDS)

Green links

Long distance paths, rights of way and bridleways

Cycle routes

Rivers and canals

Disused railway lines

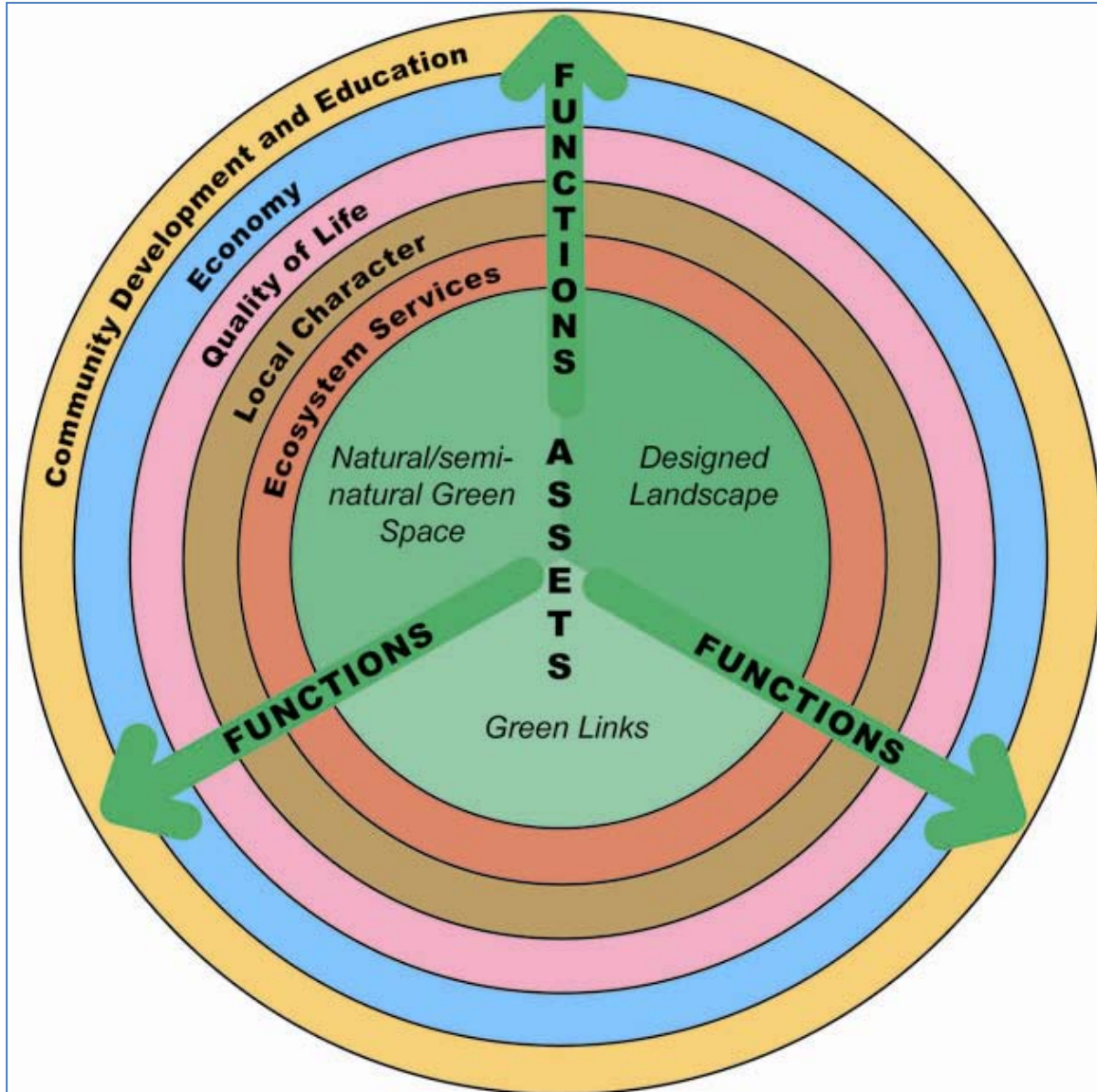
Other transport links – motorways, road verges, railway lines, green bridges

¹⁶ SMBC (2012) Solihull Green Infrastructure Study.

Source: http://www.solihull.gov.uk/Attachments/Solihull_Green_Infrastructure_Study.pdf

One of the key qualities of Green Infrastructure is its ‘multi-functionality’ (see Figure 3 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 3. Relationship between Green Infrastructure Assets and their Multi-functional Nature¹⁷

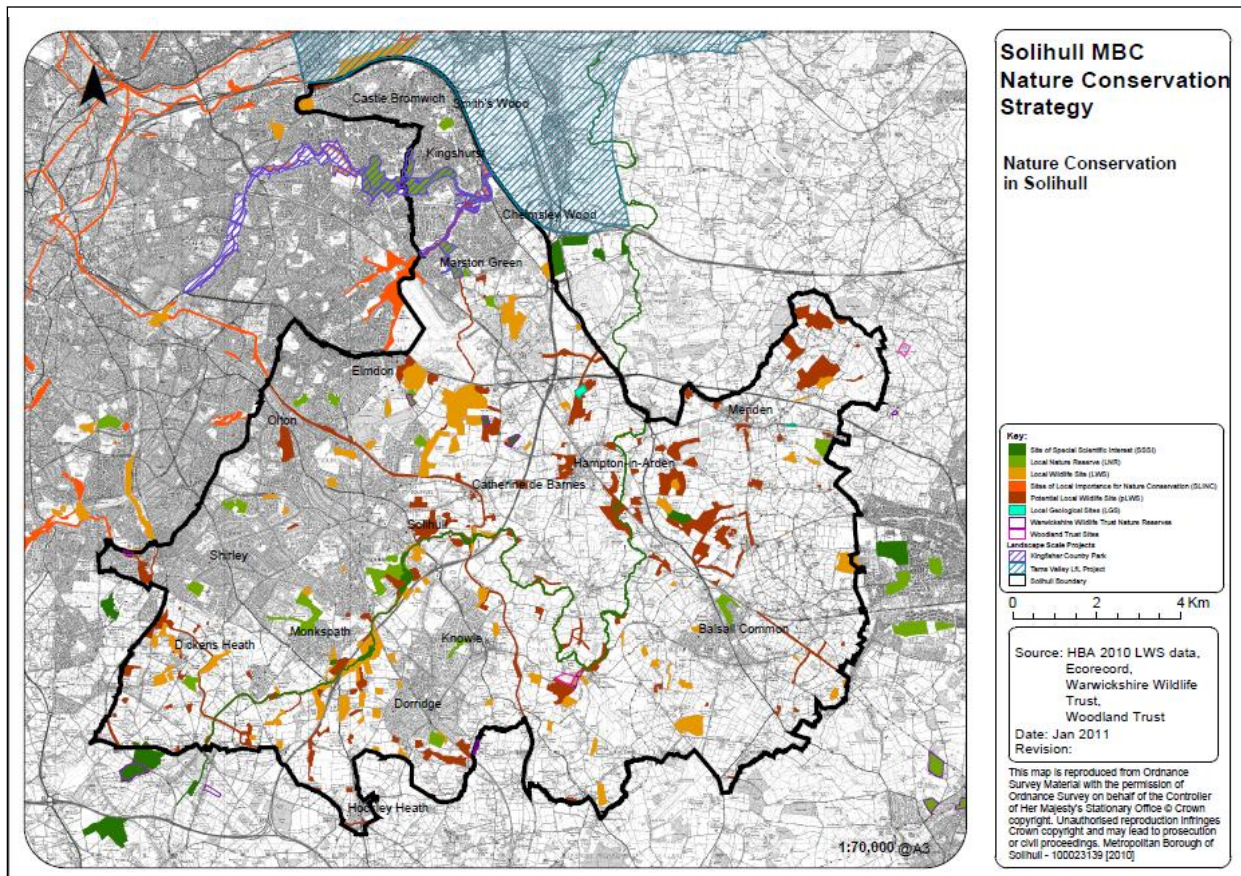


¹⁷ Source: Solihull Green Infrastructure Study (2012).

The Council has produced a Green Infrastructure Study as part of the evidence base for the Local Plan and has been working with our partners in Coventry and Warwickshire on the production of 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 is 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 has also been successful in being awarded ‘Local Nature Partnership’ (LNP) status. The ambition for LNP is that they will help their local area to manage the natural environment as a system and to embed its value in local decisions for the benefit of nature, people and the economy.

Figure 4. Map of Nature Conservation Sites in Solihull¹⁸



¹⁸ Source: Using data provided by HBA 2010 LWS data, Ecorecord, Warwickshire Wildlife Trust and the Woodland Trust.

3.0 PHYSICAL INFRASTRUCTURE

3.1 TRANSPORT¹⁹

3.1.1 AIR TRAVEL	
Lead Agency	Birmingham Airport Ltd
Evidence Base	Airport Masterplan “Towards 2030: Planning a Sustainable Future for Air Transport in the Midlands” (2007) ²⁰ Airport Surface Access Strategy “Moving Together” (2007)
Strategic Issues	<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”²¹, 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>
Existing provision	<p>Birmingham Airport has one runway and operates both domestic and international flights.</p> <p>In 2010, 8.5 million passengers used Birmingham Airport.²² 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 delivery of infrastructure associated with the ANITA (Airport & NEC Integrated Transport Access) scheme was completed in May 2011.²³ 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</p>

¹⁹ 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>

²⁰ Source: <http://www.birminghamairport.co.uk/meta/about-us/planning-and-development/airport-master-plan.aspx>

²¹ Source: <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/air/>

²² Source: <http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&sglid=3&fld=2010Annual>

²³ Source: <http://www.solihull.gov.uk/anita/default.htm>

	signage along the scheme's route. The aim is 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.
Gaps in provision	See below.
Planned provision	<p>Planning permission was granted in 2009²⁴ for a ca. 400m runway extension at the Airport, to meet regional demand for long haul flights.²⁵ 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>
Impact of development proposals	<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.²⁶ 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>
Delivery potential	<ul style="list-style-type: none"> • Work on the runway extension is currently underway • Funding has been secured for both the runway extension and A45 re-alignment
Role of LDF	Continue support of runway extension at Birmingham Airport and associated works. Re-define Green Belt boundary.

3.1.2 STRATEGIC HIGHWAY NETWORK

Lead Agency	Highways Agency
Evidence Base	M42 Transport and Infrastructure Assessment, Mott Macdonald 2011
Strategic Issues	The Highways Agency, an executive agency of the Department for Transport, manages the Strategic Highway network. Within the Borough, this includes the M42 carriageway and slip roads at Junctions 4, 5 & 6 as well as sections of the A54(T), A452(T) and A446(T) which links the M42

²⁴ Planning application reference - 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>.

²⁵ Non-technical summary of Environmental Statement.

Source: http://www.solihull.gov.uk/PlanAppDocs/2008/0022/0022_amended_non_technical_summary.pdf

²⁶ 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

	<p>junction 6 with M6 junction 4.</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 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 & 6 providing immediate access to a number of key employment sites, such as the NEC and Birmingham Airport. 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 5 'Vision for Transport in Solihull 2011-2026' below.</p>
<p>Existing provision</p>	<p>See above.</p>
<p>Gaps in provision</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, as traffic movements generated onto the 3 motorway junctions by these housing sites are likely to represent a relatively minimal proportion of overall movements; it is considered unlikely that this quantum shift in the distribution of housing will be 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</p>

	<p>such aspirations would again significantly impact upon traffic conditions within the M42 Corridor.</p> <p>The impact of the Local Plan site allocations on the A45(T), A452(T) and A446(T) link between M42 and M6 was considered as part of strategic modelling carried out to inform the 'M42 Transport and Infrastructure Assessment'. However, given the proposed location of a High Speed Railway Station adjacent to this link, it is important that further, and more detailed, consideration is given towards infrastructure needs within assessment work being undertaken in relation to both the High Speed 2 proposal and the 'M42 Economic Gateway'.</p> <p>Similarly, consideration should be given within such assessment work to the accessibility of the M42 corridor, and the assets it serves, by non-car modes. It is important to build upon the 'Smarter Choices' work undertaken by the Council and the Highways Agency to ensure that any provisions for new infrastructure are considered within the context of opportunities to improve accessibility, encourage modal shift and better manage demands for travel.</p>
<p>Planned provision</p>	<p>Minor renewal works are planned along the M42, which should be completed by 2013.</p> <p>Improvement works are planned at Stonebridge roundabout, A45(T)/A446(T), junction.</p> <p>Mitigation of impacts at M42 Junction 4 is agreed in association with consented development at Blythe Valley Business Park. The level, type and timescale for delivery of mitigation will need to be reviewed (as part of the development management process) in light of the Local Plan allocation for residential development on the Business Park.</p> <p>The Highways Agency 'Pinch Point Programme' is under development. No firm proposals are committed at the time of writing, although improvements to M42 Junction 6 are being considered as part of the programme.</p>
<p>Impact of development proposals</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 relatively 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"> • Development at Blythe Valley Business Park, along the Stratford Road corridor and within Dickens Heath and Cheswick Green, which is likely to impact on M42 Junction 4; • 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. • Development at Birmingham Business Park, the NEC and Birmingham Airport is likely to increase pressure at M42 Junction 6. <p>As 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</p>

	<p>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, together with an understanding of existing commitments (for example, the scheme already agreed in association with development at Blythe Valley Park) A sustainable transport focus, linked to new and improved public transport infrastructure and mechanisms to achieve modal shift away from the car are integral to this approach.</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 on going.</p>
<p>Delivery potential</p>	<ul style="list-style-type: none"> • Potential mitigation measures for M42 Junctions 4, 5 and 6 are yet to be established; consequently the potential for delivery and funding of such measures is not yet known • Planning permission has already been granted for the significant majority of the employment land allocations set out in the Local Plan. Therefore, although such development may impact upon the M42, there may be limited opportunity for funding contributions to be secured in relation to delivery of these already committed developments • The traffic impact of the Local Plan residential site allocations upon M42 junctions is likely to be minimal relative to regional and national traffic growth and other investment proposals. As such, it may not be reasonable to command significant financial contribution from the allocated sites towards delivery of specific traffic mitigation measures. However, in order to make an informed judgement on the likelihood or scope of future contributions from the proposed housing sites, it will be necessary to undertake further assessments of traffic generation and impacts on the SRN in the context of specific proposals • The scale and timing of new retail, leisure or other commercial development within Solihull Town Centre will also need to be assessed in due course to determine opportunities to contribute to the funding and delivery of any requisite mitigation • At this stage, it is considered unlikely that funding associated with the growth plans set out in the Local Plan would be of a sufficient level to provide notable contribution towards significant physical mitigation measures at M42 junctions. However, more detailed assessment will be required as specific proposals come forward • Assessment of the scale of funding required to deliver infrastructure improvements to the SRN as well as opportunities to secure such funding, are being considered as part of the M42 Economic Gateway and High Speed 2 proposals
<p>Role of LDF</p>	<p>Policies P5, P7 and P8 of the Submission Draft Local Plan aim to focus development in sustainable and accessible locations to reduce the need to travel; and to manage demands for travel to sustain an efficient and balanced multi-modal network. Transport Assessments and Travel Plans will be required in association with specific development proposals, as prescribed by relevant Supplementary Planning Documentation. All stakeholders will need to work together to achieve more sustainable</p>

	<p>transport outcomes, and to reduce existing pressures on the network.</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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3.1.3 LOCAL HIGHWAY NETWORK

Lead Agency	Solihull MBC
Evidence Base	<p>Emerging Core Strategy – Development Site Appraisal, Mott Macdonald (2012)</p> <p>West Midlands Local Sustainable Transport Fund Bid – ‘Smart Network, Smarter Choices’ (2011/12)</p> <p>West Midlands Local Transport Plan 2011-2026 (2011)</p> <p>Chester Road Corridor Improvement Study (2011)</p> <p>Warwick Road Corridor Study (2010)</p> <p>Stratford Road Corridor Study (2010)</p>
Strategic Issues	<p>The local highway network is managed by Solihull Council, acting in its statutory duty as the Highway Authority.</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>Smarter Management - Making the best use of the transport assets and capacity we already have</p> <p>Smarter Choices - Encouraging people to move away from car use through providing attractive, effective and efficient alternatives which reduce our carbon footprint</p> <p>Smarter Investment - Targeting our scarce resources at programmes, initiatives and schemes that support either or both of the first two Strategic 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>
Existing provision	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.
Gaps in provision	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

	<p>Stratford Rd, A41 Warwick Rd, A45 Coventry Rd and A452 Chester Road). Localised congestion hotspots are also evident at other locations throughout the Borough, often at well-used junctions.</p>
<p>Planned provision</p>	<p>A45 corridor improvements and west-bound bridge strengthening; 'Smart Network, Smarter Choices' (LSTF project 2012/13 – 2015/16) improvements:</p> <p><u>A41 Warwick Road Corridor:-</u></p> <ul style="list-style-type: none"> ○ Works to improve the public transport interchange at Station Road / Poplar Road in Solihull Town Centre; ○ Smarter Choices measures including travel planning, marketing and communication, travel education and training, promotion of cycling and walking. <p><u>A452 Chester Road Corridor:-</u></p> <ul style="list-style-type: none"> ○ Improvements to cycle and pedestrian access as part of the North Solihull Cycle Route Project; ○ Improvements to cycle access along the dual carriageway section of Chester Rd and into the proposed redeveloped Craig Croft Village Centre; ○ Smarter Choices measures including travel planning, marketing and communication, travel education and training, promotion of cycling and walking. <p><u>A45 Coventry Road Corridor:-</u></p> <ul style="list-style-type: none"> ○ Smarter Choices measures including travel planning, marketing and communication, travel education and training, promotion of cycling and walking. <p>Implementation of Urban Traffic Control - active optimisation of key signalled controlled junctions throughout the Borough.</p> <p>The Council has prepared a Highways Asset Management Plan, with strong links with the council's corporate goals; and will provide the foundation for delivering a well-maintained and managed highway infrastructure.²⁷</p>
<p>Impact of development proposals</p>	<p>The Emerging Core Strategy – Development Site Appraisal (2012²⁸) 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>As such, further work is on-going, both as part of the 'M42 Economic Gateway' study and in association with the residential site allocation at Blythe Valley Park, to identify in more detail the impact of development</p>

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

²⁸ Source: http://www.solihull.gov.uk/Attachments/Development_Site_Appraisal_UPDATED_MAY_2012.pdf

	proposals, as well as potential mitigation measures.
Delivery potential	<p>Mitigation of localised impacts associated with specific developments will be identified in more detail and delivered through the Development Management process.</p> <p>Work is on-going (as referred to above) to identify measures to mitigate area-wide impacts, the delivery potential of which is likely to be dependent on:</p> <ul style="list-style-type: none"> ○ The delivery of the ‘Smart Network, Smarter Choices’ LSTF project ○ Phasing of strategic sites ○ Availability of CIL or other developer contributions
Role of LDF	<p>The Submission Draft Local Plan includes policies to focus development in sustainable and accessible locations to reduce the need to travel; encourage traffic 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.</p>

3.1.4 CYCLE LANES AND FOOTPATHS

Lead Agency	Solihull MBC
Evidence Base	<p>SMBC Cycling Strategy 2010-2015²⁹ (2009)</p> <p>SMBC Walking Strategy 2010-2015³⁰ (2009)</p> <p>Manual for Streets I and II (2007 and 2010)</p>
Strategic Issues	<p>Adopted cycle lanes and footpaths are managed and maintained by the Council.</p> <p>Walking and cycling are both active travel modes that promote healthy lifestyles as well as contribute to sustainable transport objectives such as reducing carbon emissions.</p> <p>Despite the increasing interest in walking and cycling, there exist significant barriers such as a lack of safe, attractive or direct routes to some key destinations.</p> <p>There are 131 miles (211km) of recorded public rights of way (PROW) in the Borough, the majority of which are in the rural parts. There is an urban network of Rights of Way that is not currently recorded. Nearly all of the recorded routes are public footpaths; there are only 7 miles (11km) of public bridleway, which equates to 5%, considerably lower than the national average of 17%³¹. SMBC’s Rights of Way Improvement Plan in conjunction with the Authority’s Walking Strategy set out measures to manage and improve the network and encourage walking as a viable alternative to other forms of transport, where appropriate.</p>

²⁹ Source: http://www.solihull.gov.uk/Attachments/Appendix_C_-_Cycling_Strategy.pdf

³⁰ Source: http://www.solihull.gov.uk/Attachments/Appendix_D_-_Walking_Strategy.pdf

³¹ Source: Solihull Green Infrastructure Study (2012)

Existing provision	See above.
Gaps in provision	<p>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.</p> <p>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.</p> <p>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.³²</p>
Planned provision	<p>The North Solihull Strategic Cycle project³³ has received £1.3 million from the European Regional Development Fund and been match funded by 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 is a recognised need for a South Solihull Cycle Network dependent on funding availability.</p>
Impact of development proposals	Potential for increased cycling networks and provision of cycle racks/sheds and showering facilities as part of planning obligations and/or Green Travel Plans. The provision of this type of infrastructure also supports wider objectives relating to active travel and improved health.
Delivery potential	<ul style="list-style-type: none"> • Dependent on funding opportunities for delivery of Cycle Strategy Action Plan • On-site provision • Developer contributions
Role of LDF	Policies P7 and P8 in the Submission Draft Local Plan encourage modal shift to more sustainable forms of transport and the needs of pedestrians and cyclists should be factored into design briefs.

3.1.5 PARKING

Lead Agency	Solihull MBC and private operators
Evidence Base	<p>West Midlands LTP3 (2011)</p> <p>Solihull MBC website</p> <p>Vehicle Parking Standards and Green Travel Plans SPD (2006)</p>
Strategic Issues	LTP3 and the Submission Draft Local Plan both recognise a need for targeted Park and Ride expansion.

³² Source: <http://www.sustrans.org.uk/what-we-do/national-cycle-network/route-numbering-system/route-53>

³³ “Going green with new cycle routes planned for North Solihull.”

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

Existing provision	Park and Ride at various rail stations throughout the Borough. More information on municipal car parks can be found on the Solihull MBC website: http://www.solihull.gov.uk/transport/carparks.htm
Gaps in provision	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.
Planned provision	Whitlocks End Rail Station Park and Ride has been granted planning permission, and is nearing completion. ³⁴ An extension to Solihull Station Car Park of 163 spaces has been granted planning permission, and is nearing completion. ³⁵
Impact of development proposals	Greater economic growth and housing growth is likely to result in increased demand for parking as a result of increased commuting, and potentially shopping trips. This could result in the need for Park and Ride in specific locations to reduce congestion on key routes to major employment / retail centres.
Delivery potential	<ul style="list-style-type: none"> • Solihull Station Car Park extension has been funded by Chiltern Railways • No further Park and Ride or major car parks identified at present
Role of LDF	Policy P8 in the Submission Draft Local Plan 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

Lead Agency	Network Rail Virgin Trains London Midland Chiltern Railways
Evidence Base	Control Period 4 Delivery Plan Update (2011) West Coast Route Utilisation Strategy (2010) West Midlands & Chilterns Route Utilisation Strategy (2010) West Midlands LTP3 (2011)
Strategic Issues	Network Rail own and manage the country's rail infrastructure, e.g. the tracks, signalling systems, tunnels. ³⁶ Network Rail has a Delivery Plan, which was updated in 2011. ³⁷ This focuses on a variety of factors, including safety, increasing rail capability, e.g. during extreme weather events and running more trains, more

³⁴PA 2010/1077. Source: <http://www.solihull.gov.uk/akssolihull/images/att26393.pdf>

³⁵PA 2011/491. Source: <http://www.solihull.gov.uk/akssolihull/images/att29929.pdf>

³⁶ Network Rail (2011). Source: <http://www.networkrail.co.uk/asp/111.aspx>.

³⁷ CP4 Delivery Plan (2011). Source: <http://www.networkrail.co.uk/epdf/default.aspx/delivery-plan-2011>

	<p>punctually for passengers and freight.</p> <p>The West Coast Main line is the busiest route in the country. 2008 marked the completion of the West Coast Mainline upgrade, which saw the number of high-speed Pendolino trains between Birmingham International to London, increase to 3 per hour. Capacity continues to be an issue on this route and 106 additional Pendolino vehicles are being introduced during 2012.</p> <p>High Speed 2</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.³⁸ The Council will work with HS2 Ltd and the Department for Transport throughout development of the proposal to secure the necessary clarification.</p>
<p>Existing provision</p>	<p>Three railway lines run through the Borough:</p> <p>1) The West Coast Mainline³⁹ which stops at:</p> <ul style="list-style-type: none"> • Marston Green • Birmingham International • Hampton-in-Arden • Berkswell <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 line⁴⁰ which stops at:</p> <ul style="list-style-type: none"> • Olton • Solihull • Widney Manor • Dorridge <p>3) Stratford-upon-Avon line which stops at:</p> <ul style="list-style-type: none"> • Shirley

³⁸ Solihull MBC’s response to the consultation, Cabinet Report 12th July 2011, can be read here: <http://www.solihull.gov.uk/akssolihull/images/att30503.pdf>

³⁹ 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.

⁴⁰ 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>

	<ul style="list-style-type: none"> Whitlocks End
Gaps in provision	The West Coast Mainline now has a reduced service frequency at Hampton-in-Arden and Berkswell to ca. 20-40 minute intervals, in order to accommodate the 3 Virgin Pendolino trains/hour between Birmingham and London.
Planned provision	<p>Birmingham New Street Station is being upgraded.</p> <p>Chiltern Line Railway has been upgraded.</p> <p>An extension to the car park at Solihull main station is nearing completion. The new station at Stratford Parkway will facilitate a new direct train service between Solihull and Stratford-upon-Avon (subsidised by Centro and Warwickshire County Council) from 2013.</p>
Impact of development proposals	<p>Network Rail (NR) have sent an initial response that the proposed growth in the LDF would not have an adverse impact on the network strategy. However, NR have also expressed concerns through their representations to the Publication Draft Local Plan that developments could have an impact on level crossings, where they result in increased patronage.</p> <p>Centro have identified a need for improved access to railway stations in the Borough.</p>
Delivery potential	<ul style="list-style-type: none"> West Coast and Chilterns Route Utilisation Strategies The Government’s High Level Output Statement (announced July 2012) outlines the national rail investment for next Control Period 5 (2014-2019) Centro has developed proposals to increase the frequency of service on the lines to Birmingham Snow Hill based on reinstatement of Platform 4 at Snow Hill station and a new turn-back facility at Rowley Regis
Role of LDF	The Submission Draft Local Plan encourages a more sustainable pattern of transport use. There is likely to be a need to support access to and facilities around railway stations within the context of respecting wider environmental considerations.

3.1.7 RAPID TRANSIT AND LOCAL BUS NETWORK

Lead Agency	Centro Public Transport Operators
Evidence Base	West Midlands LTP3 (2011) SMBC Public Transport Strategy (2007) Centro Integrated Public Transport Prospectus (2011)
Strategic Issues	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. ⁴¹

⁴¹ 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>

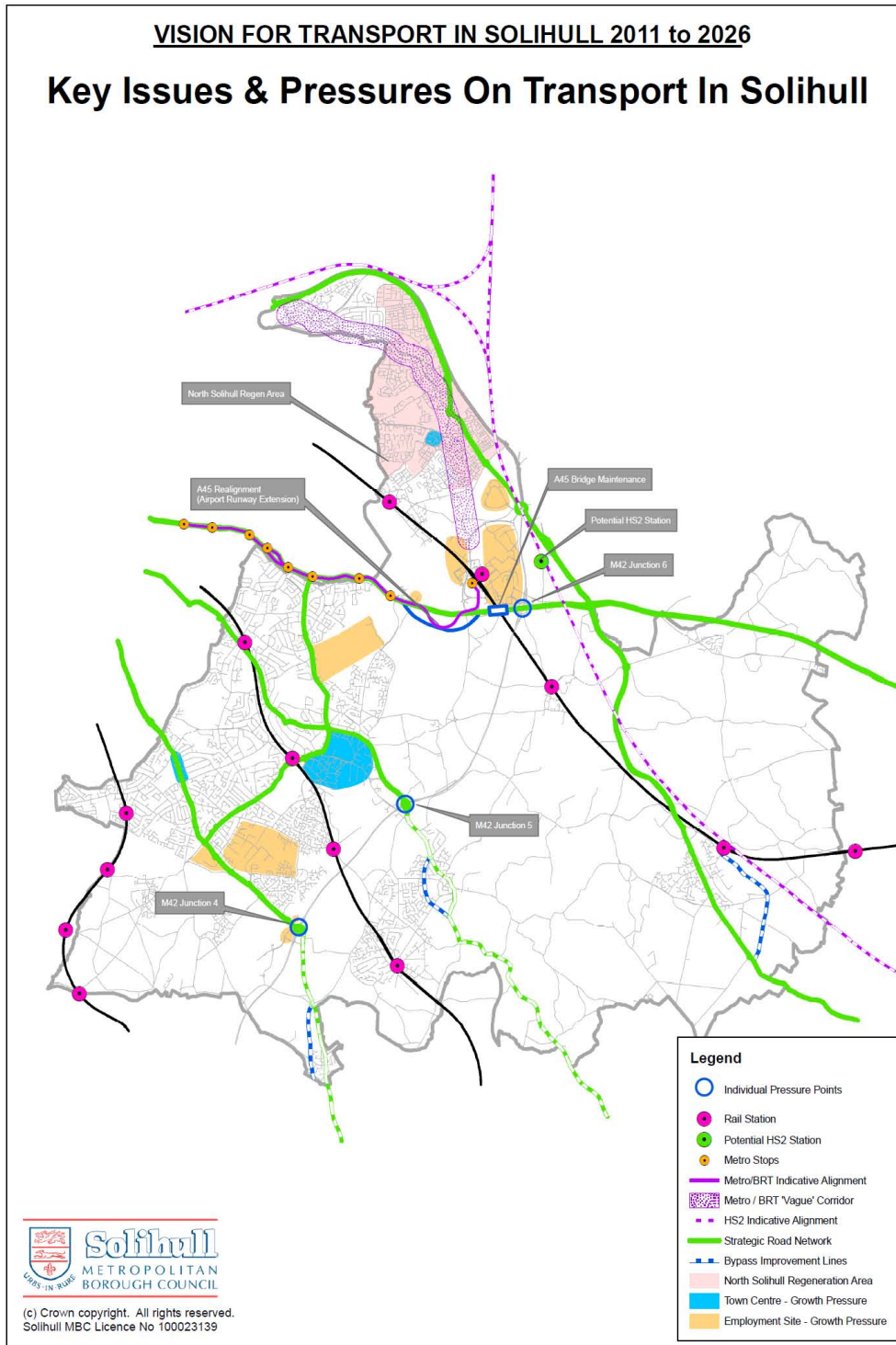
	<p>In 2011 Centro produced LTP3, the third Local Transport Plan covering the 7 metropolitan authorities in the former West Midlands County. LTP3 has both a Strategy and Implementation Plan, which seeks to address current and future infrastructure capacity needs up to 2026.</p> <p>14 Performance Monitoring Targets for LTP3 including: Bus reliability; Bus patronage; Public Transport trips to centres; CO₂ emissions from Transport; Safety and Security on Public Transport.</p>
Existing provision	<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.⁴²</p> <p>A number of services within the Borough receive subsidy from Centro, primarily in more rural areas.</p>
Gaps in provision	<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>
Planned provision	<p>The West Midlands LTP3 Implementation Strategy (2011) includes rapid transit routes connecting Birmingham City Centre and Birmingham Airport. A Rapid Transit system is estimated to cost between £2-10M per km for Bus Rapid Transit or in the region of £25M per km light rail (2012 prices). This system would potentially 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 system 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>
Impact of development proposals	<p>The site allocations in the Submission 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> <ul style="list-style-type: none"> ○ Transport Assessments; ○ Travel Plans; ○ Developer contributions.
Delivery potential	<ul style="list-style-type: none"> ● Improvements to bus services will be sought in areas where warranted by demand or as part of larger schemes such as the LSTF bid
Role of LDF	<p>Policies in the Submission 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.</p>

⁴² Source: <http://nxbus.co.uk/west-midlands/>

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

Local Transport Plan 2011-26: Solihull Local Transport Objectives
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 5. SMBC Vision for Transport in Solihull 2011 - 2026⁴³



⁴³ Source: <http://www.solihull.gov.uk/akssolihull/images/att28248.pdf>

3.2 ENERGY

3.2.1 ELECTRICITY DISTRIBUTION AND TRANSMISSION	
Lead Agency	National Grid Western Power Distribution
Evidence Base	National Grid website National Grid and Western Power responses to Infrastructure Delivery Plan consultation and Local Plan consultation (2012)
Strategic Issues	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.
Existing provision	Electricity Transmission – National Grid (NG) owns, maintains and operates the electricity transmission network in England. NG provides electricity supplies from generating stations to local distribution companies. Electricity Distribution – The local distribution company in the SMBC area is Western Power distribution ⁴⁴ . It is their role to distribute electricity to homes and businesses. ⁴⁵
Gaps in provision	The Council is not aware of any gaps in provision.
Planned provision	National Grid has no work planned on the electricity transmission system within the SMBC area. ⁴⁶ Western Power have stated that they have no approved projects in the Solihull Area.
Impact of development proposals	National Grid has stated that gas and transmission networks could cope with the scale of growth predicted in the Submission Draft Local Plan.
Delivery potential	<ul style="list-style-type: none"> • Connection to appropriate utilities would be the responsibility of the developer
Role of LDF	Policy P9 in the Submission Draft Local Plan aims to improve energy efficiency and as such reduce pressure on the grid.

⁴⁴ On 1 April 2011 WPD acquired Central Networks in the Midlands, formerly owned by Eon. The East and West Midlands operating companies are reported under the PPL WEM Holdings plc group structure.

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

⁴⁵ 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).

⁴⁶ 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>

3.2.2 GAS DISTRIBUTION AND TRANSMISSION	
Lead Agency	National Grid
Evidence Base	National Grid website National Grid response to Infrastructure Delivery Plan consultation and Emerging Core Strategy consultation (2011 and 2012)
Strategic Issues	In 2005 National Grid signed up to the Gas Distribution Alliance.
Existing provision	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.
Gaps in provision	The Council is not aware of any gaps in provision.
Planned provision	National Grid has no work planned on the gas transmission system within the SMBC area. ⁴⁷
Impact of development proposals	National Grid has stated that gas and transmission networks could cope with the scale of growth predicted in the Submission Draft Local Plan document.
Delivery potential	<ul style="list-style-type: none"> • Connection to appropriate utilities would be the responsibility of the developer
Role of LDF	Policy P9 in the Submission Draft Local Plan aims to improve energy efficiency and as such reduce pressure on the grid.

3.2.3 RENEWABLE AND LOW CARBON ENERGY	
Lead Agency	Not Yet Identified
Evidence Base	Renewable and Low Carbon Energy Resource Assessment and Feasibility (RLCERAF) Study (2010) ⁴⁸ Renewable Energy Capacity Study for the West Midlands (2010) ⁴⁹ Solihull Town Centre Heat Mapping Feasibility Study (2010) Carbon Plan (2011) ⁵⁰ Energy Act (2011)
Strategic Issues	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 in October 2011 and provides, amongst other measures, for the implementation of the Green Deal. The Green Deal,

⁴⁷ 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>

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

⁴⁹ Source: http://www.telford.gov.uk/info/495/planning-environmental_policies/1097/renewable_energy_capacity_study_for_the_west_midlands/2

⁵⁰ DECC (2011). Source: http://www.decc.gov.uk/en/content/cms/tackling/carbon_plan/carbon_plan.aspx

	<p>which is due to be launched this autumn, presents an opportunity to help residents and businesses improve the energy efficiency of homes and premises, reducing carbon emissions and making properties more affordable to heat. The capital cost of these works would be paid incrementally from savings in fuel costs through energy bills. The Council are currently considering the options for involvement in support of Green Deal in Solihull.</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 that would be suitable for a decentralised heat and energy network, such as the main Town Centre, but the funding has not been available to progress the heat mapping work.⁵¹</p>
<p>Existing provision</p>	<p>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.⁵² A high proportion of this waste comes from Solihull.</p> <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, and applications have decreased.⁵³</p> <p>A number of SCH properties have had solar panels, solar thermal and Ground Source heat pumps retrofitted to them in the past couple of years. Several Council properties, including the Central Library and new schools in North Solihull have also been fitted with on-site renewable and low-carbon energy technologies.</p> <p>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 2011.⁵⁴ Over 99% of this energy is from photovoltaics.</p>
<p>Gaps in provision</p>	<p>Lack of decentralised heating and energy networks within the Borough.</p> <p>No identified ESCO in the Borough.</p>
<p>Planned provision</p>	<p>Two planning applications for medium-scale solar panel installations were approved in 2011:</p> <p>2011/1056 – Balsall Common⁵⁵</p> <p>Projected yield of 49.82 KWh per annum</p>

⁵¹ Source: http://www.advantagewm.co.uk/Images/Heat%20and%20decentralised%20energy%20feasibility%20study_tcm9-17941.pdf

⁵² Source: <http://www.cswdc.co.uk/>

⁵³ Source: http://www.decc.gov.uk/en/content/cms/news/pn11_091/pn11_091.aspx

⁵⁴ Source: <http://www.aeat.com/microgenerationindex/>

⁵⁵ Source: <http://www.solihull.gov.uk/planning/dc/ListAppDocs.asp?Y=2011&R=1056>

	2011/1246 – Knowle ⁵⁶ Projected yield of 43.03 KWh per annum
Impact of development proposals	Require more feasibility work to assess the viability of delivering different types of low and zero carbon solutions on or near site. 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.
Delivery potential	<ul style="list-style-type: none"> • 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 • New infrastructure could also be funded through developer contributions and potentially the Green Deal for micro-generation
Role of LDF	Policies P9 on Climate Change and P15 on Securing Design Quality in the Submission Draft Local Plan encourage development of renewable and low carbon energy infrastructure.

⁵⁶ Source: <http://www.solihull.gov.uk/planning/dc/ListAppDocs.asp?Y=2011&R=1246>

3.3 WATER SUPPLY AND TREATMENT

3.3 WATER SUPPLY AND TREATMENT	
Lead Agency	Severn Trent Water
Evidence Base	Water Resource Management Plan 2010-2035 ⁵⁷
Strategic Issues	<p>Both water supply and waste water treatment are owned and managed by Severn Trent Water in the Borough.⁵⁸</p> <p>STW is obliged to publish a 25-year ‘Water Resources Management Plan’, the current Plan covers 2010-2035.⁵⁹ STW have begun work on the Periodic Review (PR14)⁶⁰. The summary of the current strategy is to:</p> <p>Reduce demand.</p> <ul style="list-style-type: none"> • Drive down leakage through more active leakage control and pressure management • Accelerate the rate of household metering through promotion of free meter option • Increase water efficiency activities <p>Improve supply resilience.</p> <ul style="list-style-type: none"> • Duplicate a section of Derwent Valley Aqueduct to improve supply resilience within East Midlands and Severn Zones • Construct new aquifer storage and recovery schemes to provide an alternative, emergency source of supply e.g. at Minworth in Birmingham • Provide new groundwater sources in Birmingham and Shropshire in the event of engineering failures at strategic treatment works • Improve general supply network to maximise sustainable use of existing water resources <p>Improve water quality</p> <ul style="list-style-type: none"> • Implement a nitrate treatment and blending strategy to prevent loss of deployable output due to worsening water quality <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 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</p>

⁵⁷ Source: http://www.stwater.co.uk/upload/pdf/Final_WRMP_2010.pdf

⁵⁸ Nearest Sewage Treatment works: Barston (B92 0HY) and Minworth (B76 9DP)

⁵⁹ 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.

⁶⁰ Pers. Comm. Water Strategy, Severn Trent Water, August 2012.

	rise once it has been driven down to a new low level.
Existing provision	<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"> • Oswestry (WRZ1) • Staffs and East Shropshire (WRZ2) • Severn (WRZ3) • Birmingham (WRZ4) • Forest and Stroud (WRZ5) • East Midlands (WRZ6). <p>Solihull falls within both the Birmingham and the Severn Zones of the Severn Trent Water area of responsibility.</p>
Gaps in provision	Due to the complexity of the modelling, Severn Trent Water have forwarded a high-level desk top study. Further hydraulic modelling will be required at the detailed planning stage of the strategic allocations. .
Planned provision	<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 have a positive effect on the supply/demand balance. Projects 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.”</p> <p>The immediate investment strategy to maintain security of supply to 2015 is to:</p> <ul style="list-style-type: none"> • Prevent the loss of deployable output due to worsening water quality • Reduce demand through driving leakage down and setting ourselves a new leakage target of 453MI/d by 2015 • Reduce demand by accelerating the rate of household metering, reducing demand by around 1.5MI/d by 2015 • Reduce demand by increasing our water efficiency activities to achieve our target savings of 16MI/d during AMP5
Impact of development proposals	<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 new developments, wherever practicable. Connection will be conditional on meeting new national standards on SUDs and drainage. Defra published their response to the consultation in August 2012⁶¹; however, the new standards are unlikely to be implemented by October 2012.</p> <p>The Water Cycle Study for Solihull indicates that the housing development proposed in the Submission Draft Local Plan will have a low to medium</p>

⁶¹Source: <http://www.defra.gov.uk/consult/2011/12/20/sustainable-drainage-systems-1112/>

	<p>impact on sewerage infrastructure, and that there is sufficient treatment capacity at sewage treatment works to accommodate the additional flows. Sewerage capacity will need to be confirmed using hydraulic modelling.</p> <p>Water efficiency measures will help to reduce the demands on new water resources and keep Water Resource Zones in surplus. However, discussions will be required with STW to identify any need for new resources and improved infrastructure during the Plan period.</p>
Delivery potential	<ul style="list-style-type: none">• 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
Role of LDF	<p>Policies P11 and P15 in the Submission Draft Local Plan address water conservation and the appropriate use of Sustainable Drainage Systems to reduce pressure on water supply and treatment works.</p>

3.4 FLOOD MANAGEMENT⁶²

3.4.1 RIVER FLOOD MANAGEMENT	
Lead Agency	Environment Agency Solihull MBC
Evidence Base	Water Framework Directive in UK Law (2003) Humber River Basin Management Plan ⁶³ (EA, 2009) Severn Catchment Flood Management Plan ⁶⁴ (EA, updated 2010) Trent Catchment Flood Management Plan (EA, 2010) Preliminary Flood Risk Assessment (WSP, 2011) Level 1 Strategic Flood Risk Assessment (Halcrow, 2008)
Strategic Issues	<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.”⁶⁵</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.⁶⁶</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 Trent⁶⁷ catchment, with parts of the east and western boundaries falling within the River Severn catchment.⁶⁸</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"> • <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> <p>River Severn CFMP, Birmingham, Black Country and Coventry Cluster – Policy Option 5:</p>

⁶² Source: <http://www.solihull.gov.uk/benefits/25987.htm>

⁶³ Source: <http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/humber/Intro.aspx>

⁶⁴ Source: <http://www.environment-agency.gov.uk/research/planning/114350.aspx>

⁶⁵ Source: Letter from EA in response to Emerging Core Strategy (December 2010).

⁶⁶ 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.

⁶⁷ River Trent Catchment Flood Management Plan Summary Report Dec 2010.

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

⁶⁸ River Severn Catchment Flood Management Plan Summary Report Feb 2010.

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

	<ul style="list-style-type: none"> • <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. <p>The Council has undertaken a joint Local Flood Management Plan with Birmingham for the River Cole⁶⁹ and there are 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>
Existing provision	<p>The West Midlands Regional Flood Risk Appraisal has not identified any of the Borough's rivers as being a significant flood risk.⁷⁰ 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'.⁷¹</p>
Gaps in provision	<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.</p>
Planned provision	<p>No known capital works are planned in the Borough in the immediate future.</p>
Impact of development proposals	<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>
Delivery potential	<ul style="list-style-type: none"> • Flood Risk Manager post at SMBC • EA capital works programme • Findings from Level 2 SFRA on strategic sites
Role of LDF	<p>Policy P11 of the Submission Draft Local Plan aims to direct development to the areas of least flood risk and ensure that water quality of rivers is considered at all stages of development. Furthermore, development should seek to reinstate the natural floodplain, de-culvert watercourses and limit surface water run-off to greenfield rates wherever possible. Existing flood defence infrastructure will be protected. Applications for new development where there is a flood risk issue should be accompanied by a site flood risk assessment.</p>

⁶⁹ Referred to in EA's response to Emerging Core Strategy (December 2010)

⁷⁰ Source: WMRA (2007). *West Midlands Regional Flood Risk Appraisal*

⁷¹ Source: Solihull Green Infrastructure Study (2012)

3.4.2 SURFACE WATER FLOOD MANAGEMENT	
Lead Agency	Solihull MBC
Evidence Base	Environment Agency response to Emerging Core Strategy and Local Plan consultation (2011 and 2012) Preliminary Flood Risk Assessment (WSP, 2011) Level 1 Strategic Flood Risk Assessment (Halcrow, 2008) Draft National Standards for Sustainable Drainage (Defra, 2011) ⁷²
Strategic Issues	<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 2011.⁷³</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 confirmed.⁷⁴</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."</p> <p>Solihull MBC is in the process of producing a Surface Water Management Plan.</p>
Existing provision	The Solihull GI Study reports that no purpose-built storage areas have been identified within the Borough of Solihull area. ⁷⁵ It recommends that any

⁷³ 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.

⁷⁴ Source: <http://www.defra.gov.uk/environment/quality/water/sewage/sustainable-drainage/>

⁷⁵ Halcrow Group Limited (2008) *Strategic Flood Risk Assessment*.

	<p>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>
Gaps in provision	<p>The Environment Agency has recommended locally-specific objectives to help address flood risk in the Solihull area:⁷⁶</p> <ul style="list-style-type: none"> a) De-culverting and river restoration to reduce flood risk b) Reducing surface run-off through the use of SuDS c) Ensuring development within the floodplain is safe d) Protect and promote areas for future flood alleviation / Directing development to areas of lowest flood risk <p>These have all been addressed in formulating the policy on Water Management in the Submission Draft Local Plan.</p> <p>The Council's Surface Water Management Plan for the Borough is under preparation.</p>
Planned provision	<p>SMBC's role as LLFA and SuDS Approving Body</p>
Impact of development proposals	<p>The Strategic Flood Risk Assessment (January 2008) and 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>
Delivery potential	<ul style="list-style-type: none"> • Flood Risk Manager post at SMBC • EA capital works programme • Findings from Level 2 SFRA on strategic sites • 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 • Flood resistance or resilience measures will be expected to be funded by the developer
Role of LDF	<p>Policy P11 in the Submission Draft Local Plan addresses water conservation and the appropriate use of Sustainable Drainage Systems to reduce pressure on water supply and treatment works.</p>

Source: http://www.solihull.gov.uk/Attachments/SFRA_Solihull_Level1.PDF

⁷⁶ See also Section 7.2 of the above.

3.5 WASTE MANAGEMENT

3.5.1 MUNICIPAL WASTE TREATMENT	
Lead Agency	Solihull MBC
Evidence Base	SMBC Municipal Waste Management Strategy 2010-2020 (2010) ⁷⁷ National Waste Strategy for England (2007)
Strategic Issues	<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. Solihull MBC published a ten-year Municipal Waste Management Strategy (MWMS) 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'.⁷⁸</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 encouraging behavioural change. The re-use of unwanted goods plays a key role, as does the recovery of energy from waste.</p>
Existing provision	<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.⁷⁹</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 call backs.</p>
Gaps in provision	No existing gaps in provision.
Planned provision	<p>The aim is to convert more food waste to energy over the plan period, but the Council is still appraising its options and viability in capturing this waste stream.⁸⁰</p> <p>There had been plans to replace the Coventry and Solihull Waste to Energy</p>

⁷⁷ Solihull MBC has its own Municipal Waste Management Strategy for the period 2010-2020.

Source: http://www.solihull.gov.uk/Attachments/Solihull_Final_MWMS_v1.15_w.pdf.

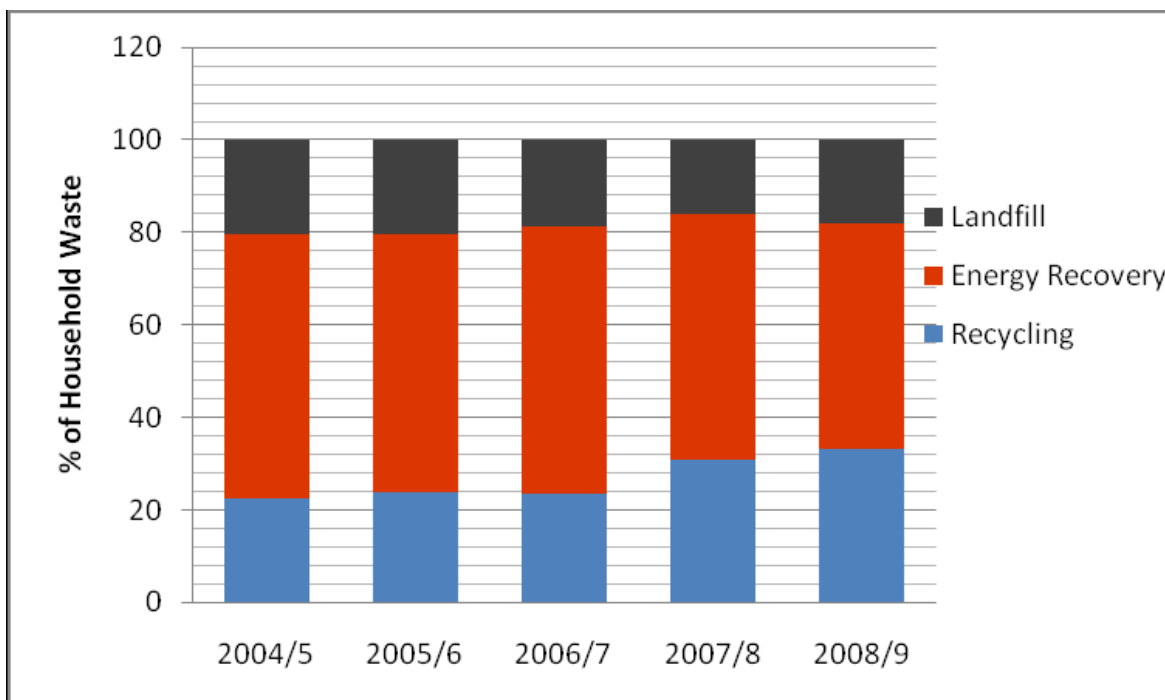
⁷⁸ Source: <http://archive.defra.gov.uk/environment/waste/strategy/strategy07/documents/waste07-strategy.pdf>

⁷⁹ Source: Solihull MWMS 2010-2020.

⁸⁰ Reference from Senior Waste and Recycling Officer, Solihull MBC.

	<p>plant (Project Transform) during the plan period, but that is no longer being pursued.⁸¹</p> <p>Solihull MBC has existing waste disposal (Landfill) and composting contracts with Sita Waste Management. The Council’s MWMS 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>
Impact of development proposals	<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 additional waste generated can still be handled at the current bulking facility.</p>
Delivery potential	<ul style="list-style-type: none"> The Council will be the main agency in delivering the Municipal Waste Management Strategy and encouraging waste reduction through measures such as ‘Love Food, Hate Waste’ Campaign
Role of LDF	<p>Policy P12 in the Submission Draft Local Plan seeks to prevent the production of waste within the Borough wherever possible. Where this is not feasible, waste shall be treated and managed in accordance with the waste hierarchy.</p>

Figure 6. Household waste management performance 2004/5 – 2008/9⁸²



⁸¹ Reference from Senior Waste and Recycling Officer, Solihull MBC

⁸² Source: Solihull Municipal Waste Management Strategy 2010-2020

3.5.2 COMMERCIAL WASTE TREATMENT	
Lead Agency	Various
Evidence Base	SMBC Municipal Waste Management Strategy 2010-2020 (2010) National Waste Strategy for England (2007) ⁸³
Strategic Issues	<p>It can be seen from Table 5 that Construction & Demolition wastes and Commercial & Industrial waste comprise the majority of waste in the Borough, and that this is usually managed via individual contracts between the producer (the business) and a private waste contractor. The private waste contractor will collect and may also treat / dispose of the waste. The Council has limited influence over these waste streams as they are not under its control.⁸⁴</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>
Existing provision	<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>
Gaps in provision	<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 will be 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 Submission 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>
Planned provision	<p>Replacement of the Coventry and Solihull Waste to Energy plant (Project Transform) will not now occur during the plan period.⁸⁵ Coventry Council, in partnership with Coventry University is developing a ‘Heatline’ from the</p>

⁸³ Defra (2007). Source: <http://archive.defra.gov.uk/environment/waste/strategy/strategy07/documents/waste07-strategy.pdf>

⁸⁴ Source: Solihull MWMS 2010-2020

⁸⁵ Reference from Senior Waste and Recycling Officer, Solihull MBC.

	Energy from Waste plant to the city centre, which will deliver heat in the form of hot water or steam. ⁸⁶
Impact of development proposals	The Council has not received any comments from the commercial waste operators in the Borough.
Delivery potential	<ul style="list-style-type: none"> On-site waste resource management as well as collection and treatment by commercial operators
Role of LDF	Policy P12 'Resource Management' in the Submission Draft Local Plan sets out specific criteria to assess the appropriateness of waste management proposals, as well as criteria for on-site management of waste.

Table 5. Distribution of Waste Arising in the Borough in 2009⁸⁷

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

⁸⁶ Source: http://www.coventry.gov.uk/info/10106/major_developments/1020/heatline

⁸⁷ Source: Solihull MWMS 2010-2020

3.6 MINERAL RESERVES

3.6 MINERAL RESERVES	
Lead Agency	Solihull MBC
Evidence Base	Minerals Planning Statement 1 – Planning and Minerals (2006) Draft NPPF (July 2011) West Midlands Aggregates Working Party: Annual Report (2009) ⁸⁸ National and Regional Guidelines for aggregates provision in England 2005-2020 (2009) Response from Warwickshire County Council to IDP consultation (2011)
Strategic Issues	<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.⁸⁹ 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>

⁸⁸ 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."

⁸⁹ 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>
Existing provision	<p>Sand and gravel</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>Coal</p> <p>Solihull contains underground coal resources to the east of Meriden being worked from Daw Mill colliery in Warwickshire.</p> <p>Mineral Safeguarding Areas</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 Submission Draft Local Plan.</p>
Gaps in provision	<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>
Planned provision	<p>A minimum landbank of 7 years for sand and gravel aggregates is required by national guidance.⁹⁰ 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 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</p>

⁹⁰ Section 13 of NPPF.

	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.
Impact of development proposals	<p>The NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. Policy P13 in the Submission 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 Submission Draft Local Plan promotes the use of alternative materials in construction within the Borough and provides for new and expanded facilities within a defined area of search. The co-location of primary extraction and permanent secondary facilities is likely to bring benefits in minimising transport and environmental costs. Temporary facilities for alternative materials will be encouraged on sites for significant development in the Borough.</p> <p>The Coal Authority's representation to the Draft Local Plan supports Policy P13.</p>
Delivery potential	<ul style="list-style-type: none"> Mineral extraction already well-established in the Borough at Berkswell and Meriden quarries.
Role of LDF	<p>The Minerals Strategy for the Borough will be incorporated in the Submission Draft Local Plan.</p> <p>Policy P13 sets out criteria for new minerals development in the Borough, to ensure mitigation of environmental and transport impacts, in accordance with national guidance. Guidance is also provided on the restoration and aftercare of mineral sites once extraction has ceased.</p>

3.7 DIGITAL CONNECTIVITY⁹¹

3.7 DIGITAL CONNECTIVITY	
Lead Agency	Solihull MBC Telecommunications providers
Evidence Base	National Infrastructure Plan (2011) Response from SMBC Economic Development team and ICT team. Britain’s Superfast Broadband Future (DCMS 2010) ⁹² BDUK Broadband Delivery Project Local Broadband Plan: Coventry, Solihull & Warwickshire Superfast Broadband (March 2012) ⁹³
Strategic Issues	<p>Both the National Infrastructure Plan (2011)⁹⁴ and the National Planning Policy Framework⁹⁵ 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.⁹⁶</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, with £19,943 (plus £3,700 project cost) going to Solihull. The Local Authority has agreed to match fund this grant⁹⁷</p> <p>The Local Broadband Plan has now been approved by Government. This document shows how CSW proposes 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 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>

⁹¹ Solihull MBC has its own ICT Strategy; this is mainly a corporate document, however, it also contains aspirations for the wider Borough. Source: <http://www.solihull.gov.uk/Attachments/ICTStrategy20102013.pdf>

⁹² Source: <http://www.culture.gov.uk/publications/7829.aspx>

⁹³ Source: <http://www.cswbroadband.org.uk/documents/CSW-LBP-Submitted-20120301-REDACTED-20120501.pdf>

⁹⁴ HM Treasury (2011). Source: http://www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm

⁹⁵ Para.’s 42-46, 156 and 162.

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

⁹⁶ Source : http://www.culture.gov.uk/what_we_do/telecommunications_and_online/7781.aspx

⁹⁷ Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=LDR&meet=89&arc=71>

Existing provision	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.
Gaps in provision	<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, <i>Britain's Superfast Broadband Future</i>, 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> <p>Certain business parks in the Borough are lacking in broadband capacity.</p>
Planned provision	<p>Dependent on implementation of Local Broadband Plan</p> <p>Further funding opportunities from the Council and/or private sector.</p>
Impact of development proposals	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.
Delivery potential	<ul style="list-style-type: none"> • Telecommunications providers on site • BDUK funding and match-funding by Council
Role of LDF	Policies P3, P14 and P15 of the Submission Draft Local Plan encourage installation of telecommunications, especially superfast broadband for SME's and Mature Suburbs, whilst having regard for visual amenity and other environmental considerations.

4.0 SOCIAL INFRASTRUCTURE

4.1 ACCOMMODATION

4.1.1 HOUSING	
Lead Agency	Solihull MBC
Evidence Base	<p>Strategic Housing Market Assessment (2009)</p> <p>Birmingham Coventry and Solihull Gypsy and Traveller Accommodation Assessment (2008)</p> <p>Solihull Local Investment Plan 2011-2015⁹⁸</p> <p>Summary of supported housing need⁹⁹</p> <p>Solihull Homelessness Review (2012)</p> <p>Homelessness Strategy 2012 – 2015</p> <p>Draft Independent Living and Extra Care Housing Strategy – July 2012</p> <p>Housing Revenue Account Business Plan 2006-2036¹⁰⁰</p> <p>Solihull Social Housing Market up to April 2011¹⁰¹</p> <p>Solihull Strategic Housing Land Availability Assessment (SHLAA) and accompanying site appraisals document (September 2012 update)</p>
Strategic Issues	<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>

⁹⁸ Source: http://www.solihull.gov.uk/Attachments/Solihull_LIP_update_March_2011.pdf

⁹⁹ Source: http://www.solihull.gov.uk/Attachments/Summary_of_Supported_Housing_Needs.pdf

¹⁰⁰ Source: <http://www.solihull.gov.uk/Attachments/HRAbusinessplan.pdf>

¹⁰¹ Source: 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"> • 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. • prioritising locations for development that will best contribute to building sustainable, linked, mixed use and balanced communities. • 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. <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>Existing provision</p>	<p>There are 88,503 homes in Solihull occupied by 86,747 households. At 31 March 2012 the Borough’s stock of affordable housing numbered 13,493 (14.5% of Borough stock). Of these 12,939 (14.6% of Borough stock) are social rented and 660 intermediate (0.7% of Borough stock).</p> <p>Solihull Council owns 10,179 of the social rented homes (79%) 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 2012 Right To Buy sales have totalled 7,174 and a further 1,021 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 March 2012 a total of 3,364 new homes were provided in Solihull of which 1026 (30%) were ‘affordable’. Of these, 673 (66%) were social rented. There is a continued lack of affordable housing either for rent or intermediate housing for sale in the Solihull Borough. The Borough is considered a very attractive place to live and has the highest house prices in the West Midlands region¹⁰² (RSS Panel Review).</p>

¹⁰² p.6 SMBC and HCA Local Investment Plan 2010-2014 (March 2010):

<p>Gaps in provision</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, and rising levels of homelessness. The number of residents in priority housing need and with a local connection to Solihull was 6,701 at 31 March 2012. 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>Evidence of Affordable Housing Need</p> <table border="1" data-bbox="507 613 1294 1021"> <thead> <tr> <th></th> <th>Solihull Strategic Housing Market Assessment Estimate of Annual Affordable Housing Need</th> </tr> </thead> <tbody> <tr> <td>Rural Area</td> <td>280</td> </tr> <tr> <td>Regeneration Area</td> <td>248</td> </tr> <tr> <td>Urban West</td> <td>701</td> </tr> <tr> <td>Outside of the Borough</td> <td>n/a</td> </tr> <tr> <td>TOTAL</td> <td>1,229</td> </tr> </tbody> </table> <p>The draft ILEC Housing Strategy (2012) identifies the following needs:</p> <ul style="list-style-type: none"> • 100 units of accommodation for people with learning disabilities up to 2026, with 92 units required over the next 5 years. • 30 units of grouped accommodation for people with mental health needs to replace the provision at Ipswich Walk and to meet the needs of other people with longer term vulnerabilities, plus the need for 5 units of supported accommodation per year to enable people to move out of inpatient rehabilitation services (part of this will be met through the re-provision of Ipswich Walk and turnover of existing supported units) • Additional homes which are suitable for older people across the Borough and particularly in the south and rural areas. • There are no identified requirements for new units of accommodation for people with physical and sensory disabilities; the need for specialist supported accommodation for this group will be considered as part of the development of larger housing-with-care schemes 		Solihull Strategic Housing Market Assessment Estimate of Annual Affordable Housing Need	Rural Area	280	Regeneration Area	248	Urban West	701	Outside of the Borough	n/a	TOTAL	1,229
	Solihull Strategic Housing Market Assessment Estimate of Annual Affordable Housing Need												
Rural Area	280												
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<p>Planned provision</p>	<p>The Council will allocate sufficient land for 3,960 net additional dwellings to contribute towards and ensure provision of land to meet the annual average target of 500 (net) additional dwellings between 2006 and 2028.</p> <p>The rest of the 500 p.a. target will be met through completion of approved planning applications and windfall development. Policy P4 in the Submission Draft Local Plan requires a 40% contribution of affordable</p>												

“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>housing on residential sites of 0.2ha or more, or over 2 net homes.</p> <p>Policy P4b ‘Rural Exceptions’ states that affordable housing developments on green belt land will be supported in specific circumstances.</p> <p>Policy P4c requires that development briefs for allocated sites include details of the likely profile of household types requiring market housing.</p>
<p>Impact of development proposals</p>	<p>Affordable housing will be secured through developer contributions on qualifying sites, where viable. The Council commissioned a Viability Study taking into account the impacts of the Council’s Affordable Housing Policy P4, including the revised thresholds of 0.2+ ha, 3+ new net dwellings and keeping the existing target of 40% affordable dwellings. The Viability Study supports the new thresholds and but advised that the target should remain at 40% and the inclusion of ‘at least’ be deleted.</p>
<p>Delivery potential</p>	<ul style="list-style-type: none"> • 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 criteria specified in the policy. • Housing sites are phased to ensure a continuous supply of housing provision throughout the Plan period and a continuous supply of affordable housing. 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 the most sustainable locations. • 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. • To provide affordable housing across the Borough through Policy P4 the following funding mechanisms will be utilised: <ul style="list-style-type: none"> ○ On-site Affordable Housing Provision ○ Commuted sums to the Council • 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: <ul style="list-style-type: none"> ○ HCA ‘National Affordable Homes Programme’ funding ○ North Solihull Partnership funding
<p>Role of LDF</p>	<p>Policy P4 with the LDF, ‘Meeting Housing Needs’, provides a policy to:</p> <ul style="list-style-type: none"> • Increase the amount of ‘Affordable Housing’ (Policy P4a) • To enable Parishes and Neighbourhoods to provide ‘Rural Exceptions’ housing (Policy P4b) • And deliver a mix of ‘Market Housing’ (Policy P4c)

4.1.2 GYPSY AND TRAVELLER SITES																							
Lead Agency	Solihull MBC																						
Evidence Base	Solihull Gypsy and Traveller Accommodation Assessment (February 2012) Solihull Gypsy and Traveller Site Allocations Development Plan Document Preferred Options Paper (2012)																						
Strategic Issues	<p>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.</p> <p>The Gypsy and Traveller Accommodation Assessment (2012) identifies a need for 38 additional residential pitches between 2012 and 2027. Of these, 26 pitches are required by 2017, a further 6 are required between 2017 and 2022 and 6 more between 2022 and 2027.</p>																						
Existing provision	<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>Total</td> <td>49</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>Land adjacent to the Pleck</td> <td>3</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	Total	49	Site	Number of Pitches	Land adjacent to the Pleck	3
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Site	Number of Pitches																						
Land adjacent to the Pleck	3																						
Gaps in provision	At the time of writing there is a shortfall of 26 pitches in the Borough for the period 2012 – 2017.																						
Planned provision	The Council has consulted on the Preferred Options consultation of the Gypsy and Traveller Site Allocations Development Plan Document in summer 2012.																						
Impact of development proposals	Provision of pitches will be determined through the Gypsy and Traveller Site Allocations DPD.																						
Delivery potential	<ul style="list-style-type: none"> • 10 sites were put forward as suggestions through a ‘Call for Sites’ exercise. The sites have been considered and preferred sites have been subject to a public consultation. • Homes and Communities Agency (HCA) funding of £720,000 to a Registered Social Landlord (RSL) for the provision of 16 social rented pitches in Solihull. The cost of providing private pitches will be met by applicants seeking planning permission. 																						
Role of LDF	Policy P6 in the Submission Draft Local Plan lists criteria which will be used in the allocation of future sites and in the determination of future planning applications that would contribute to meeting any identified unmet need.																						

4.2 CHILDCARE AND LEARNING

4.2.1 CHILDCARE PROVISION	
Lead Agency	Solihull MBC
Evidence Base	Childcare Sufficiency Assessment (Refresh) 2010 ¹⁰³
Strategic Issues	<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>
Existing provision	<p>There are 9118 childcare places to serve a projected population of 37,400 children and young people less than 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>

¹⁰³ Solihull MBC Cabinet Portfolio Holder Children and Young People - Report Endorsed on 6th April 2011. Latest available data at time of writing.
 Source: <http://www.solihull.gov.uk/akssolihull/users/public/admin/kab9.pl?cmte=CAY&meet=20&arc=71>

	<p>Six neighbourhood nurseries were given the go-ahead in 2005/6 to provide 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.¹⁰⁴</p>
<p>Gaps in provision</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>Planned provision</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</p>

¹⁰⁴ Source: SMBC Children’s services’ response to IDP consultation (2011).

	Journey' to work and so acts as a barrier for future progression to accredited courses.
Impact of development proposals	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.
Delivery potential	<ul style="list-style-type: none"> • Early Intervention Grant
Role of LDF	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

Lead Agency	Solihull MBC
Evidence Base	Solihull MBC website Response from SMBC Education School Places team SHLAA September 2012 North Solihull Strategic Framework SPG (2005) and Addendum 2009
Strategic Issues	<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. Solihull Council is represented at a biannual meeting of school place planning officers where cross borough boundary pupil demand is discussed and planned.</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</p>

	<p>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>
Existing provision	<p>(Non-fee paying) School summary information¹⁰⁵</p> <ul style="list-style-type: none"> • 38 Primary schools* • 12 Infant schools * • 11 Junior schools • 3 Secondary schools • 12 Academies** • 5 Special Schools • 4 Pupil Referral Units • 9 Special Units <p>*All infant and primary schools in the Borough have a nursery unit. ** Two more primary schools will convert to Academy status on 1 August 2012.</p> <p>The following schools have a sixth form:</p> <ul style="list-style-type: none"> • Arden • CTC Kingshurst Academy • Grace Academy • Heart of England Business and Enterprise School • Park Hall Academy • St. Peter's Catholic and Specialist Science College • Smith's Wood Sports College • John Henry Newman Catholic College • Tudor Grange Academy (opening September 2012) <p>Independent Schools***</p> <ul style="list-style-type: none"> • Eversfield Prep School, Warwick Rd, Solihull – Boys and Girls Age 3-11 • Ruckleigh School, 17 Lode Ln, Solihull – Boys and Girls Age 3-11 • Saint Martin's, Malvern Hall, Solihull – Girls Age 2-19 • Solihull School, Warwick Rd, Solihull – Boys and Girls Age 7-18 • Kingswood School, St James Place, Shirley – Boys and Girls Age 2-16 <p>***All of the above are day schools.</p>
Gaps in provision	<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>
Planned provision	<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</p>

¹⁰⁵ This list does not include private schools. Source: <http://www.solihull.gov.uk/schools/schools.htm>

	<p>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 2011.¹⁰⁶ A review of the original strategic framework is currently underway which will consider the delivery of the remaining schools in the programme¹⁰⁷.</p>
Impact of development proposals	<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 significant number of houses is likely to require additional school place capacity e.g. Arden Academy and Tudor Grange schools</p>
Delivery potential	<ul style="list-style-type: none"> • 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. • 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.
Role of LDF	<p>The Submission 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.</p>

4.2.3 YOUNG PEOPLE

Lead Agency	Solihull MBC (& Work Programme and Education/learning providers)
Evidence Base	<p>National Policy Drivers:</p> <ul style="list-style-type: none"> • Supporting Youth Unemployment 2011 • Opening Doors, Breaking Barriers: A Strategy for Social Mobility - April 2011 • Review of Vocational Education – The Wolf Report – March 2011 • Youth Contract – November 2011 • Hidden talents – Supporting the most disengaged young people into employment, education and training – LGA March 2012 • Action for Jobs – How to get the UK working – CBI October 2011 <p>Regional & Sub-regional Policy Drivers:</p> <ul style="list-style-type: none"> • Greater Birmingham & Solihull LEP ESB (2012) <p>Local Policy Drivers/Assessments:</p> <ul style="list-style-type: none"> • Solihull Partnership & the Sustainable Community Strategy priorities (2011) • Solihull Work and Skills Plan (2010/11) • Solihull ESB Action Plan (2012) • Supporting Youth Employment in Solihull – a survey of 18 to 24 year

¹⁰⁶ Kingshurst Primary School; Smith’s Wood Community Primary School and St Anne’s RC School.

¹⁰⁷ Cabinet Report 19th July 2012. Source: <http://www.solihull.gov.uk/akssolihull/images/att34812.pdf>

	old jobseekers (October 2011)
Strategic Issues	<ul style="list-style-type: none"> • To determine existing and future skills priorities and local labour market data. Setting out a collaborative approach in a Skills Plan to meeting local skills needs and stimulating growth in the GBS LEP area and in Solihull; • To revitalise the way that careers, jobs and qualification options are communicated to young people through schools, colleges, universities based on what businesses are saying and doing; • To generate a substantial increase in the number of connections between businesses and education – so that skills supply and demand are better able to shape our economic future and fulfil or growth ambitions; • To secure a local skills system driven by targeted growth sectors, development and investment opportunities, labour market intelligence and employability expectations – designing new courses, qualifications and apprenticeship frameworks and maximising opportunities from new development and LEP investment; • To tackle and reduce worklessness, particularly that affecting young people in Solihull
Existing provision	<p>(1) Two Young People Work Clubs run weekly – one in North Solihull and one in South Solihull – providing job application advice, guidance and support;</p> <p>(2) Apprenticeships and recruitment support through GEO project;</p> <p>(3) Recruitment support offered through the employment opportunities generated through the construction and major developments in Solihull;</p> <p>(4) Connexions support to those young people at risk of falling through the net – interventions with and reductions of NEET’s;</p> <p>(5) Support for young people vulnerable groups – learning difficulties and disabilities, high risk young offenders, young asylum seekers, looked after children, teenage parents;</p> <p>(6) 14-25 Team support with participation, progression and attainment into employment, education and training for young people aged 14-25;</p>
Gaps in provision	<p>In April 2012, the Solihull claimant unemployment rate among 18-24 year olds was 9.4% compared to 3.6% among 25-49 year olds and 1.7% among 50-64 year olds. Solihull’s 18-24 year old claimant unemployment rate is significantly higher than the England average of 7.7%, although lower than the West Midlands (9.6%) and the Greater Birmingham & Solihull LEP (10.1%).</p>
Planned provision	<p>Alongside operating Work Clubs for Young People the Employment Team is working with a number of partners to reach out to more young people. Activity includes working with:</p> <ul style="list-style-type: none"> • Jobcentre Plus - presenting to the 18 – 24 year olds that are mandated to attend a Jobcentre Plus session on getting back into work • Leisure Services and Neighbourhood Management Teams - to engage young people about the employment support available

	<ul style="list-style-type: none"> • Solihull College – the range of support available through the Employment Team is promoted as part of the careers offer to students completing the Work-Ready Programme and those completing college courses.
Impact of development proposals	Development proposals should not have a negative impact on Solihull 18-24 year olds unemployment claimant count in the Borough.
Delivery potential	<ul style="list-style-type: none"> • City Skills Fund (supporting Core City Partnerships & LEPs) 2012 • Regional Growth Fund applications from private sector led projects • Skills Funding Agency contributions to local learning providers
Role of LDF	The overall strategy of the Submission Draft Local Plan and the theme ‘Sustainable Economic Growth’ seek to sustain and improve the economic success of the Borough. Providing employment and skills support to young people contributes to increasing economic inclusion and well-being and in some instances may be appropriate as part of Section 106 agreements.

4.2.4 EMPLOYMENT, TRAINING AND SKILLS

Lead Agency	Solihull MBC (and Solihull Employment & Skills Board)
Evidence Base	<p>National Policy Drivers:</p> <ul style="list-style-type: none"> • Get Britain Working • The Work Programme – Department for Work and Pensions (DWP) • Skills for Sustainable Growth (BIS) • All Age Careers Service • Review of Vocational Education – The Wolf Report – March 2011 • Youth Contract – November 2011 <p>Regional & Sub-regional Policy Drivers:</p> <ul style="list-style-type: none"> • Greater Birmingham & Solihull LEP ESB (2012) <p>Local Policy Drivers/Assessments:</p> <ul style="list-style-type: none"> • Solihull Partnership & the Sustainable Community Strategy priorities (2011) • Solihull Work and Skills Plan (2010/11) • Solihull ESB Action Plan (2012) • North Solihull Regeneration Framework
Strategic Issues	<ul style="list-style-type: none"> • To determine existing and future skills priorities and local labour market data. Setting out a collaborative approach in a Skills Plan to meeting local skills needs and stimulating growth in the GBS LEP area and in Solihull; • To revitalise the way that careers, jobs and qualification options are communicated to young people through schools, colleges, universities based on what businesses are saying and doing; • To generate a substantial increase in the number of connections between businesses and education – so that skills supply and demand are better able to shape our economic future and fulfil or growth ambitions; • To secure a local skills system driven by targeted growth sectors, development and investment opportunities, labour market intelligence

	<p>and employability expectations – designing new courses, qualifications and apprenticeship frameworks and maximising local recruitment opportunities from major new developments and LEP investment;</p> <ul style="list-style-type: none"> • To tackle and reduce worklessness in Solihull;
Existing provision	<p>(1) Economic Development & Regeneration Team operates Work Clubs in the North in Excellence in the Community Centres at Smith’s Wood, Coleshill Heath and Chelmsley Wood library (for young people). Work Clubs are also run in the libraries at Hobs Moat, Shirley and Solihull Town Centre (young people). From October 2011 to April 2012, 213 local residents have received employment support. This includes employment focused workshops, 1-1 support with CV writing, job applications, interview skills and also referrals to IT provision and numeracy and literacy courses;</p> <p>(2) Recruitment support to local businesses and creating local employment opportunities and apprenticeship support through GEO project;</p> <p>(3) Recruitment events and support offered through the employment opportunities generated through the construction and major developments in Solihull to ensure that people from Solihull have the best opportunity to take advantage of those opportunities;</p> <p>(4) Support the implementation of the West Midlands Procurement Framework via all SMBC contracts over £1m to ensure that they include targeted recruitment and training clauses. Thereby generating employment opportunities through public sector spend;</p> <p>(5) To create a local supply chain infrastructure that can compete for works from the public and private sector. Influencing principle contractors within Solihull to contract and recruit locally will provide opportunities to Solihull SMEs and residents.</p> <p>(6) Current major new developments and projects where local employment opportunities can be maximised for Solihull residents include:</p> <ul style="list-style-type: none"> • Bishop Wilson School • Airport Extension • A45 expansion • North Solihull Regeneration – including North Arran Way public realm and North Solihull Cycle Network
Gaps in provision	<p>In April 2012 there were 4,666 working age (16-64 years) people claiming JSA in Solihull. This equates to a claimant unemployment rate of 3.6%;</p> <p>In April 2012, the Solihull claimant unemployment rate (3.6%) remains lower than the England (3.9%), West Midlands (4.8%) and Greater Birmingham & Solihull Local Enterprise Partnership (5.6%);</p>
Planned provision	<p>Forthcoming major new developments and projects where local employment opportunities can be maximised for Solihull residents include:</p> <ul style="list-style-type: none"> • NEC Resorts World • Shirley Park gate • North Solihull Regeneration
Impact of	<p>Development proposals should not have a negative impact on the Solihull</p>

development proposals	unemployment claimant count (16-64 age group) in the Borough and should facilitate support for local employment opportunities for residents.
Delivery potential	<ul style="list-style-type: none"> • City Skills Fund (supporting Core City Partnerships & LEPs) 2012 • Regional Growth Fund applications from private sector led projects • North Solihull Partnership Socio-Economic Workstream Programme funding • Work Programme provision through DWP funding
Role of LDF	The overall strategy of the Submission Draft Local Plan and the theme 'Sustainable Economic Growth' seek to sustain and improve the economic success of the Borough. Providing employment, training and skills support to Solihull residents contributes to increasing economic inclusion and well-being and in some instances may be appropriate as part of Section 106 agreements.

N.B. Solihull does not have a university within its administrative boundaries.

4.3 HEALTH CARE

4.3 HEALTH CARE	
Lead Agency	Solihull NHS Primary Care Trust Solihull MBC ¹⁰⁸
Evidence Base	Solihull 'Joint Strategic Needs Assessment' 2009-2010 ¹⁰⁹ Solihull NHS Care Trust Strategic Plan 2009/10 -2013/14 ¹¹⁰ Birmingham and Solihull NHS Cluster System Plan 2011 ¹¹¹ (not available on-line)
Strategic Issues	<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.¹¹²</p> <p>The vision of the Cluster is to maximise health care resources by:</p> <ul style="list-style-type: none"> • Better use of NHS resources <ul style="list-style-type: none"> ○ Reducing PCT running costs by 45% ○ Improving provider efficiency by ca. £100 million • Patient experience and quality of life <ul style="list-style-type: none"> ○ Redesigning care in key areas • Tackling deep seated inequalities <ul style="list-style-type: none"> ○ Close the gap in life expectancy by 10% <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</p>

¹⁰⁸ Source: <http://www.solihull.gov.uk/about/21056.htm>

¹⁰⁹ Source: <http://www.solihull.nhs.uk/getmedia/5c32278e-a292-4cf5-b6c0-65a3726b51c6/JSNA-2009-2010.aspx>

¹¹⁰ Source: http://www.solihull.nhs.uk/getmedia/c33fc0fd-e492-4aa9-bdb0-ec9454ab67db/Petes_final_formatted.aspx

¹¹¹ Source: http://www.solihull.nhs.uk/getmedia/ceac668b-da0f-4ce2-b275-217447c23bf3/Cluster-Strat_on_page-%28v6%29.aspx

¹¹² "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>

	<p>Solihull, Heartlands and Good Hope Hospitals and the bulk of Solihull's 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.</p>
Existing provision	<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.¹¹³</p> <p>New medical centre in rural Balsall Common opened in May 2012.¹¹⁴ Solihull is home to one large hospital, 'Solihull Hospital,' situated on Lode Lane close to the main town centre.¹¹⁵ It has a:</p> <p>A&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.¹¹⁶</p> <p>Solihull Hospital is part of the Heart of England NHS Foundation Trust. 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. There are also private hospitals in the Borough, e.g. Spire Hospital near the main town centre.</p> <p>(See Figure 7 below).</p>
Gaps in provision	<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. The Board are overseeing a Health and Well Being Strategy for the Borough, as well as a refresh of the JSNA¹¹⁷.</p> <p>Solihull MBC's Draft Independent Living and Extra Care Housing Strategy has been produced to ascertain how to address these needs in the Borough.¹¹⁸</p>
Planned provision	<p>Solihull hospital has no plans for new building in the next 5-15 years.¹¹⁹</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</p>

¹¹³ Ibid.

¹¹⁴ Source: <http://www.solihullccg.nhs.uk/newspage/150-balsall-common-health-centre-opens>

¹¹⁵ Source: http://www.heartofengland.nhs.uk/templates/Page___7696.aspx

¹¹⁶ 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.

¹¹⁷ <http://www.solihull.gov.uk/akssolihull/images/att33241.pdf>

¹¹⁸ Source:

<http://www.solihull.gov.uk/akssolihull/users/public/admin/kab86.pl?edname=ed5674&cmte=&meet=&arc=8>

¹¹⁹ Source: Response to Emerging Core strategy consultation from Solihull NHS Trust (2010).

	<p>forensic medium secure facility on the border within the Yardley constituency.¹²⁰</p> <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.¹²¹</p>
<p>Impact of development proposals</p>	<p>The Local Plan is proposing that the majority of new development takes place in the existing Mature Suburbs 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 (ca.30000 patients) over the plan period.</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>Delivery potential</p>	<ul style="list-style-type: none"> • NHS funding • Potential for developer contributions • Partner-working with health providers
<p>Role of LDF</p>	<p>The Submission Draft Local Plan includes several policies which have the direct and indirect aim to improve the health and well-being of those living, working in and visiting Solihull. These include improving access to essential services, jobs and education; providing and enhancing opportunities for active travel; improving the range of indoor and outdoor recreation facilities; promoting a high quality public realm; reducing crime and fear of crime; raising environmental quality and enhancing accessible green space networks. These should work to improve people’s access to facilities, better</p>

¹²⁰ Source: Response to Emerging Core strategy consultation from BSMH NHS Trust (2010).

¹²¹ p.29 North Solihull Strategic Framework Review 2009.

Source: <http://northsolihull.co.uk/files/Strategic%20Framework%20Review/StrategicFrameworkreviewdoc.pdf>

	accommodate the different needs of people, encourage healthy lifestyles and tackle the underlying causes of poor physical and mental health. ¹²²
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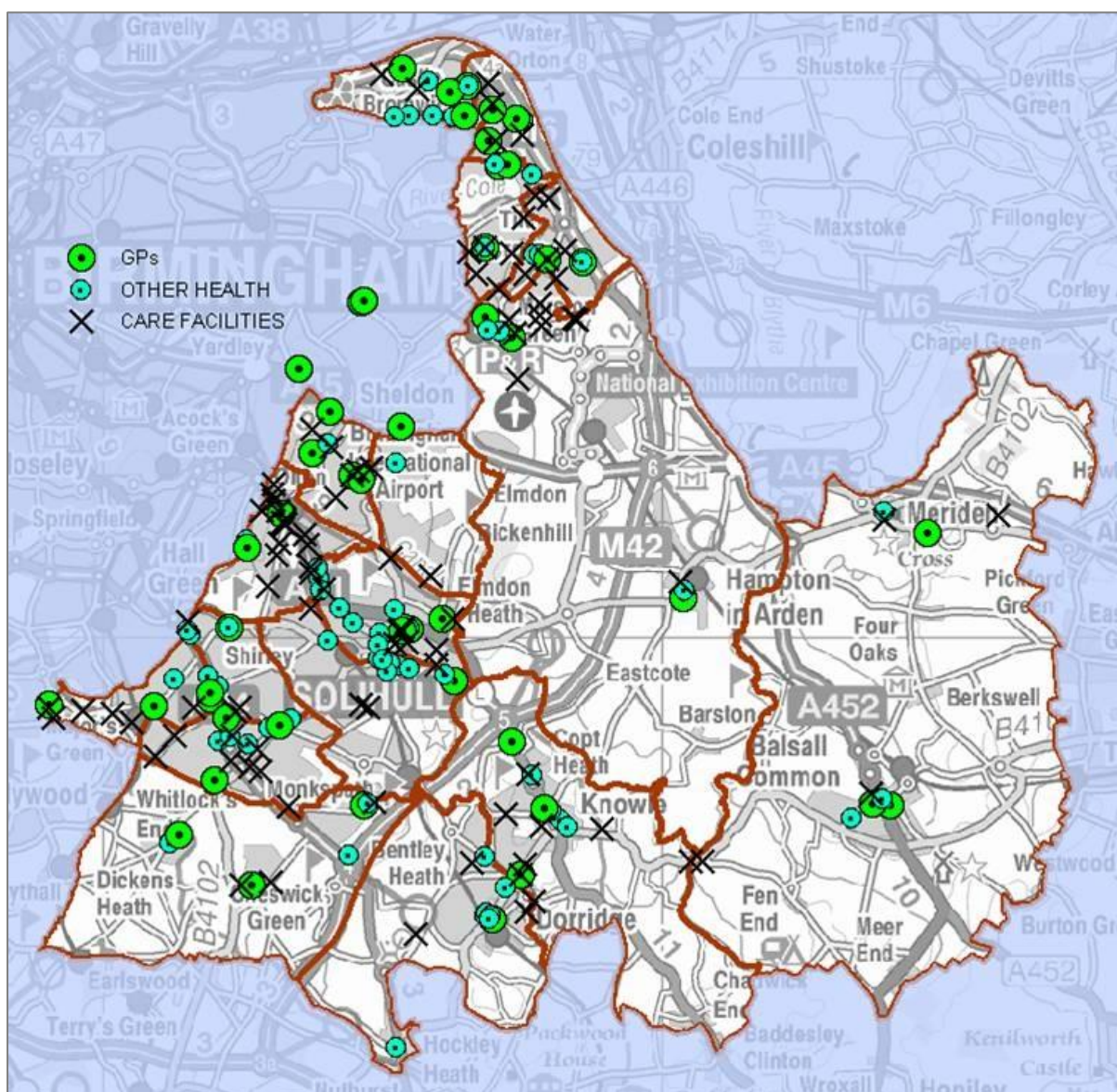
Some key points from the JSNA 2009-2010 relevant to the type of infrastructure that will be required over the plan period:

- 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

¹²² Barton & Tsourou (2000) „World Health Organisation's 12 Healthy Urban Planning Principles'. The 12 Healthy Urban Planning Principles align with the thrust of the Local Plan and Policies P5, P7, P8, P9, P10, P11, P13, P14, P15, P17, P18, P19 and P20 in particular.

- 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.

Figure 7. Map of Health and Care facilities in the Borough¹²³



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.

¹²³ Source: SMBC Solihull Observatory 2011

4.4 SOCIAL CARE

4.4.1 ADULT SOCIAL CARE	
Lead Agency	Solihull MBC ¹²⁴
Evidence Base	Solihull 'Joint Strategic Needs Assessment' 2009-2010 ¹²⁵ SMBC Adult Social Care – Local Account 2012 SMBC Draft Independent Living and Extra Care Housing Strategy (July 2012)
Strategic Issues	<p>The responsibility for the commissioning and provision of adult social care reverted back to Solihull Council on 1 April 2011, after the Care Trust was disbanded.</p> <p>Transforming Adult Social Services (Putting Solihull People First) is one of the Top 5 business priorities for the Solihull Council in the medium-term. The Transformation programme builds on the national policy framework outlined by the Government in a Vision for Adult Social Care (DoH, 2010) and Think Local, Act Personal (DoH, 2011), which place user choice and prevention at the heart of its vision.</p>
Existing provision	<p>Adult Social Care provide a large number of care and support services to the people of Solihull, which include:</p> <p>Advice/ Information, Advocacy, Carers' Services, Home Care, Rehabilitation, Residential Care, Respite, Supported Living and Visiting or 'Floating Support'. These services are delivered to a number of clients groups: Carers, Older People and People with Learning Disabilities, Mental Health Needs and Physical Disabilities.</p> <p>The vast majority of this provision is revenue-driven although some of the services are based at accommodation owned by the Council, Solihull Community Housing or other partner agencies including Registered Social Landlords and Community/ Voluntary organisations.</p>
Gaps in provision	<p>Since its re-integration with Solihull MBC, Adult Social Care has been undergoing a re-structure in order to maximise efficiency and focus on the key areas of need in Solihull.</p> <p>The Council has recently restructured the commissioning of Children's' and Adults' services and has established an integrated commissioning function across these areas, which draws on all available expertise and capacity across a number of Directorates in the authority. This arrangement will provide improved co-ordination of Adult and Children's' service Commissioning in order to meet the differing needs of all service users.</p>
Planned provision	An example of the planned capital provision is the new Extra Care Housing Scheme at Hampton Lane, Solihull. Abbeyfield UK is the landlord organisation and care/ support will be provided by the Accord Group. This model of provision will provide a linked service from sheltered housing through to residential care, thus enabling the residents to remain in their homes and be appropriately supported for longer than has been possible in the past.
Impact of	Demographic changes in the future, including a significant increase in the

¹²⁴ Source: <http://www.solihull.gov.uk/about/21056.htm>

¹²⁵ Source: <http://www.solihull.nhs.uk/getmedia/5c32278e-a292-4cf5-b6c0-65a3726b51c6/JSNA-2009-2010.aspx>

development proposals	<p>numbers of older people will provide substantial challenges for the provision of Adult Social Care in Solihull. Current and new provision will need to meet the changing demands of service users in all areas including Extra Care Housing and Supported Living.</p> <p>Any new developments or re-design may impact on Adult Social Care provision, but these would need to be the subject of detailed discussions, looking at each site/project between the Council and other internal and external partners in order to ensure that a joined up approach to service provision is established and maintained.</p>
Delivery potential	<ul style="list-style-type: none"> • SMBC funding • Affordable Housing Contributions • Partner-working with care providers, Housing Associations, neighbouring authorities
Role of LDF	<p>Policy P7 expects new development to take proper account of Accessibility and Ease of Access in their proposals for all users. Policy P15 states that all new residential development should be built to Lifetime Homes Standard. Policy P18 expects new development proposals to promote, support and enhance physical and mental health and well-being.</p>

4.4.2 CHILDREN'S SERVICES

Lead Agency	Solihull MBC
Evidence Base	Solihull 'Joint Strategic Needs Assessment' 2009-2010 ¹²⁶ Solihull Council Children's Services Business Plan 2012/13 ¹²⁷
Strategic Issues	<p>Integrating Children's Services is one of the Top 5 business priorities for the Solihull Council in the medium-term.</p> <p>The four guiding principles are Early intervention; Partnership with families; Think family, think local; and Integrated services. Change will be managed by applying a commissioning approach, and using Lean techniques.</p> <p>Over the period 2012-2015, the Council has four strategic objectives to improve the lives of children, young people and families in Solihull, each of which includes business fundamentals and change priorities:</p> <ul style="list-style-type: none"> • Ensuring that all children and young people have positive learning experiences, achieve success and develop the skills which will serve them well as adults • Enabling all children and young people to have a healthy start in life • Protecting the most vulnerable children and young people, and securing early help for those that need it • Looking after those children whose parents are not able to
Existing provision	Children's Services have part or whole responsibility for a wide range of services and facilities that affect children and young people, e.g. Children's Centres, Family Information Service, school initiatives, corporate safeguarding and support for those with special needs.

¹²⁶ Source: <http://www.solihull.nhs.uk/getmedia/5c32278e-a292-4cf5-b6c0-65a3726b51c6/JSNA-2009-2010.aspx>

¹²⁷ Source: http://www.solihull.gov.uk/Attachments/Childrens_Services_Business_plan.pdf

Gaps in provision	The Council's Children Services Business Plan for the next 5 years outlines how the service will be re-structured on a reduced budget, without resulting in a detrimental impact on the services provided.
Planned provision	None known at present.
Impact of development proposals	Any new developments or re-design may impact on children and young people, e.g. road safety, availability of school places and support, affordable housing provision, outdoor play and sports, community facilities.
Delivery potential	<ul style="list-style-type: none"> The Council's services for children and young people are funded from Council Tax and Government grants including the Dedicated Schools Grant
Role of LDF	Policy P7 in the Submission Draft Local Plan expects new development to take proper account of Accessibility and Ease of Access in their proposals for all users. Policy P15 states that all new development should create attractive, safe places that help to reduce crime and the fear of crime. Policy P18 expects new development proposals to promote, support and enhance physical and mental health and well-being and Policy P20 encourages provision of open space, children's play, recreation and sport facilities.

4.5 EMERGENCY SERVICES

4.5.1 POLICE AND COMMUNITY SUPPORT	
Lead Agency	West Midlands Police Service
Evidence Base	<p>Representations to the Emerging Core Strategy (December 2010) and draft Local Plan (March 2012)</p> <p>Contribution to Infrastructure Delivery Plan (June and December 2011)</p> <p>Findings from Sustainability Appraisal of Emerging Core Strategy (2011)</p>
Strategic Issues	<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.¹²⁸</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 2007/08.¹²⁹</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"> • 21 Operational Command Units (OCUs) have become 10 Local Policing Units (LPUs). Solihull Borough now has its own dedicated LPU serving the community; • New Local Command Teams; • geographically based teams for Force CID, Intelligence and Traffic; • new Force shift patterns for 24/7 staff; and • new governance arrangements for Learning & Development, Custody, Criminal Justice Units (CJUs), Traffic, Public Protection and Intelligence. <p>These and other changes will ensure that ‘Programme Paragon’ meets its objectives, including: -</p> <ul style="list-style-type: none"> • making Police Officers more accessible to the community; • ensuring that, where possible, opportunities are taken to share facilities and services to improve working practices and efficiencies.
Existing provision	<p>There are 3 police stations within the Borough:</p> <p>Solihull Police HQ. Homer Road, Solihull centre, B91 3QL</p>

¹²⁸ Solihull Sustainable Community Strategy 2008-2018.

Source: http://www.solihull.gov.uk/Attachments/SCSfinal_versionv3.3.pdf

¹²⁹ Office for National Statistics, 2011: Painting Pictures of Place Series: Local Profiles – Inclusion.

Source: <http://data.gov.uk/node/30269>

	<p>Shirley Police Station, Stratford Road, Shirley, B90 3AR.</p> <p>Chelmsley Wood Police Station, Ceolmund Crescent, Chelmsley Wood B37 5UB</p> <p>14 Neighbourhood Police teams from Castle Bromwich, to Blythe and Meriden.</p>
Gaps in provision	<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>
Planned provision	<p>None known at present.</p>
Impact of development proposals	<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>WMP have submitted a representation that the proposed growth as set out in the Emerging Core Strategy and Submission 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.¹³⁰</p>
Delivery potential	<ul style="list-style-type: none"> It is unlikely that developer contributions would be allocated to Emergency Services, however, it is acknowledged that there is an identified funding gap
Role of LDF	<p>Policy P15 ‘Securing Design Quality’ in the Submission Draft Local Plan includes measures to ensure that access to and around developments is safe and secure. Development briefs for site allocations will consider crime and safety.</p>

4.5.2 FIRE AND RESCUE

Lead Agency	West Midlands Fire Service
Evidence Base	West Midlands Fire Service website
Strategic Issues	<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.¹³¹</p>

¹³⁰ Source: West Midlands Police Service response to Emerging Core Strategy.

¹³¹ Source: http://www.wmfs.net/Your_Fire_Service/+Command+Areas/Solihull/Working_In_Partnership/

Existing provision	<p>There are 2 stations within the Solihull Command:</p> <p>Solihull Fire Station (0121 380 7521) Station Commander Ben Diamond 620 Streetsbrook Road, Solihull, West Midlands B91 1QY</p> <p>Bickenhill Fire Station (0121 380 7527) Station Commander Paul Riley Northway, National Exhibition Centre, Bickenhill B40 1PW</p> <p>Also based at Bickenhill Fire Station is the Technical Rescue Unit.¹³²</p>
Gaps in provision	See below.
Planned provision	None known at present.
Impact of development proposals	West Midlands Fire Service have submitted a response to the Emerging Core Strategy and the Infrastructure Delivery Plan 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.
Delivery potential	<ul style="list-style-type: none"> It is unlikely that developer contributions would be allocated to Emergency Services, however, it is acknowledged that there is an identified funding gap
Role of LDF	Policy P15 'Securing Design Quality' in the Submission Draft Local Plan includes measures to ensure that access to and around developments is safe and secure.

¹³² Source: http://www.wmfs.net/Your_Fire_Service/+Command+Areas/Solihull/

4.5.3 AMBULANCE SERVICE	
Lead Agency	West Midlands Ambulance Service NHS Trust
Evidence Base	WMAS
Strategic Issues	<p>West Midlands Ambulance Service (WMAS) is planning to become a Foundation Trust (FT). Foundation Trusts are still part of the NHS and they continue to provide free care to everyone. FTs are locally run but have greater freedom from Central Government. WMAS has recruited 8,500 public members from across the region who will elect Governors who will represent the membership on a Members Council that will work with the Trust Board.</p> <p>WMAS is undergoing an organisational transformation that will result in:-</p> <ul style="list-style-type: none"> • Even better patient care through the establishment of 70% paramedic skill mix which will ensure there is an ambulance on every vehicle in order to deliver the most appropriate care on every occasion to every patient • Delivery of the most appropriate care through the use of NHS Pathways and regional directory of services which will increase the use of alternative care pathways in the community and reduce the number of patients conveyed to acute hospital emergency departments. <p>improved efficiency through the implementation of high performance system including Make Ready (centralised quality assured ambulance preparation programme, establishment of community ambulance stations and response posts and rationalisation of its existing estate</p>
Existing provision	<p>The two Ambulance Stations in Solihull (<i>Solihull Ambulance Station Hermitage Road, Solihull, B91 2LL</i> and Chelmsley Wood Ambulance Depot, Unit 1, Waterloo Avenue, B'ham, B37 6RE) will be replaced by a number of new community ambulance stations and response posts served by a Make Ready hub in Birmingham.</p> <p>There are three main types of service provided by the Trust:</p> <ul style="list-style-type: none"> • Emergency and Urgent Service provides an emergency ambulance response • Non-emergency Service provides a patient transport service that transports patients between their homes and clinics • Commercial Services provides a range of services including courier transport and logistics services, message and call handling. <p>Midlands Air Ambulance is a separate charity and is responsible for the air ambulance including fund raising. WMAS Emergency Operations Centre is responsible for tasking the air ambulance.</p>
Gaps in provision	None known at present.
Planned provision	None known at present.
Impact of development proposals	None known at present.
Delivery potential	None known at present.
Role of LDF	None known at present.

4.6 COMMUNITY SERVICES

4.6.1 COMMUNITY FACILITIES	
Lead Agency	Solihull MBC
Evidence Base	Solihull MBC website Responses to IDP consultation
Strategic Issues	There are a variety of community facilities available within the Borough, operated by private, public sector and voluntary organisations.
Existing provision	<p>Libraries¹³³ –</p> <p>The Public Libraries & 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.¹³⁴</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 within 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.¹³⁵</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>Places of worship¹³⁶:</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>Community centres:</p> <p>There are a variety of community centres, day care centres, social clubs village halls etc. within the Borough. Figure 8 shows the distribution of community facilities in the Borough.</p>
Gaps in provision	SMBC Libraries Services have identified that additional resources and

¹³³ Library Strategy 2009-2012.

Source: http://www.solihull.gov.uk/Attachments/Solihull_Library_Strategy_2009-12_doccorrect_version.pdf

¹³⁴ Source: http://www.culture.gov.uk/what_we_do/libraries/3416.aspx

¹³⁵ Source:

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

¹³⁶ 2009 Faith Forum List. Source: <http://www.solihull.gov.uk/Attachments/SFFRegisterFeb09.pdf>

	<p>facilities would be required to meet the proposed housing growth.</p> <p>There is a recognised need for a “Community Asset Transfer” 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 on-going 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.¹³⁷</p> <p>Engagement with community groups is on-going to identify strategic and localised community infrastructure needs.</p>
Planned provision	<p>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)¹³⁸</p> <p>The creation of Community Hubs¹³⁹ 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 School¹⁴⁰ situated within the North Arran Way Village Centre. Similarly new community facilities are planned for the Craig Croft Village centre.</p>
Impact of development proposals	<p>Larger or cumulative developments may result in the need for additional community facilities or services.</p>
Delivery potential	<ul style="list-style-type: none"> • Developer contributions where applicable
Role of LDF	<p>Policies P2, P7, P18 and P19 in the Submission Draft Local Plan seek to protect community facilities and local services for the continued vitality and viability of settlements and local centres.</p>

¹³⁷ Source: SMBC Community and Voluntary Relations. Response to IDP Request July 2011.

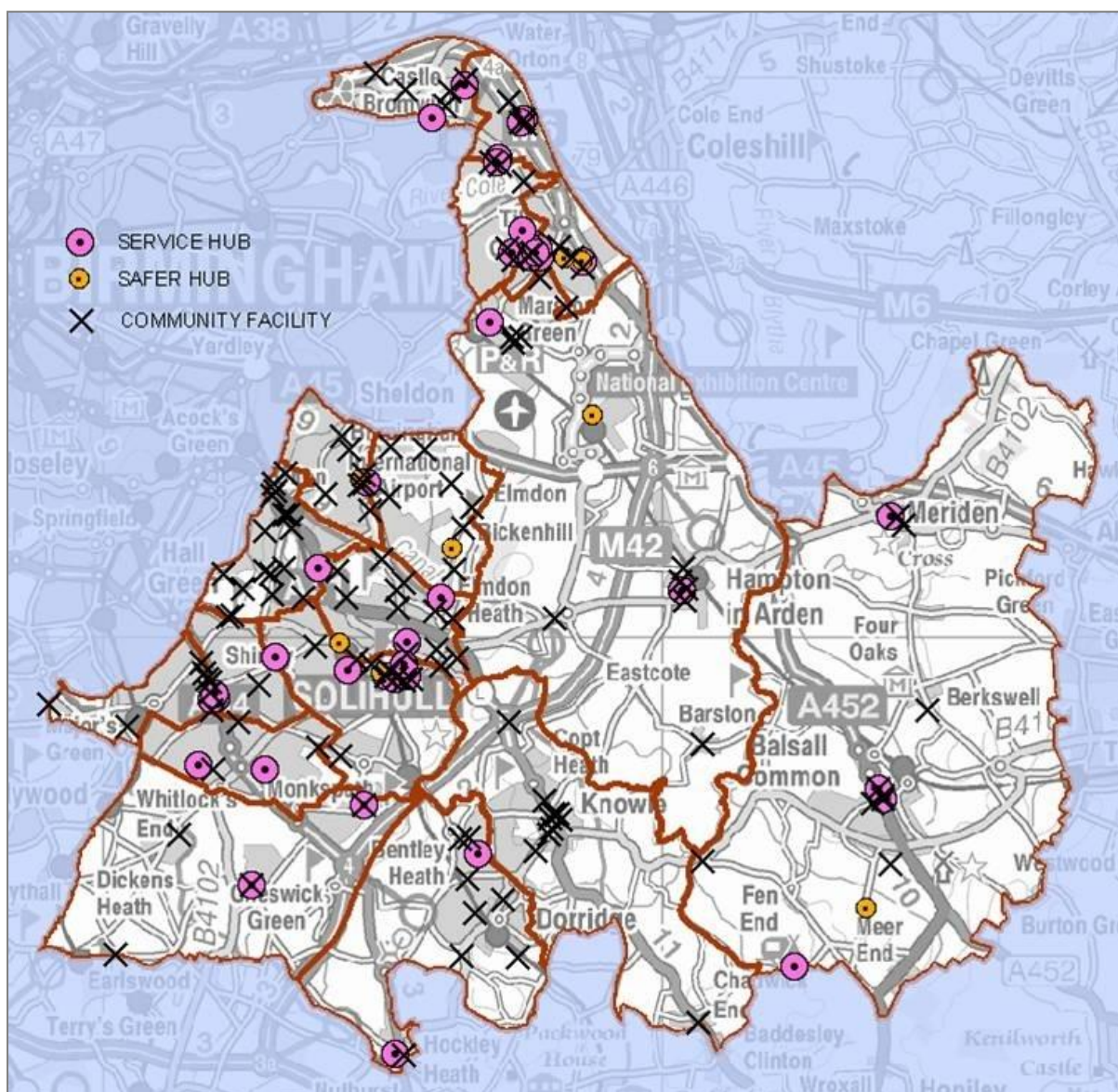
¹³⁸ Source: <http://solihull-sustain.org.uk/>

¹³⁹ 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>

¹⁴⁰ Source: <http://northsolihull.co.uk/smiths-wood-community-primary-school>

Figure 8. Map of Community Facilities in the Borough¹⁴¹



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)

¹⁴¹ Source: Solihull Observatory data (2011)

4.6.2 CEMETERIES & CREMATORIA	
Lead Agency	Solihull MBC
Evidence Base	Report to Cabinet SMBC 03 October 2011 30 Year Bereavement Service Strategy 2012
Strategic Issues	There is no statutory duty to provide burial, cremation or memorialisation facilities. ¹⁴² Solihull MBC Bereavement Services follows its adopted Bereavement Regulations from 2007. ¹⁴³
Existing provision	There are two cemeteries with crematoria in the Borough's boundaries. Robin Hood Cemetery is 37 ha and was opened in 1917 and the Crematorium in 1958. ¹⁴⁴ 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.
Gaps in provision	Robin Hood Cemetery has only a limited number of full size graves and cremated remains burial plots, estimated at 12 months of additional interment facilities and 5 years capacity for cremated remains burials. 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 adopted the 30 year Bereavement Service Strategy in June 2012 ¹⁴⁵ .
Planned provision	The 2012-2042 Bereavement Strategy recommends that the Council continues to provide and develop its service provision for the bereaved. Planning permission has been granted for an extension to Widney Manor Cemetery extension by ca. 9ha. ¹⁴⁶ Once completed it should provide 25 years burial capacity.
Impact of development proposals	None known at present.
Delivery potential	<ul style="list-style-type: none"> The Council has approved the allocation of £259,000 from the Bereavement Service Reserve Fund to assist in funding the cemetery extension¹⁴⁷
Role of LDF	None known at present.

¹⁴² The Cemetery Research Group. Source: <http://www.york.ac.uk/inst/chp/crg/crgcontext.htm>

¹⁴³ Source: <http://www.solihull.gov.uk/Attachments/SolihullBSRegulations2007.pdf>

¹⁴⁴ There are only two cemeteries in Solihull.

Source: <http://www.solihull.gov.uk/community/cemeteries.htm>

¹⁴⁵ Source:

<http://www.solihull.gov.uk/akssolihull/users/public/admin/kab86.pl?phase=two&cmte=&operation=DETAILS&edname=ed5568>

¹⁴⁶ PA 2010/2072 granted approval on 14th 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>

¹⁴⁷ 11th October 2011 –

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

4.7 LEISURE AND CULTURE

4.7.1 INDOOR LEISURE AND CULTURAL FACILITIES	
Lead Agency	Solihull MBC
Evidence Base	Solihull MBC website
Strategic Issues	<p>Sports centres and swimming pools</p> <ul style="list-style-type: none"> • Solihull Council adopted a Green Spaces Strategy in 2006, which is being refreshed in part by a joint needs assessment that has been commissioned as part of the evidence base for the Local Plan¹⁴⁸; Sport and Recreation Facilities Needs Assessment Audit • Green Spaces Demand Assessment <p>Both of the above will inform the i) Study focussing on built sport and recreation facilities and community halls as defined by the NPPF and ii) Indoor Sport and Recreation Facilities Strategy.</p> <p>Museums, theatres, cinemas</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> <p>The Arts Development Strategy 2005-2010 is currently under review.</p>
Existing provision	<p>Sports centres and swimming pools</p> <p>In addition to private fitness centres, there are two main sports centres in the Borough: North Solihull Sports Centre in Chelmsley Wood¹⁴⁹ and the recently re-built Tudor Grange Leisure Centre near the main town centre.¹⁵⁰ There is also a popular ice rink 2 miles north of the town centre in Hobs Moat.¹⁵¹</p> <p>Museums, theatres, cinemas</p> <p>Solihull's largest theatre is at the Arts Complex which also hosts the central Solihull Library. There is one modern cinema complex in Touchwood centre in the main town centre. Nestled between the cities of Birmingham and Coventry, Solihull arguably lacks a regional class general museum, theatre or gallery. 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.¹⁵²</p>
Gaps in provision	See Strategic Issues above.
Planned provision	None known at present.
Impact of development proposals	<p>Larger or cumulative developments may result in the need for additional leisure and cultural facilities.</p> <p>Awaiting the findings of the Indoor Sports Facilities Strategy.</p>

¹⁴⁸ Source: Leisure and Arts Service Manager response to IDP consultation.

¹⁴⁹ Source: <http://www.leisurecentre.com/centres/37/home/North-Solihull-Sports-Centre.aspx>

¹⁵⁰ Source: <http://www.leisurecentre.com/centres/56/home/Tudor-Grange-Sports-Centre.aspx>

¹⁵¹ Source: <http://www.solihull.gov.uk/leisure/sportsfacilities.htm>

¹⁵² National Motorcycle Museum, Coventry Road, Bickenhill, Solihull.
Source: www.nationalmotorcyclemuseum.co.uk

Delivery potential	<ul style="list-style-type: none"> Developer contributions where applicable
Role of LDF	Policy P20 in the Submission Draft Local Plan seeks to protect and enhance the Borough's sports and recreational facilities, and support new or improved sports and leisure facilities in accordance with policies in the plan.

4.7.2 HERITAGE ASSETS																			
Lead Agency	Solihull MBC English Heritage																		
Evidence Base	Solihull Submission Draft Local Plan Heritage at Risk Register – West Midlands (2011) ¹⁵³ Solihull MBC Heritage Assessment of Sites (2011) Warwickshire Historic Landscape Characterisation (2010)																		
Strategic Issues	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, preservation and enhancement of Conservation Areas.																		
Existing provision	<p>Existing Heritage Assets in the Borough¹⁵⁴</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Designation</th> <th style="width: 20%;">Importance</th> <th style="width: 40%;">Number</th> </tr> </thead> <tbody> <tr> <td>Scheduled monuments</td> <td>National</td> <td>15</td> </tr> <tr> <td>Registered parks and gardens</td> <td>National</td> <td>1</td> </tr> <tr> <td>Listed buildings</td> <td>National</td> <td>12 Grade I 38 Grade II* 324 Grade II</td> </tr> <tr> <td>Locally listed buildings</td> <td>Locally</td> <td>129</td> </tr> <tr> <td>Conservation areas</td> <td>Locally</td> <td>20</td> </tr> </tbody> </table> <p>The West Midlands 2011 Heritage at Risk register¹⁵⁵ states that there is 1 Grade II* Listed Building and 2 Scheduled Ancient Monuments at risk, all under private ownership.</p>	Designation	Importance	Number	Scheduled monuments	National	15	Registered parks and gardens	National	1	Listed buildings	National	12 Grade I 38 Grade II* 324 Grade II	Locally listed buildings	Locally	129	Conservation areas	Locally	20
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Conservation areas	Locally	20																	
Gaps in provision	None known at present.																		
Planned provision	None known at present.																		
Impact of development proposals	<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"> 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 																		

¹⁵³ English Heritage (2011).

Source: <http://www.english-heritage.org.uk/publications/har-2011-registers/acc-wm-HAR-register-2011.pdf>

¹⁵⁴ Source: SMBC Conservation Officer (August 2012)

¹⁵⁵ Source: <http://www.english-heritage.org.uk/content/publications/publicationsNew/heritage-at-risk/har-2011-registers/acc-wm-HAR-register-2011.pdf>

	<p>opportunity to explore a 'creative' future to benefit both local people and the asset.¹⁵⁶</p> <ul style="list-style-type: none"> • Bromwich Castle in Castle Bromwich (WM 17) which sits underneath the flyover of the elevated section of the M6 at junction 5.
Delivery potential	<ul style="list-style-type: none"> • Developer contributions where applicable
Role of LDF	<p>The Submission 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.</p>

¹⁵⁶ 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	
Lead Agency	Solihull MBC Warwickshire Wildlife Trust
Evidence Base	Solihull Green Infrastructure Study (2012) ¹⁵⁷ Biodiversity 2020: A strategy for England’s wildlife and ecosystem services (2011) Green Spaces Strategy (2006) Natural Environment White Paper (2011)
Strategic Issues	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 “ more, bigger, better and joined ” places for nature. ¹⁵⁸ 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.
Existing provision	There are 5 designated SSSIs in the Borough, the largest of which is the River Blythe. ¹⁵⁹ This is also the SSSI in the poorest condition as ‘unfavourable – no change’. 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 100 potential LWS (pLWS) distributed across the Borough. Local Wildlife Sites are not statutorily protected. ¹⁶⁰ There are 2 Local Geodiversity Sites including Arden Brickworks, which is still partially active. ¹⁶¹ Solihull has been identified by Natural England as falling within Natural Area 43: Midlands Plateau. 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 Biodiversity Action Plan contains 26 Species Action Plans and 24 Habitat Action Plans. ¹⁶² Priority habitats in Solihull include ponds, open mosaic habitats on PDL and rivers.

¹⁵⁷ Source: http://www.solihull.gov.uk/Attachments/Solihull_Green_Infrastructure_Study.pdf

¹⁵⁸ Source: p.9 Natural England (2011) „The Natural Choice – Securing the value of nature.’

¹⁵⁹ Berkswell Marsh, Bickenhill Meadows, River Blythe, Monkspath Meadow, Clowes Wood & New Fallings

¹⁶⁰ Source: Solihull Green Infrastructure Study 2012

¹⁶¹ Ibid.

¹⁶² The LBAP Partnership. Source:

www.warwickshire.gov.uk/Web/corporate/pages.nsf/Links/54911CF4A28F3C3980256C61004FC676

Gaps in provision	<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"> • Need to prevent further loss and fragmentation of habitats which isolates populations and gene pools. • Need to buffer and expand existing protected sites and establish ecological restoration zones. • The multiple benefits of non-statutory sites which are less sensitive to human activities should be enhanced. Schemes should look to retain GI assets and integrate into designs. • Enhance existing green corridors and establish new ones. • Address control and prevent spread of non-native and/or invasive species • Optimise use of urban ecology features such as green roofs, bat and bird boxes, SuDS at design stage of development
Planned provision	<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 to the Wildlife Sites Partnership which undertakes surveys of potential Local Wildlife Sites in order to establish whether they should be selected as Local Wildlife Sites.</p>
Impact of development proposals	<p>Proposed development which has either a direct or indirect impact on natural or semi-natural habitats will have to be mitigated through the policies in the Local Plan.</p>
Delivery potential	<ul style="list-style-type: none"> • Warwickshire, Coventry and Solihull NIA: Green Connections - Completing the Jigsaw Project • Landscapes for Living Arden project with Warwickshire Wildlife Trust • EA Water Framework Directive money • Biodiversity Offsetting • Existing Council budgets
Role of LDF	<p>Policy P10 in the Submission Draft Local Plan seeks to protect and enhance the natural environment; encourage the incorporation of green infrastructure in new developments; and support landscape-scale conservation to halt biodiversity loss and reverse degradation of the Arden Landscape.</p>

5.2 WATERWAYS	
Lead Agency	SMBC Environment Agency Canal and River Trust
Evidence Base	Solihull Green Infrastructure Study (2012) Green Spaces Strategy (2006) Humber River Management Plan (2010) Trent Catchment Flood Management Plan (2010) Severn Catchment Flood Management Plan (2010)
Strategic Issues (see also section on Flood Risk Management)	<p>Water quality</p> <p>The Water Framework Directive (WFD) came into force in December 2000 and became part of UK law in 2003.¹⁶³ 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>Main Rivers</p> <p>The Trent CFMP identifies that strategically, given the level of growth proposed, and the local flood risk characteristics, SMBC should be aiming to reduce flood risk across the Borough and elsewhere. This is a significant task, even without taking the future effects of climate change into account. The simplest way of reducing this risk is by minimising the amount of developments at risk of flooding by not building new developments in areas of risk, and where possible relocating vulnerable uses to less risky areas. The NPPF support this principle via the requirement to apply the Sequential and Exception Tests; the Solihull GI Study recommends that SMBC should go further than this and allocate formal areas as Blue Corridors.¹⁶⁴</p> <p>The Solihull GI Study identifies key issues for water assets. Those more immediately relevant to the Infrastructure Delivery Plan are summarised</p>

¹⁶³ 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.

¹⁶⁴ 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 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.

	<p>below:</p> <ul style="list-style-type: none"> • The design/creation of SuDS should follow best practice guidelines (The SuDS Manual¹⁶⁵) and promote the best uses of SuDS to achieve wide ranging benefits, including those which would help meet the requirements of the WFD. • The retrofitting of SuDS into existing developments should be strongly promoted e.g. through the development of a Surface Water Management Plan. • 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. • Flood plains should be maintained and enhanced for water storage and green corridors to mitigate for climate change. • 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. • 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. • 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. • 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 • Native woodland creation and tree planting have the potential to improve water quality and alleviate/slow the rate of flooding.
<p>Existing provision</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> <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>
<p>Gaps in provision</p>	<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>

¹⁶⁵ Source: CIRIA (2007) *The SUDS Manual (C697)*

	<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>The Canal and River Trust has provided us with details of works required to towpaths and canal bridges on both the Grand Union and Stratford Canals.</p>
Planned provision	None known at present.
Impact of development proposals	Policy P11 in the Submission Draft Local Plan will seek to minimise disturbance to waterways and improve provision, such as de-culverting river sections and re-instating natural floodplains where possible.
Delivery potential	<ul style="list-style-type: none"> • Environment Agency programme of works • Canal and River Trust programme of works • Landowners of land adjacent to waterways • SMBC existing budgets • Developer contributions
Role of LDF	Policy P11 in the Submission Draft Local Plan seeks to minimise any detrimental impacts to water quality and improve where possible. Policy P20 promotes the protection and enhancement of the river and canal network for a variety of uses. See also section on Flood Risk Management.

5.3 TREES AND WOODLANDS	
Lead Agency	Solihull MBC Private landowners
Evidence Base	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 (2012)Solihull Woodlands Strategy 2010
Strategic Issues	<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> <ul style="list-style-type: none"> • 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. • Native woodland creation and tree planting have the potential to improve water quality and alleviate/slow the rate of flooding. • 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. • 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. • 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. • 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. • 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. • 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.
Existing provision	<p>Woodland Strategy</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 SINCS), 1 Site of Special Scientific Interest (SSSI) and a number of woodland Local Nature Reserves (LNRs). The Council runs a Woodland Management Programme which actively manages 26 woodlands with the vital help of local conservation volunteer groups.¹⁶⁶</p>

¹⁶⁶ Source: http://www.solihull.gov.uk/Attachments/woodlstrat_firstrev.pdf

	<p>Arden Parklands</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"> • Ancient woods with irregular edges plus mixed plantations dating from the 18th and 19th centuries • Remnant deer parks with pollard oaks • Thick roadside hedges, often with bracken. <p>The Woodland Trust’s Woodland Access Standard (WAS¹⁶⁷) aspires:</p> <ul style="list-style-type: none"> • That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size • That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes • The Woodland Trust has provided data for Solihull Borough and comparison data with Warwickshire and the West Midlands for accessible woodlands. The data shows that Solihull has below average accessible woodland. <table border="1" data-bbox="437 1070 1390 1400"> <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>Urban Forest</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												
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% population with access to 20ha+ wood within 4km	7.83%	51.56%	63.54%	63.84%												
Gaps in provision	Lowland Mixed Deciduous Woodland and Wet Woodland are both priority habitats in the Local Biodiversity Action Plan.															
Planned provision	None known at present.															
Impact of	The urban forest is under pressure from development due to loss/damage to															

¹⁶⁷ The Woodland Trust (2010) *Space for People, Targeting action for woodland access*

development proposals	trees during construction. New street trees can be provided that will enhance the green infrastructure linkages along main highway routes; reduce pollution and enhance the visual quality of the environment.
Delivery potential	<ul style="list-style-type: none"> 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.
Role of LDF	Policy P10 in the Submission Draft Local Plan 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)	
Lead Agency	Solihull MBC
Evidence Base	Green Spaces Strategy (2006) Solihull Green Infrastructure Study (2012) Report to Cabinet on Strategic Parks Management (2011) ¹⁶⁸
Strategic Issues	<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"> The GI network should address shortfalls in accessible open space using the criteria within the Green Spaces Strategy Access audits of open spaces should be undertaken to fully address accessibility issues. The Council’s programme of increasing LNRs should be continued; this programme should take into account Solihull’s likely population in 2020. Accessible woodland within Solihull Borough should be increased. 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. The motorway is a considerable barrier. The GI network should investigate opportunities for overcoming this such as the retrofitting/creation of green bridges.
Existing provision	<p>Borough-wide</p> <p>There are currently 18 principal Parks and 1500 acres of public open space¹⁶⁹; with approximately 670 of accessible open space, located throughout Solihull.¹⁷⁰</p> <p>Solihull is recognised both regionally and nationally for delivering high quality Parks and Open Spaces. Examples include Play England identifying</p>

¹⁶⁸ 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>

¹⁶⁹ Ibid

¹⁷⁰ Solihull MBC Annual Monitoring Report 09/10.
Source: http://www.solihull.gov.uk/Attachments/AMR_2010_FINAL_with_covers.pdf

	<p>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"> • Malvern and Brueton • Shirley • Elmdon • Dorridge • Lavender Hall • Knowle • Meriden <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 1,000.¹⁷¹ However, this masks vast differences in the Borough, as well as under-provision of certain typologies.</p> <p>North Solihull Regeneration Area</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>
<p>Gaps in provision</p>	<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>
<p>Planned provision</p>	<p>Work is on-going to work towards the Green Spaces Strategy.</p>
<p>Impact of development proposals</p>	<p>The Green Spaces Strategy (2006) outlines specific standards that new developments should meet, where feasible:</p> <ul style="list-style-type: none"> • Local Equipped Areas for Play (LEAP) • Neighbourhood Equipped Area for Play (NEAP) • Skate and other youth provision • Multi-use games areas (MUGA) • Other outdoor sports • Allotments • Grass playing field space <p>Currently these are negotiated on a site-by-site basis. The Infrastructure Schedule sets out the predicted needs based on the housing growth set out over the plan period.</p>

¹⁷¹ Solihull AMR 09/10.

Delivery potential	<ul style="list-style-type: none"> • Delivery of Green Spaces Strategy • Developer contributions
Role of LDF	<p>Policy P10 of the Submission Draft Local Plan 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.¹⁷²</p>

5.5 FOOD PRODUCTION	
Lead Agency	SMBC Private landowners
Evidence Base	Solihull Green Infrastructure Study (2012) Green Spaces Strategy (2006)
Strategic Issues	<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"> • 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. • 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. • The growing of traditional crops/varieties to the area/region (opportunities for SME) should be encouraged.
Existing provision	<p>Allotments:</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>

¹⁷² Source: <http://www.playengland.org.uk/resources/tools-for-evaluating-play-provision>

	<p>Agricultural Land:</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>Gaps in provision</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:¹⁷³</p> <ul style="list-style-type: none"> • 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>The above have not completely met the shortage and nationally there has been an increasing demand for allotment space.¹⁷⁴</p> <p>There are currently no community garden schemes operating in the Borough.</p>
<p>Planned provision</p>	<p>None known.</p>
<p>Impact of development proposals</p>	<p>No site allocations on allotments, but new housing development will add pressure to provide allotment or community garden land.</p>
<p>Delivery potential</p>	<ul style="list-style-type: none"> • Council-run, voluntary organisations and private provision • Developer contributions where applicable
<p>Role of LDF</p>	<p>Policy P18 in the Submission Draft Local Plan 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>

¹⁷³ Data from SMBC Environmental Services team dated June 2011.

¹⁷⁴ Source: <http://www.allotmoreallotments.org.uk/news.htm>

LIST OF ACRONYMS

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

APPENDIX A

INFRASTRUCTURE DELIVERY PLAN SCHEDULE

The following is a list of planned and proposed infrastructure schemes that have been put forward as either ‘essential’ or ‘desirable’ to the delivery of the Solihull Submission Draft Local Plan. The information has been provided by both internal SMBC and external stakeholders, such as West Midlands Police, the Primary Care Trust and the Canal and River Trust.

Other Council documents include further detail on site-specific infrastructure delivery, such as the ‘Emerging Core Strategy – Development Appraisals’ by Mott MacDonald for transport works to the proposed development sites. These are referenced in the main IDP document. Other programmes of works, such as the SMBC Highways Asset Management Plan, are not considered appropriate to include here in detail.

The tables have been divided into information on the proposed projects; who will lead and manage them; the timescales and costs; and the dependencies and risks associated with their delivery. The costs are estimated as the most accurate at the time of writing, and the sources of funding based on committed allocations, such as Local Sustainable Transport Fund, and potential sources such as developer contributions. Some costs are site-dependent and will be determined at the planning application stage.

More localised infrastructure requirements identified by local neighbourhoods affected by development will also need to be taken into account through e.g. the Neighbourhood Planning or Community Infrastructure Levy consultation processes.

REGENERATION

North Solihull Regeneration is being managed through the North Solihull Partnership. The housing sites being brought forward through the 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	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	2005-2025	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	Craig Croft Village centre	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	Essential
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	Planning permission, Funding	Highly Desirable

PHYSICAL INFRASTRUCTURE

TRANSPORT

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	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 (HA)	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	HA	TBC	TBC	Developer, CIL	Lack of detail in relation to scale / timing of town centre development and related modelling of potential impacts and mitigation measures; Scheme development required depending on scale & timing of development	Potential requirement depending on scale and timing of growth within Solihull Town Centre

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
	Junction 6	To cater for growth plans at BBP, NEC, Birmingham Airport, Jaguar Land Rover and possibly HS2	TBC	HA	SMBC	TBC	TBC	Developer, DfT (HA, Aviation Division, HS2)	Lack of detailed modelling of potential impacts and mitigation measures; scheme development required; Coordination of stakeholders could be problematic	Essential
HS2 Station and Surrounding Area / M42 Economic Gateway Masterplan	M42 Junctions 4, 5 & 6 and A45(T), A452(T), A446(T) link	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 to be identified by work undertaken in association with development of the HS2 and M42 Economic Gateway proposals	Desirable
	Local highway network surrounding station									
	Local public transport network									

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Solihull Town Centre: Access & Movement	Solihull Town Centre	Improve access by all modes to, and enhance public realm quality within, the town centre to reduce car borne journeys and increase footfall and economic vitality	Enhanced pedestrian / cyclist access surrounding & within TC; Enhanced public realm and environment within centre; Increased facilities for cyclists around the town centre; Enhanced access to Solihull Station; Improved PT access to and interchange within TC; Urban greening and the creation of continuous tree canopies along key corridors; Reduction of congestion on key routes into TC; Warwick Rd / Lode Lane Junction Improvements; Streetsbrook Rd / Lode Lane Junction Improvements; Damson Parkway / A45 Junction Improvements; Solihull By-pass Junction Improvements	SMBC	Businesses, Developer	£35m - £40m	To coordinate with development of the town centre	Developer, LTP, CIL	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	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Shirley Town Centre: Access & Movement	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; Increased facilities for cyclists around the town centre; 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; Specific Junction Improvements, including Stratford Rd / Haslucks Green Rd junction	SMBC	Businesses, Developer	£6m (inc. £4m committed in association with 'Parkgate' development)	To coordinate with development of the town centre	Developer, LTP, CIL	Scheme in early stages of development	Essential

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Chelmsley Wood Town Centre: Access & Movement	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	Enhanced public realm and environment within and around the centre; Improve links between the TC and Meriden Park / Cole Valley; Improved links to TC, and permeability between sites, for pedestrians / cyclists in residential areas; Increased facilities for cyclists within the town centre; Improved PT access to and interchange within TC; Facilitate 'Urban Greening' and creation of continuous tree canopies along key corridors	SMBC	Businesses, Developer, Centro	£2m	To coordinate with development of the town centre	Developer, LTP, CIL	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 to 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	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Corridor Improvements (Smart Routes, Smarter Choices)	Chester Road	Improve access along, and to, sites located on each corridor for all modes of transport	Improvements to cycle access along the dual carriageway part of the Chester Road and into the proposed redeveloped Craig Croft Village Centre; Improvements to cycle and pedestrian access in the Chester Road corridor (N.B. to be delivered as part of the North Solihull Cycle Network – therefore costs included in figure stated below)	SMBC	Developer	£200k	2012 - 2015	LSTF		Essential
	Warwick Road	Improve access along, and to, sites located on each corridor for all modes of transport	Works to improve the public transport interchange at Station Road / Poplar Road in Solihull Town Centre	SMBC, Centro	Developer	£440k	2013-2015	LSTF, LTP		Essential
	Chester Road, Coventry Road and Warwick Road corridors	Smarter Choices initiatives to influence travel behaviour towards more sustainable options	Creation of 4 new posts to cover the 3 corridors (in Solihull and Birmingham) and provide school, workplace and individualised travel planning; Marketing and communication; Education and training	Centro		£234,800	2012-2015	LSTF		Essential

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	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, Businesses, Schools, 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; Supports wider objectives of improving air quality, accessibility and opportunities for active travel	Further develop Solihull Town Centre Voluntary Travel Plan and build upon work carried out along A34 Stratford Rd Corridor and as part of the 'Smart Routes, Smarter Choices' (LSTF) project	SMBC	Businesses, Schools, Developer, Centro	£650k (£50k per annum throughout life of Local Plan)	2015-2028	Developer, LSTF, CIL	Subject to developer funding	Essential

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Refurbishment and Sustainable Access to Train Stations	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	Potential Extensions to Station Car Parks; 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); Shirley station footbridge refurbish; Whitlocks End pedestrian bridge; Birmingham Intl station upgrade	Centro, SMBC	Train Operating Companies (TOCs), Network Rail, Centro	£17m	TBC	Developer, Network Rail, TOCs, Centro, LTP, LSTF, CIL	Scheme in early stages of development; Delivery issues associated with some stations	Desirable
Access to Whitlocks End Rail Station	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	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"> Chester Road Auckland Drive Winward Way Moorend Avenue 	SMBC	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 – WSP Scoping Report (2010) identifies preferred option comprising 19km of route	SMBC	SMBC	£6m (assuming equivalent cost per kilometre as NS Cycle Network)	TBC	TBC	Scheme in early stages of development	Essential
Street Lighting Improvement	Strategic corridors within the Borough	Help achieve energy saving & carbon reduction targets; Provide enhanced lighting levels that will help reduce fear of crime and increase accessibility during hours of darkness; Help encourage walking and cycling	Upgrade of street lighting units on Chester Rd, Coventry Rd, Stratford Rd, Warwick Rd corridors	SMBC	SMBC	£2.5m	2014/15 – 2019/20	LTP, SALIX, CIL		Desirable
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	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 Masterplan	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 carriageway 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
A45 Corridor Enhancement	The runway extension at Birmingham Airport is a transport priority for the Metropolitan Area as it will improve international connectivity. The corridor enhancement facilitates the extension and improves capacity.			Birmingham City Council (BCC), SMBC	Centro, SMBC, Birmingham Airport	£30m	2011-15/16 Major Scheme	Centro, RGF, Birmingham Airport		Essential
Rapid Transit: Birmingham City Centre – Airport/NEC	The proposed rapid transit route would provide enhanced connectivity between Birmingham City Centre and Birmingham Airport/NEC via the following key destinations: <ul style="list-style-type: none"> • Eastern Growth Corridor • North Solihull • Birmingham Business Park • NEC / Birmingham Airport 			Centro	Centro, SMBC, BCC	TBC	2016 – 2026 Major Schemes	ITA, ITB, Private sector, SMBC, BCC	Subject to Centro undertaking further feasibility / viability work	Essential

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Rapid Transit: Birmingham City Centre – Airport/NEC/Potentially HS2			The proposed rapid transit route would provide enhanced connectivity between Birmingham City Centre and Birmingham Airport/NEC via the following key destinations: <ul style="list-style-type: none"> • Birmingham South Side • Bordesley • Small Heath • Hay Mills • South Yardley • Sheldon • Elmdon • NEC / Birmingham Airport 	Centro	Centro, SMBC, BCC	TBC	2016 – 2026 Major Schemes	ITA, ITB, Private sector, SMBC, BCC	Subject to Major Scheme Business Case; Hybrid Bill for HS2 element	Essential
Rapid Transit: HS2 – Solihull Town Centre			The proposed rapid transit route would provide enhanced connectivity between HS2 / Airport / NEC to Solihull Town via the following key destinations: <ul style="list-style-type: none"> • Jaguar Land Rover • Solihull Town Centre 	Centro	Centro, SMBC, BCC	TBC	2016 – 2026 Major Schemes	ITA, ITB, private sector, SMBC	Subject to Centro undertaking further feasibility work	Not decided
West Midlands Urban Traffic Control			This Major Scheme enables more efficient use of highways throughout the Borough and across the Metropolitan Area by allowing Traffic Managers to use Real Time Information (RTI) and to respond to incidents on the network, through additional variable message signs and responsive traffic signal phasing	CEPOG	West Midlands Met Districts	£27m	2011-15/16 Major Scheme	DfT	Committed Major Scheme	Essential
East Birmingham / North Solihull Mobility and Access			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	2016 – 2026 Major Schemes	TBC	Subject to Major Scheme Business Case	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Bus Travel Network Improvements & Real Time		This represents the on-going general and RTI improvements that are made to the network as part of each review.		Centro	SMBC	£1m+	2011-15	Centro	On-going Programme	Desirable

FLOOD MANAGEMENT

There are no known plans for capital flood defence works in the Borough. The Council is preparing a Surface Water Management Plan for the whole Borough under the requirements of the Flood Water Management Act 2010. Housing sites 2, 4, 15 and 18 in the Submission Draft Local Plan will require a Level 2 Strategic Flood Risk Assessment. These and a number of the other sites will also require a site-specific Flood Risk Assessment at the Development Management stage.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Flood Risk Management	Borough- wide plan	Reduce the risk and plan for flooding	Flood Risk Manager; Flood Risk Strategy; Suds approving Board; Consenting for water course works	SMBC	Environment Agency	£150k/year	2012- onwards New responsibility for the Council	DEFRA	Grant funding for two years from Defra; 2015-2028: Defra, CIL	Desirable

DIGITAL CONNECTIVITY

The Local Broadband Plan for Coventry, Warwickshire and Solihull was approved earlier this year. The following table includes the priority areas for funding opportunities in the Borough.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Broadband UK Roll Out	Borough Wide	Part of the BDUK plan to provide minimum 2mbps broadband to all premises across the UK	TBC	SMBC	Coventry CC, Warks CC	£80k (for Solihull)	2012	BDUK - £19K, SMBC, Private Sector	Procurement Exercise; Planning Permission	Desirable
Wireless Solihull	Selected Areas within the Borough (TBC)	The provision of wireless broadband coverage across the borough will look to increase the attraction of Solihull as a place to invest commercially	TBC	SMBC	Greater Birmingham & Solihull LEP	TBC	2012 – 2014	Revenue generating partnership business model with Wireless providers	Procurement Exercise; Street furniture capable of supporting wireless devices; Planning Permission	Desirable
Superfast Broadband in Solihull	Selected areas within the Borough, most likely business parks	Certain business parks in Solihull borough are lacking in broadband capacity. By providing superfast coverage it will attract new businesses, especially media related, into the Borough	TBC	SMBC	TBC	TBC	2012 – 2014	SMBC will work with broadband providers to identify suitable sites for the implementation of the service which will provide an adequate return on investment	Planning Permission	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Provision of Broadband for new developments	New development within the Borough	One of the challenges facing roll out of broadband is the accessibility required to reach the customers. As part of new developments, including the requirement to insist that provision is made to connect to existing broadband provision then this issue will be overcome.	Changes to the planning regulations and guidelines to include the requirement to grant access to broadband providers.	SMBC	N/A	£0	2012 onwards	N/A	Agreement from Members	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 (STW) has provided a high level desktop study of the sites proposed in the Draft Local Plan. No 'showstoppers' have emerged, but STW have stated that sewerage capacity will need to be confirmed by hydraulic modelling at the Development Management stage. Solihull will also benefit from the works scheduled in AMP5 of the 2010-2035 Water Resource Management Plan.

ENERGY

The gas and electricity transmission and distribution providers have reported no issues with the sites put forward in the Local Plan, but will need to be consulted at the planning application stage. There are currently no decentralised heat and/or energy networks within the Borough; there is an identified need for further heat mapping and feasibility work to be done across the Borough to identify those sites most able to incorporate this technology.

SOCIAL INFRASTRUCTURE

AFFORDABLE AND SPECIALIST HOUSING

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	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 Submission Draft Local Plan Policy P4 'Meeting Housing Need'	SMBC	Developer, Private Registered Providers, Home and Communities Agency (HCA) as enabler & potential part-funder	Not known - dependent on housing numbers	Need over Local Plan period; DCLG / HCA availability of funding: (currently outlined in Affordable Homes Programme 2011- 15 and any future successor)	Section 106, Private Finance, See Local Investment Plan (2010-2014)	Land Value through planning consent (Section 106) Contributions; HCA Affordable Homes Programme grant if available & prioritised; Availability of grants; SMBC funding; Planning permission; Land availability	Essential

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Delivery of Supported, Specialist and Extra Care Housing	Borough-wide	Meeting local needs for supported and extra care housing	See latest revision of SMBC's "Independent Living and Extra Care Housing Strategy"	SMBC	Developer, Private Registered Providers, HCA as enabler & potential part-funder	Not known	Need over Local Plan period; DCLG / HCA availability of funding: (currently outlined in Affordable Homes Programme 2011- 15 and any future successor)	Section 106; Private Finance, See latest revision of "Independent Living and Extra Care Housing Strategy"	Land Value through planning consent (Section 106) Contributions; HCA Affordable Homes Programme grant if available & prioritised; Availability of grants; SMBC funding; Planning permission; Land availability	Essential

EDUCATION

There are currently no plans to build new secondary schools in the Borough, however, the proposed housing developments, especially in the South of the Borough, are 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 and the schools with a view to secure the financing and consider 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	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Regeneration of North Solihull	North Solihull Regeneration Area	Rebuild three primary schools: <ul style="list-style-type: none"> • Bishop Wilson • Fordbridge • Coleshill Heath; and extensive modification to four primary schools: <ul style="list-style-type: none"> • Windy Arbor • Yorkswood • St Anthony's • St John the Baptist 	To provide sufficient school form places and ensure the maximum educational benefit for children	SMBC	In-Partnership	£32M	2012-2015	Prudential Borrowing, SMBC Capital programme, NSP, School and Diocese contributions	Planning Permission, Design Briefs, Phasing of work	Essential
Academies / Free Schools	Borough Wide 11 existing secondary academy schools and 1 primary. Two further primary schools will convert to Academy status on 1 August 2012	National Government Initiative	This project is driven by individual School Governing Bodies not by SMBC	Individual School Governing Bodies	SMBC		On-going			N/A

COMMUNITY FACILITIES

The Council understands that there is currently a need for more community facilities in the Borough, particularly 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	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Community Asset Transfer (Buildings /land) – Multi use community facilities	Surplus council owned building; Surplus to requirement land – 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 additional external funding into Solihull	TBC through the work of SMBC's Asset Management Group and Community & Voluntary Relations	SMBC	Solihull's VCS (through SUSTAIn and VCS Reference Group etc.)	Cost of refurbishing an existing building £0.25-0.4M; Cost of purpose built facility £1.0-1.5M	2012 - 2015	Capital Bids to External Funding Programmes; CIL	Subject to planning permissions /change in use; Additional funding drawn down for capital projects	Essential

LIBRARIES

The Council recognises that the proposed housing growth in the Borough will result in a need for improved and enlarged library services and facilities. A number of potential works and increase in stock/resources have been identified and are being reviewed by SMBC's Library Services.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Library enhancements	Libraries throughout the Borough	To provide the necessary resources and facilities for the Borough's library-users	TBC through the work of SMBC's Libraries and Asset Management teams	SMBC	SMBC and partner groups	£0.8M+	2012 - 2028	S.106 and/or CIL	Subject to planning permissions; Land/building availability; Match-funding from partners	Essential

INDOOR SPORTS FACILITIES

The Council has commissioned an Indoor Sports Facilities Strategy that should be completed in September 2012. The Strategy will identify new and improved indoor sports facilities that will be required in the Borough over the plan period. The IDP will be updated with this information when the work is completed.

ARTS AND CULTURE

The Submission Draft Local Plan seeks to promote a vibrant, accessible and attractive public realm as well as encourage public art. The Council's Solihull Arts Complex and Neighbourhood Services are currently preparing a Business Strategy for the Arts Complex in Solihull Town Centre which will include potential capital projects.

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.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Primary Health Care and Public Health	Solihull Borough- wide / local provision	To support the health and well being needs of a growing and ageing population	The recruitment of 12 additional GP's and the extension of existing public health programmes	Solihull Primary Care Trust; Solihull Health	1. SMBC 2. HoEFT	£4.2M Including 12 new GP consulting rooms and associated infrastructure	1.2011-18 £1.4m 2.2018-23 £1.4m 3. 2023-28 £1.4m	NHS SMBC S.106 / CIL	Discrete capacity and capability planning at discrete locations.	Essential
Community Services Primary Care(NHS)	Solihull Borough -wide / local provision	To support the health needs of a growing and ageing population	Increase in staff and infrastructure at clinics to support the highlighted increase in population 2011-28	Solihull Primary Care Trust/HoEFT Community Services	Solihull PCT; HoEFT; Solihull Health -GP consortia; Coventry & Warwick Found-ation Trust; SMBC	£3M supports 10% increase in population (from 206k to 226.4k)	1.2011-18 £1.7m 2.2018-23 £0.8m 3. 2023-28 £0.5m	NHS S.106 / CIL	Specific age related trends with the young and old attracting healthcare premium cost	Essential

EMERGENCY SERVICES

The West Midlands Police and Fire Service have both expressed a need for improved services and facilities in response to proposed housing development; and each have identified developer contributions in the form of either planning obligations or CIL to fund them. 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.

West Midlands Police Service

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
North Solihull Regeneration Area	North Solihull sites	For all projects: 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	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	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

West Midlands Fire Service

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	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>2) 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 <i>(excluding external works)</i>	2011/2017	Section 106, CIL	Planning permission; WMFS Authority	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	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>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>2) 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	Section 106 / CIL	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

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Green Spaces Strategy	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; Planning permission; Public consultation; Land Availability; Environmental considerations and constraints	Desirable
Play area provision, including Multi-Use Games area and provision for young people	Across all 6 zones	Improve Green infrastructure linkages and access to additional play areas for children	Site-dependent	SMBC	N/A	Site by Site	On-going	NSRA, Existing budgets	To be implemented through Green Spaces Strategy; Part of new large development sites	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Neighbourhood Green Spaces	Across all 6 zones	Improve Green infrastructure linkages and quality of provision	Site - dependent; In addition to existing deficiencies, at least 8 NEAPs are required to meet additional housing needs 2011-2028.	SMBC	N/A	Cost of additional requirement due to housing increase is: £1.02M; Meeting existing deficiencies is TBC	On-going	SMBC; Additional requirement due to housing increase 2011-2028: CIL/S.106	To be implemented through Green Spaces Strategy & as part of new development sites	Desirable
Large areas of public open space	Across all 6 zones	Improve Green infrastructure in the Borough by providing new accessible large areas of green space	Site - dependent; In addition to existing deficiencies, at least 36.5ha are required to meet additional housing needs 2011-2028.	SMBC	N/A	Cost of additional requirement due to housing increase is: £2.383M; Meeting existing deficiencies is TBC	On-going	SMBC; Additional requirement due to housing increase 2011-2028: CIL/S.106	To be implemented through Green Spaces Strategy & as part of new development sites	Desirable
New Local Nature Reserves	Across all 6 zones	Develop new LNRs where opportunities arise. To provide a minimum of 1 hectare of Local Nature Reserve per 1000 people	Site - dependent; In addition to existing deficiencies, at least 20ha, or equivalent in improvements are required to meet additional population forecast over plan period.	SMBC	Local Nature Reserve Officer	Cost of additional requirement due to housing increase is: £1.4M; Meeting existing deficiencies is TBC	On-going	SMBC; Additional requirement due to housing increase 2011-2028: CIL/S.106	To be implemented through Green Spaces Strategy & as part of new development sites	Desirable

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Allotment provision	Across all 6 zones	Protect the existing allotment sites in the Borough and support the establishment of new sites where demand exists	Site - dependent; In addition to existing deficiencies, at least 2.62ha are required to meet additional population forecast over plan period	SMBC	SMBC	Cost of additional requirement due to housing increase is: £0.051M; Meeting existing deficiencies is TBC	On-going	SMBC; Additional requirement due to housing increase 2011-2028: CIL/S.106	To be implemented through Green Spaces Strategy & as part of new development sites	Desirable
Local area park / local green space	Across all 6 zones, in particular Berkswell and Cheswick Green	Improve Green infrastructure linkages and access to green space	Site - dependent ; In addition to existing deficiencies, at least 17 LEAPs are required to meet additional population forecast over plan period	SMBC	N/A	Cost of additional requirement due to housing increase is: £1.275M; Meeting existing deficiencies is TBC	On-going	SMBC; Additional requirement due to housing increase 2011-2028: CIL/S.106	To be implemented through Green Spaces Strategy & as part of new development sites	
Improve and Increase provision of outdoor sport facilities	Cricket – Zones 3-6, Tennis court refurb – All Zones Awaiting Outcome of Green Space Strategy Review	Provision needs improvement to ensure continued use	Site - dependent	SMBC	N/A	Site by site	On-going	External funding opportunities; SMBC; S.106/CIL	To be implemented through Green Spaces Strategy & as part of new development sites; Cricket pitches should meet Sport England criteria	

LANDSCAPE AND ECOLOGY

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	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, LNP, 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; Planning permission; Public consultation; Land Availability; Environmental considerations and constraints	Essential
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

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Woodland Management	Borough wide	To improve: Local distinctiveness, Quality of life, Health and well-being, Climate change adaptation, Landscape character and biodiversity	To improve: Accessibility, Health and safety, Connectivity, 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 for 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 Plans, Species Action Plans New Green Areas designations	SMBC	SMBC, Developers, LNP, Parish Councils, Voluntary sector, Statutory agencies, Friends of groups, Community groups etc	Cost of delivering LBAP Habitat Action Plans from 2011-2026 for 20 year-programme is £9.1M	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; Land Availability; Potential environmental considerations and constraints	Desirable

WATERWAYS

The Canal and River Trust (CRT) have also submitted a response with a programme of works required on both the Grand Union and Stratford Canal and stated that those in the proximity of development sites in the Local Plan could be partly funded by developer contributions.

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Stratford Canal access improvements	Bridge 7 (Solihull High Street Bridge) –	To improve the accessibility to the towpath for transport, biodiversity, leisure and healthy living	South side: Handrails, Improve ramp	CRT, SMBC	CRT, SMBC	Site-Specific	Short to Medium Term	S106 & CIL; Match funding	Planning permission being granted for development schemes (where applicable)	<i>(All of the following are classed as Desirable projects)</i> Adjacent to Site 15
Grand Union Canal access improvement	Bridge 80 (Rowood Drive) Elmdon Heath	To improve the accessibility to the towpath for transport, biodiversity, leisure and healthy living		CRT, SMBC, Sustrans	CRT, SMBC	Site Specific	Short to Medium Term	S106 & CIL; Match funding	Planning permission being granted for development schemes (where applicable)	Adjacent to Land Rover
Grand Union Canal towpath renewal - 850m	Bridge 78A (Damson Road Bridge) to Bridge 80 Rowood Drive Elmdon Heath	To encourage the use of the infrastructure for transport, biodiversity, leisure and healthy living		CRT, SMBC	CRT, SMBC	Depends on Rate	Short to Medium Term	S106 & CIL; Match funding	Planning permission being granted for development schemes (where applicable)	Near to Land Rover

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Grand Union Canal towpath renewal - 828m	Bridge 83 (Castle Lane Bridge) to Bridge 82 (Dove House Lane) Olton	To encourage the use of the infrastructure for transport, biodiversity, leisure and healthy living	Scrape top off, dress with type 1 and b. gravel.	CRT, SMBC	CRT, SMBC	Depends on Rate	Short to Medium Term	S106 & CIL; Match funding	Planning permission being granted for development schemes (where applicable)	Near to Land Rover
Grand Union Canal access improvements	Bridge 82A Old Dove House Lane	To improve the accessibility to the towpath for transport, biodiversity, leisure and healthy living		CRT, SMBC, Sustrans	CRT, SMBC	Site Specific	Short to Medium Term	S106 & CIL; Match funding; LSTF	Planning permission being granted for development schemes (where applicable)	Near to Land Rover
Towpath and Cycle Improvements Scheme	Stratford Canal & Grand Union Canal	To encourage the use of the infrastructure for transport, biodiversity, leisure and healthy living		CRT, SMBC, Sustrans	CRT, SMBC, Sustrans	Depends on the type of project	Short to Medium Term	S106 & CIL; Match funding	Planning permission being granted for development schemes (where applicable)	Sites 13, 15 and 18 Dickens Heath and Land Rover
Bio-engineering	Stratford Canal & Grand Union Canal	Biodiversity Improvements	Initiatives such as soft bank creation, SuDs from new development discharging through reed beds etc	CRT, SMBC, Wildlife Trust, Developer	CRT, SMBC, Wildlife Trust, Developer	Depends on the type of project	Short to Medium Term	Environmental Funders	Planning permission being granted for development schemes (where applicable)	Sites 13, 15, 18 and Land Rover

Project	Where	Why	Specific Requirements	Lead Delivery Organisation	Management Partners	Estimated Cost	Timescales	Sources of funding	Any dependencies / Risks	Status in delivering Local Plan
Water Quality	Stratford Canal & Grand Union Canal	The Water Quality Framework Directive requires water quality improvements	Water quality improvements	EA	EA, CRT, Developer	Depends on the type of project	Long Term	S106 & CIL	Planning permission being granted for development schemes (where applicable)	Sites 15, 18 and Land Rover
Species	Stratford Canal & Grand Union Canal corridors	Biodiversity Improvements	Projects for bats such as provision of bats boxes and protection of their existing habitat	CRT, SMBC, Wildlife Trust, Local Bat Groups	CRT, SMBC, Wildlife Trust, Local Bat Groups, Local Communities	Depends on the type of project	Short Term	Environmental Funders	Planning permission being granted for development schemes (where applicable)	Sites 13, 15, 18 and Land Rover