Solihull Infrastructure Delivery Plan

Regulation 19 –Draft Submission Version

October 2026

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Contents

1.0 Introduction **p. 4**

2.0 Impact of growth and development on infrastructure **p. 10**

3.0 Physical Infrastructure **p. 18**

3.1 Transport **p. 18**
3.2 Energy **p. 38**
3.3 Water supply and treatment **p. 47**
3.4 Flood management **p. 50**
3.5 Waste Management **p. 55**
3.6 Mineral reserves **p. 64**
3.7 Digital Connectivity **p. 68**

4.0 **Social Infrastructure** **p. 70**

4.1 Meeting Housing Need **p. 70**
4.2 Education **p.76**
4.3 Health Care **p. 79**
4.4 Emergency Services **p. 84**
4.5 Community Services **p. 89**
4.6 Leisure, Sport and Culture **p. 92**

5.0 Green Infrastructure **p. 96**

5.1 Natural and Semi-natural Green Spaces **p. 96**
5.2 Waterways **p. 99**
5.3 Trees and Woodlands **p. 102**
5.4 Accessible Public Open Space **p. 105**
5.5 Food Production **p. 107**

List of Acronyms **p. 109**

1.0 Introduction

1.1 What is the Infrastructure Delivery Plan?

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

The IDP provides a snapshot at the time of publication. Over the plan period, new funding opportunities will arise, equally, infrastructure priorities may change. This version of the IDP has been published to support the publication of the Solihull Draft Submission Local Plan (2026). It will be reviewed and the Infrastructure Schedule updated at the submission stage of the Local Plan. It will then be reviewed as required 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. 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 IDP has used information provided by stakeholders and specific evidence base document produced to support the draft Local Plan.

The last IDP was published in October 2020 to accompany the publication stage of the (now withdrawn) Draft Local Plan. This document updates the information contained therein for the submission stage of the Local Plan.

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

- The Lead Agencies and Main Evidence base used to inform the IDP
- The Strategic Issues for infrastructure providers or delivery
- Existing infrastructure provision
- Known gaps in infrastructure provision, both now and/or in predicted for the short-term
- Known planned infrastructure, to meet gaps or upgrade existing provision
- Impact of the development proposals in the Local Plan on said infrastructure, and whether this will require new provision or resources over and above either existing or what is planned
- Delivery potential to provide said infrastructure, e.g. funding sources
- Role of the Local Plan in deliverability either as policies or proposals

The IDP will be updated as a result of the Regulation 19 consultation and a more detailed Infrastructure Schedule will be included in that version. The Draft Submission Local Plan will be submitted for Examination under the legacy planning system, and therefore will be assessed under the 2024 NPPF. However, the 2026 NPPF and the National Development Management Policies therein are a material consideration, and as such, references are included in this IDP.

1.3 Why Infrastructure Planning?

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

The IDP can also be used as part of the evidence base in preparing a Community Infrastructure Levy (CIL) Charging Schedule. 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." Solihull Council introduced CIL in 2016, and is not reviewing the Charging Schedule as part of the Local Plan Review at this stage.

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 each to ensure we can meet "the needs of the present without compromising the ability of future generations to meet their own needs". The following list is not exhaustive.

PHYSICAL

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

ICT	- Broadband and wireless connections
Waste	- Collection and disposal, recycling
Minerals	- Reserves

SOCIAL

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

GREEN

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

1.6 National Policy Guidance

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

UK Infrastructure: A 10 Year Strategy (2025)[1] p.7

Infrastructure boosts growth and plays a vital role in delivering higher living standards. It provides the connectivity which supports productivity and efficiency improvements, thriving communities and access to housing. It helps maintain the resilience of the economy to extreme weather and other risks which could drag down growth. And infrastructure supports the public services required to maintain the healthy, well-educated workforce that is essential for long-term economic growth.

National Planning Policy Framework (February 2025) Para. 20:

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

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

National Planning Policy Framework (August 2026)

Policy PM2: Local Plans
1c. Local Plans should [identify] the contributions expected from development towards meeting affordable housing requirements and on-and off-site infrastructure necessary to support delivery of the plan in accordance with policy PM12;

Policy PM8
1. All plans should be informed by a baseline understanding of the needs, opportunities, constraints and wider context of the area to which they relate.

Planning Practice Guidance Para. 25-017-20190901
How does the levy charge relate to infrastructure planning?

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

Information on the charging authority area's infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of preparing the relevant Plan ...and their Cil charging schedules. This is because the plan identifies the scale and type of infrastructure needed to deliver the area's local development and growth needs ...

From December 2020, local authorities must publish an Infrastructure Funding Statement, and information should be drawn from this... The Community Infrastructure Levy examination should not re-open infrastructure planning issues that have already been considered in putting in place a sound relevant Plan.

[1] N.B. This Strategy was published under the 2024-2026 Government. Source: https://assets.publishing.service.gov.uk/media/6853c5db99b009dcdcb73649/UK_Infrastructure_A_10_Year_Strategy_Web_Accessible.pdf

1.7 Local Strategic Framework

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

Solihull is one of the 7 constituent authorities within the West Midlands Combined Authority, created in 2016[2]. The WMCA's responsibilities include administrating and negotiating the Devolution Deal with central Government. The WMCA has published a Strategic Economic Plan[3] in 2016, promoting an 'Economy Plus' scenario, and a Local Industrial Strategy[4] with the 3 related LEPs in 2019. These have been followed up with a WMCA Growth Plan in 2025.[5] The WMCA has begun work on their Spatial Development Strategy[6]

Transport for West Midlands (TfWM) is the local Transport Authority and executive body of the WMCA, with bus franchising and highway management powers.

The delivery of the Local Plan will be co-ordinated with other local and sub-regional strategies, such as the:

- Emerging West Midlands Local Transport Plan (LTP5)[7])
- West Midlands Local Nature Recovery Strategy (2025)[8]
- Solihull Housing Strategy (2023-2032)[9];
- Solihull Economic Strategy (2023-2032)[10];
- Solihull Transport Strategy (2023)[11];
- Joint Health and Wellbeing Strategy (2024)[12]

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

1.8 Delivery Mechanisms

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

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

[2] https://www.wmca.org.uk
[3] https://www.wmca.org.uk/media/1382/full-sep-document.pdf
[4] https://www.wmca.org.uk/media/3094/west-midlands-local-industrial-strategy-single-page.pdf
[5] https://growth.wmca.org.uk
[6] https://www.wmca.org.uk/what-we-do/housing-property-regeneration/west-midlands-spatial-development-strategy/
[7] https://www.tfwm.org.uk/who-we-are/our-strategy/local-transport-plan/
[8] https://www.wmca.org.uk/what-we-do/environment-energy/west-midlands-local-nature-recovery-strategy/
[9] https://www.solihull.gov.uk/sites/default/files/2023-03/Solihull-Housing-Strategy.pdf
[10] https://www.solihull.gov.uk/about-council/solihull-economic-strategy-2023-32
[11] https://www.solihull.gov.uk/about-council/strategies-solihull-connected
[12] https://www.solihull.gov.uk/sites/default/files/2024-06/Joint-Local-Health-Wellbeing-Strategy.pdf

- Social Care service provider
- Lead Local Flood Authority

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

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

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.

N.B. The Infrastructure Delivery Plan is up-to-date at the time of writing, to the best possible knowledge of the authors.

1.9 Funding

There are two main sources of funding:

- Contributions from developers to deliver the required infrastructure to support development. The Council has historically been successful in securing Section 106 contributions to ensure site-specific provisions on a case by case basis. The Council introduced a Community Infrastructure Levy (CIL) Charging Schedule in 2016. CIL can be used to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development; but does not replace existing funding streams.
- Public sector funding from national, regional, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers.

2.0 Impact of growth and development on infrastructure

2.1 Overview of Solihull

Solihull covers an area of almost 180 square km. There are two main built-up areas, both bordering Birmingham to the west are intersected by the A45, Birmingham Airport, NEC and Birmingham Business Park. The south and east of the Borough are mainly rural farmland interspersed with small settlements such as Berkswell and small towns such as Balsall Common. 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. WMCA Map of constituent and non-constituent authorities.[13]



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

According to the latest estimates for 2025, Solihull is home to 221,449 people[14] living in around 91,099 households[15]. Its good transport links, wealth of jobs and attractive built and natural environment have meant that the Borough has consistently higher average house prices than neighbouring authorities.

[13] https://governance.wmca.org.uk/documents/s633/Appendix%202.pdf
Accredited to West Midlands Combined Authority
[14] Source: ONS 2025 mid-year subnational population projections (released 29th July 2026):
https://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/estimatesofthepopulationforenglandandwales/mid20252023localauthorityboundaries/mye25tablesew.xlsx
[15] Source: Year 2025 from ONS 2022-based: Migration category variant projection edition of this dataset;
https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland

However, the Borough is polarised with eighteen of the 29 lower super output areas (LSOAs) in North Solihull falling within the 10% most deprived areas in England.[16] Overall, 13% of Solihull's population (1 in 8) live in the most deprived 10% of neighbourhoods in England, whereas almost a third (29%) of Solihull's population lives in the least deprived 10% of neighbourhoods 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 Combined Authority (Metropolitan area), nearby authorities in the Greater Birmingham and Black Country HMA and those in the Coventry/Warwickshire sub-region.

2.2 Projected growth in the Borough

Key to Solihull's attractiveness as a place to live, work and invest in, is its high quality built and natural environment. The Draft Submission 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 need

The Local Housing need for Solihull for the period 2026 to 2043 is 21,913 dwellings. The Draft Submission Local Plan is proposing to deliver 23,091 dwellings in this period to meet that need.

The Draft Submission Local Plan provides for:

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

The remainder of the housing supply is composed of existing permissions, remaining Solihull Local Plan sites, and future windfall. The DLP also proposes future areas for growth at Broad Locations close to railway station Borough.

2.2.2 Economic Growth

Solihull has a consistently strong and productive economy with an important role within the wider West Midlands. The Borough contains a concentration of major economic assets, including Jaguar Land Rover, Birmingham Airport and the National Exhibition Centre (NEC).

The concentration of these assets, together with strong motorway and rail connections and proximity to Birmingham, Coventry and Warwickshire, supports Solihull's role as a location for employment and investment. The Borough has particular strengths in advanced engineering and professional services, alongside a broader range of established and emerging economic activities.

Planned investment associated with HS2 Interchange Station, the UK Central Hub and Arden Cross provides a significant opportunity to strengthen this economic role and support further investment and growth.

The Solihull Economic Strategy 2022–32 provides the strategic context for this ambition and establishes a vision for Solihull to be the "UK's best-connected economy – for business, for people,

[16] https://www.solihull.gov.uk/sites/default/files/2025-12/Deprivation-in-Solihull-Index-of-Multiple-Deprivation.pdf

forever". The Local Plan provides an important spatial framework for supporting the delivery of that vision.

2.2.3 Providing land for employment growth

In addition to the key economic assets referred to above, the Borough is home to a number of locally significant business sites, which vary in age and quality. These are important for local employment opportunities, especially for small to medium sized enterprises (SMEs). Policy SMBC E7 in the Draft Submission Local Plan proposes:

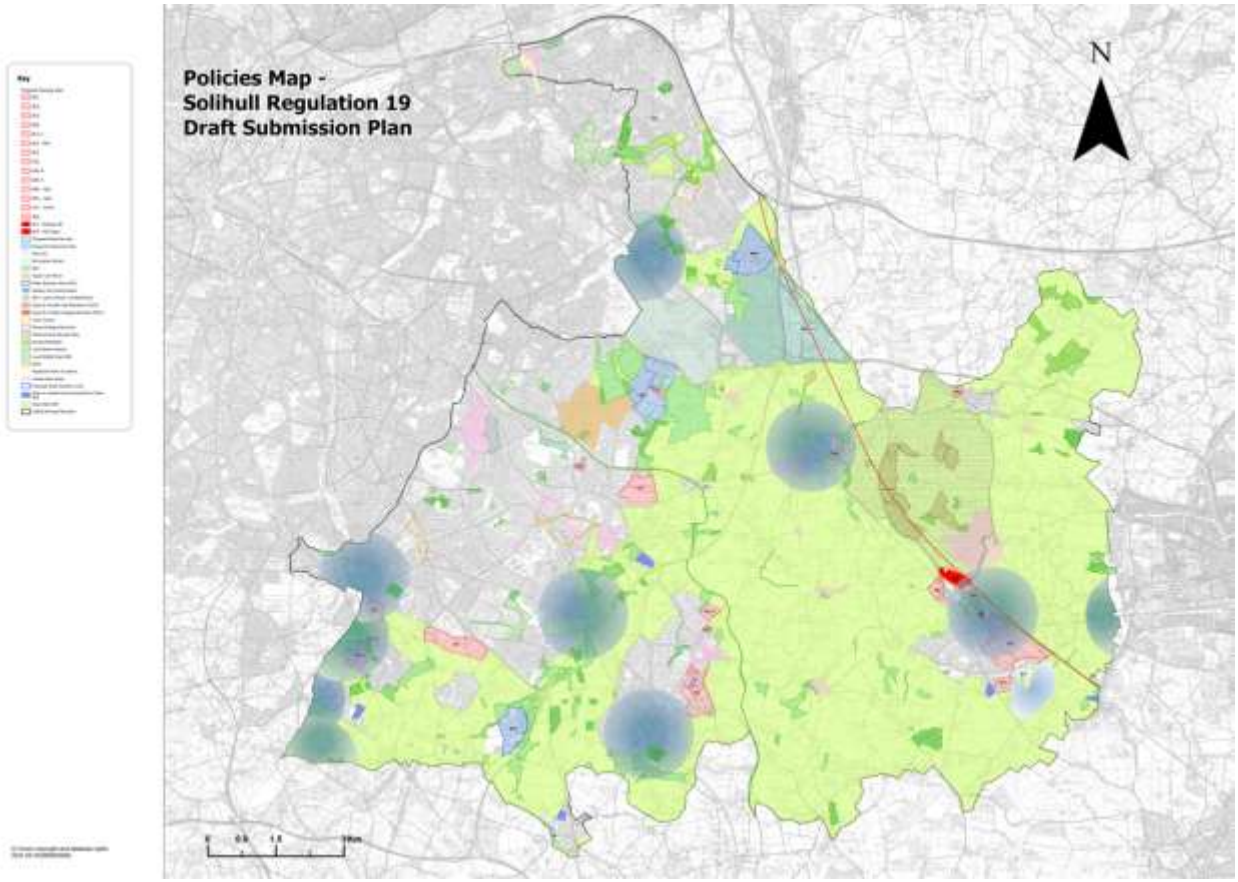
To ensure sustainable economic growth and to meet the Borough's local employment land needs during the plan period 2026 to 2043 provision will be made to accommodate the following:

A Up to 60.1 ha (gross) of industrial and warehousing land

B 6.8 ha (gross) of office land

The Draft Submission Local Plan seeks to allocate additional employment land at Arden Cross (UK1), land at Damson Parkway (UK2) and potential capacity for up to 100,000 sqm for industrial and logistics at the NEC.

Figure 2. Policies Map of Draft Submission Local Plan



2.3 Green Infrastructure Network and our Natural Capital

Green Infrastructure should be a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types. It has an increasingly vital role in alleviating the impacts of climate change and contributing to the adaption imperative to respond to changes in climate, for people and the natural world.[17]

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

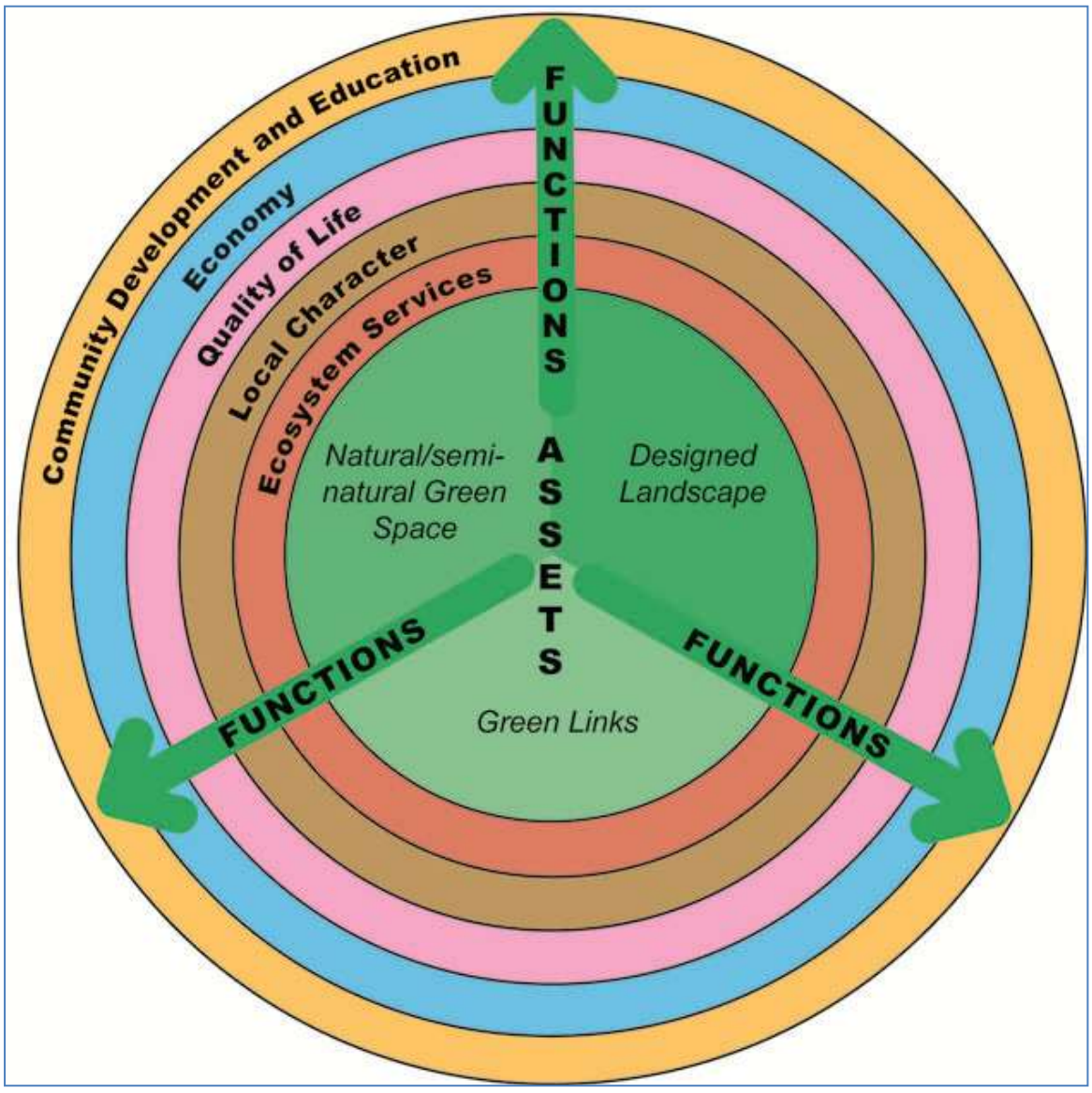
Designed landscapes
Parks and gardens – urban parks, country parks and formal gardens
Amenity spaces – informal recreation spaces, green spaces in and around housing, domestic gardens, and village greens
Outdoor recreational facilities – sports pitches, golf courses, school and other institutional playing 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

[17] Source: SMBC (2012) Solihull Green Infrastructure Study.

One of the key qualities of Green Infrastructure is its 'multifunctionality' (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. The Relationship between Green Infrastructure Assets and their Multifunctional Nature[18]



[18] Source: SMBC (2012) Solihull Green Infrastructure Study.

2.3.1 National Context

In 2018, the then Government published its first 25-year Environment Plan. The Plan sat alongside the Government's Industrial Strategy and Clean Growth Strategy, as three pillars to achieve sustainable development.

The Environment Bill was first presented to Parliament in January 2020. The Bill aims to put the environment at the centre of policy making and will bring into UK law environmental protections and recovery following withdrawal from the EU. The Bill received Royal Assent and was enacted on 9 November 2021. One of the key inclusions for the Local Plan was the introduction of mandatory 10% biodiversity net gain on most type of developments; this commenced in February 2024.

The Environment Plan was superseded by a national Environmental Improvement Plan in December 2025[19]:

The EIP is a long-term delivery plan made up of 5 inter-related chapters setting out 10 goals, commitments and actions.

The EIP covers:

- 5 inter-related chapters driving improvements to the natural environment and enjoyment of it
- each chapter sets out how our goals are inter-related, the commitments we are making for the environment, and the actions we are taking to deliver them

The chapters cover:

- 10 long-term goals for the natural environment, covering restored nature, air, water, chemicals and pesticides, waste, resources, climate change, environmental hazards, biosecurity and access to nature

The goals set out:

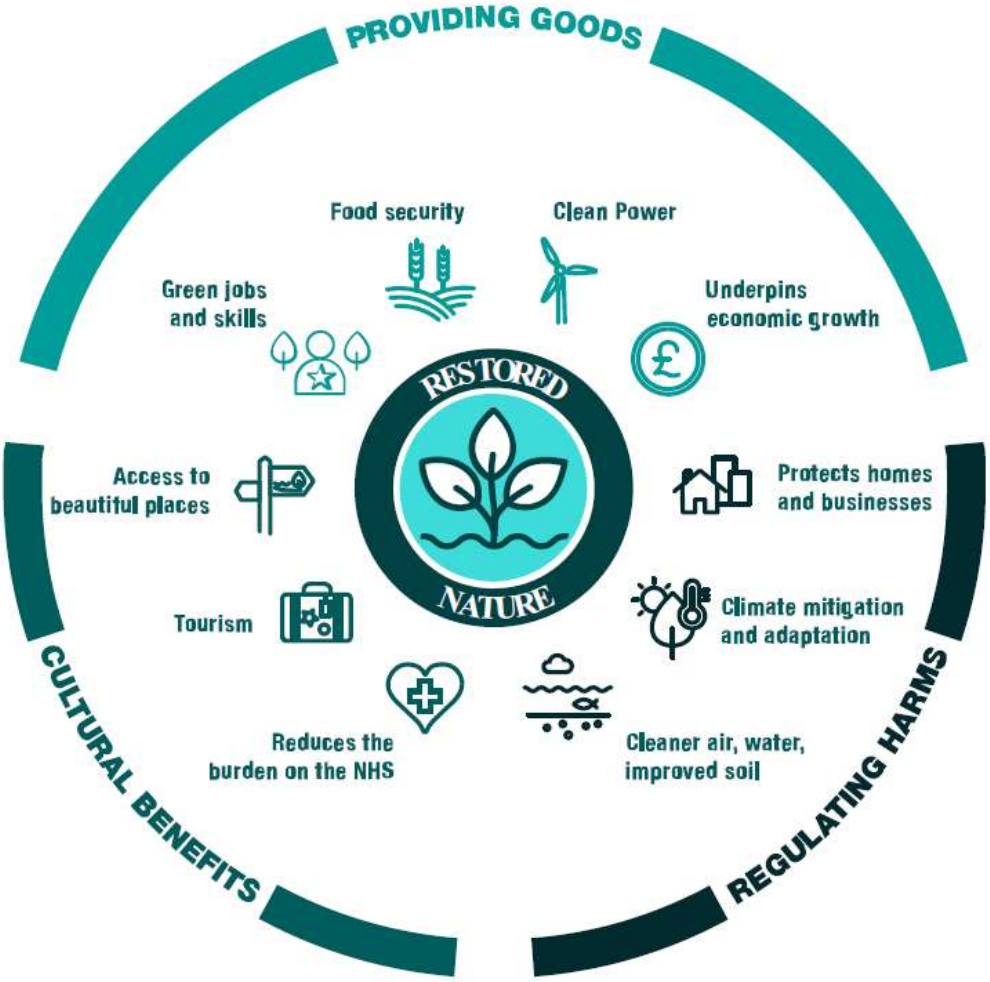
- targets and commitments to achieve our long-term goals, monitored and reported on in our annual progress reports
- each commitment has a key metric and a contribution to the outcomes of the chapter, set out in the EIP Monitoring Plan
- key system connections between commitments are signposted in systems connections boxes

The commitments are delivered through the:

- actions we are taking across what government will do to deliver the plan and who is responsible for delivering them
- each goal includes an illustrative plan setting out the key upcoming actions

[19] Source: https://www.gov.uk/government/publications/environmental-improvement-plan-2025/environmental-improvement-plan-eip-2025

Figure 4. 'The value of Nature' – taken from Defra's Environmental Improvement Plan (2025)[20]



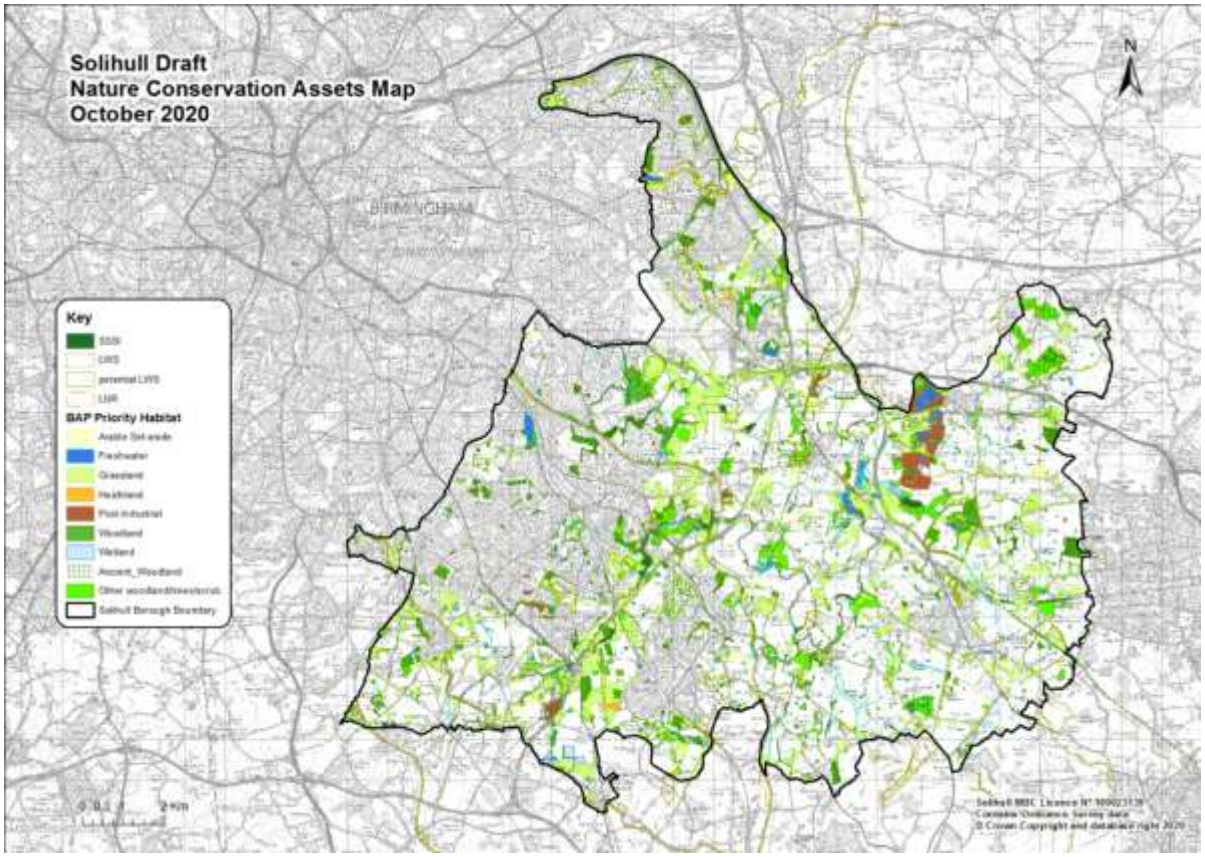
[20] Source: https://www.gov.uk/government/publications/environmental-improvement-plan-2025/environmental-improvement-plan-eip-2025

2.3.2 Local GI Context

The Council adopted its Natural Capital Investment Strategy (NCIS) in July 2024[21]. The NCIS is the Council's delivery mechanism for responding to the biodiversity crisis, by protecting, restoring and enhancing nature, natural capital, and the natural processes that support our wellbeing. The NCIS is a strategic document, which summarises the council's current activity in terms of the natural environment and sets out a delivery plan of actions to increase opportunities for investment in natural capital.

Solihull is part of the West Midlands Local Nature Recovery Strategy[22], which comprises the seven West Midlands Metropolitan Authorities. The Council also works collaboratively with the Coventry and Warwickshire Local Nature Partnership, and is included within the sub-regional Green Infrastructure Strategy[23].

Figure 5. Map of Nature Conservation Sites in Solihull[24]



[21] Source: Cabinet Member papers: https://democracy.solihull.gov.uk/documents/s120422/Appendix%201.pdf
[22] https://www.wmca.org.uk/what-we-do/environment-energy/west-midlands-local-nature-recovery-strategy/
[23] https://api.warwickshire.gov.uk/documents/WCCC-372917633-3038
[24] Source: Natural Environment Topic Paper for 2020 Plan. Using data provided by HBA 2010 LWS data, Ecorecord, Warwickshire Wildlife Trust and the Woodland Trust.

PHYSICAL INFRASTRUCTURE

3.1 TRANSPORT

3.1.1 AIR TRAVEL	
Lead Agency	Birmingham Airport Ltd
Evidence Base	Birmingham Airport Masterplan 2018-2033 [25] Birmingham Airport Surface Access Strategy (2023-2028)[26] Birmingham Airport Sustainability Strategy (2026-2030)[27] Representations in response to the Draft Issues and Options (Regulation 18)
Strategic Issues	Solihull is home to Birmingham Airport, the largest Airport in the region and the seventh busiest airport in the UK. Birmingham Airport is accessible to 83% of the population of England and Wales within a 2-hour rail or road journey. The 2018 Masterplan sets out how the Airport will meet regional demand for air travel up to 2033, and follows the Government's re-stated policy of making the best use of existing runways at regional airports. It outlines an ambitious investment programme of £500 million, including expansion of the terminal building, additional aircraft stands and modernising facilities to raise the level of service for passengers. The Birmingham Airport Surface Access Strategy (2023- 2028) reiterates the Airport's commitment to decarbonisation, aiming to become a Net Zero Carbon Airport by 2033. The Airport sets out in their Sustainability Strategy (2026-2030) the following sustainability vision: 'Maximise the economic and social benefits the Airport brings to our region and mitigate our impact on our neighbours and the global environment'. Birmingham Airport is currently preparing a new Airport Master Plan. A draft Masterplan was published in October 2026.28
Existing provision	There are both domestic and international flights from Birmingham Airport. The airport's runway was extended in 2014, and the extension has enabled direct flights to reach the West Coast of America, South America, the Far East and South Africa. There was a record-breaking year for passenger traffic at Birmingham Airport, seeing 13,654,108 passengers travel through during 2025, the highest figure recorded in a single year[29]. Birmingham Airport is connected to Birmingham International Station by AirRail Link, a fully automated cable hauled system. The free Air-Rail Link operates between 03:30 and 00:30 hours daily. The station is on the West

[25] birmingham-airport-master-plan-2018-webres.pdf
[26] bhx_asas_2023_documentpdf.pdf
[27] approved_SS_for_web.pdf
[28] https://www.birminghamairport.co.uk/masterplan/
[29] BHX Celebrates Busiest December Ever | Birmingham Airport

	Coast Mainline and during the daytime there are nine trains an hour to Birmingham New Street[30] with an approximate journey time of ten minutes. During the daytime there are three fast services per hour to London Euston with a journey time of ca. 80 minutes.
Gaps in provision	The Airport Masterplan is clear that the single runway can cope with projected increases in passenger numbers, but highlights 3 main factors limiting the Airport's growth: • Land available within the Airport's current operational boundary to construct additional aircraft stands and space for ancillary services such as freight. • Surface Access to the Airport and the on-going impact of congestion • Modernisation of UK airspace
Planned provision	Birmingham Airport has announced plans for three eateries and a new executive lounge within the Departures Lounge to open in phases during 2026 as part of the airport's ongoing transformation[31]. The Surface Access Strategy (2023-2028) includes targets for modal shift from car to public transport to 37% by 2030. Birmingham Airport will work with Solihull Council, Network Rail and other stakeholders as plans for the transformation of Birmingham International Station into an integrated transport hub are developed and delivered. As part of HS2 development, a people mover shuttle link will be provided from HS2 Interchange Station via NEC to Birmingham Airport.
Impact of development proposals	Work in partnership with Birmingham Airport, and wider UKC Hub partners to deliver the Airport Masterplan (2018-2033) and future versions and the Surface Access Strategy (2023-2028) and optimise links with HS2 Interchange.
Delivery potential	See Airport Masterplan, including terminal extension to provide larger departure lounge, improved baggage sorting facilities, and enhanced check-in area. Passenger numbers are expected to reach around 17m by 2029[32].
Role of Local Plan/NPPF	See Policy SMBC/E4: Birmingham Airport

3.1.2 STRATEGIC HIGHWAY NETWORK	
Lead Agency	National Highways
Evidence Base	Transport modelling
Strategic Issues	National Highways is the government-owned company responsible for the operation, maintenance and plan-design-build of the Strategic Road Network in England. Within the Borough, this includes the M42 carriageway and slip roads at Junctions 4, 5, 5A & 6, the A4545 as well as

[30] Getting to Birmingham Airport by train | Birmingham Airport
[31] Major Terminal Transformation at BHX | Birmingham Airport
[32] BHX Confirms £300m Growth Investment | Birmingham Airport

	sections of the A45(T), A452(T) and A446(T) which links the M42 junction 6 with M6 junction 4. The M6 and M40 motorways are also in close proximity to the Borough. 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. The M42 Corridor comprises the key driver of the region's productivity performance with Junctions 4, 5, 5A & 6 providing immediate access to a number of key employment sites, such as the NEC and Birmingham Airport.[33] Furthermore, all four junctions provide a connection to arterial routes accessing Birmingham City Centre. 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. A new £65 million Motorway Service Area (MSA) was approved on the M42 in Solihull on appeal in March 2022. It is situated between Junction 5 (Solihull) and Junction 6 (Birmingham Airport/NEC)[34].
Existing provision	See above. Several improvements to the M42 corridor in and around the Solihull area have been carried out since the adoption of the Solihull Local Plan in 2013. The M42 was the pilot smart motorway and has additional infrastructure over and above the later specification adopted by the Department for Transport. Improvement works also took place at Stonebridge roundabout, A45(T)/A446(T) junction during 2016. Junction 5A of the M42 motorway and the new A4545 opened in December 2024, offering a new shorter route from the south to Birmingham Airport and relieving congestion at junction 6.
Gaps in provision	Awaiting further input from National Highways.
Planned provision	Motorway Service Area
Impact of development proposals	SMBC are working with National Highways to establish whether any further modelling work is required in addition to PRISM modelling already carried out.
Delivery potential	The new M42 Junction 5A (located south of Junction 6) and its associated new link road (the A4545) are now complete and open to traffic[35].
Role of Local Plan/NPPF	The spatial strategy of the Draft Submission Local Plan aims 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.

[33] Source: Ecotec Study on M42 Corridor, 2008.
[34] Rejected M42 services and hotel to go ahead in Solihull - Birmingham Live
[35] M42 junction 6 - National Highways

	Transport Assessments and Travel Plans will be required necessary, including an understanding of cumulative impacts. All stakeholders will need to work together to achieve more sustainable transport outcomes, and to reduce existing pressures on the network.

3.1.3 LOCAL HIGHWAY NETWORK	
Lead Agency	Solihull MBC
Evidence Base	West Midlands Local Transport Plan 'Movement for Growth' (2016)[36] Movement for Growth Delivery Plan (2026)[37] Solihull Connected (2023)[38] Transport Evidence base
Strategic Issues	The local highway network is managed by Solihull Council, acting in its statutory duty as the Highway Authority. Transport for West Midlands (TfWM), is the transport arm of the West Midlands Combined Authority (WMCA). TfWM co-ordinates investment to improve the region's transport infrastructure and create a fully integrated, safe and secure network. It is also responsible for assessing and planning for the region's future transport needs so the network can meet the demands of businesses and a growing population. TfWM has the statutory duty to prepare and approve the Local Transport Plan, this is currently known as 'Movement for Growth', which Solihull's Local Transport Strategy 'Solihull Connected' aligns with. The vision for Solihull Connected Transport Strategy is 'Solihull will have a multi-modal transport system that accesses all parts of the Borough, supports our economy, is safe to use and makes the Borough healthier and fairer for communities, businesses, and visitors'. The 4 key objectives in Solihull Connected are: • Objective 1: To make the transport network accessible to all people • Objective 2: To help the economy grow in a way that is equal and fair for everyone • Objective 3: To be safe and secure for all users • Objective 4: Transport will contribute to improving the quality of life in our borough
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

[36] movement-for-growth.pdf
[37] 2026-delivery-plan-for-transport.pdf
[38] Strategies - Solihull Connected | Solihull Metropolitan Borough Council

	(such as A34 Stratford Rd, A41 Warwick Rd, A45 Coventry Road and A452 Chester Road). Localised congestion hotspots are also evident at other locations throughout the Borough, often at well-used junctions.
Planned provision	The Solihull Connected Delivery Plan includes schemes under the Solihull MBC City Region Sustainable Transport Settlement, e.g. Cycle schemes, Priority bus routes, improvements to Solihull railway station and multi-modal access to HS2. The Transforming Cities fund aims to support the following wider cross-cutting priorities, and includes an allocation for the A452 Balsall Common Transport Package. The UK Central Programme includes: • A34 Stratford Road enhancements • Solihull Town Centre Access Improvements • Local Cycling and Water Infrastructure Plan schemes • Future of Mobility Programme The Council also delivers, on an annual basis, a programme of smaller-scale road safety and highways based schemes, see for example the 2024 Highways Infrastructure Asset Management Plan.[39]
Impact of development proposals	Traffic modelling carried out suggests significant traffic growth that leads to congestion in a number of locations across the borough by 2043. Background traffic / congestion issues are further exacerbated as a result of the housing numbers planned for the borough, the impact of development proposals for the UK Hub Area along with background growth from development proposals in proximity to the borough. Modelling has been carried out through use of the West Midlands PRISM model; more localised assessment of the impact of particular Local Plan sites will be updated as the plan progresses. Mitigations identified from transport assessments carried out to support the withdrawn Local Plan are still relevant, including: • The provision of a relief road at Balsall Common, delivered in combination with improvements to public realm, cycle and pedestrian facilities and parking provision with the village centre and the length of A452 that runs through it; • The implementation of a range of cycle, pedestrian and public realm improvements within and around Knowle High Street, complemented by a number of small-scale junction improvements; • A number of highways-focused interventions along the A34 corridor;
Delivery potential	Mitigation of localised impacts associated with specific developments will be identified in more detail and delivered through the Development Management process.

[39] https://www.solihull.gov.uk/sites/default/files/2025-03/Highway-Infrastructure-Asset-Management-Plan.pdf

	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: • The delivery of the Highway Asset Management Plan • Availability of CIL or other developer contributions. • Changes in the approach of the freight and logistics sector. • Successful behaviour change that leads to people choosing alternative modes of travel rather than car travel. Potential Funding mechanisms: • Developer contributions; • WMCA funding • Core funding • Central Government funding (e.g. for road safety initiatives)
Role of Local Plan/NPPF	The spatial strategy of the Draft Submission Local Plan aims 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 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. This will include an understanding of cumulative impacts. All stakeholders will need to work together to achieve more sustainable transport outcomes, and to reduce existing pressures on the network. NDMP policies in the 2026 NPPF will be relevant: TR1: Vision-led approach to planning for transport TR3: Locating development in sustainable locations TR6: Assessing transport impacts

3.1.4 CYCLE LANES AND FOOTPATHS	
Lead Agency	Solihull MBC
Evidence Base	Solihull Cycling & Walking Strategy (2021) [40] Solihull Cycling & Walking Infrastructure Plan (2021)[41] Manual for Streets I and II (2007 and 2010)[42]
Strategic Issues	Adopted cycle lanes and footpaths are managed and maintained by the Council. The Solihull Cycling & Walking Strategy has a vision to develop Solihull into a borough where cycling and walking are the most convenient modes of travel for local journeys. Work is taking place to develop a network of safe,

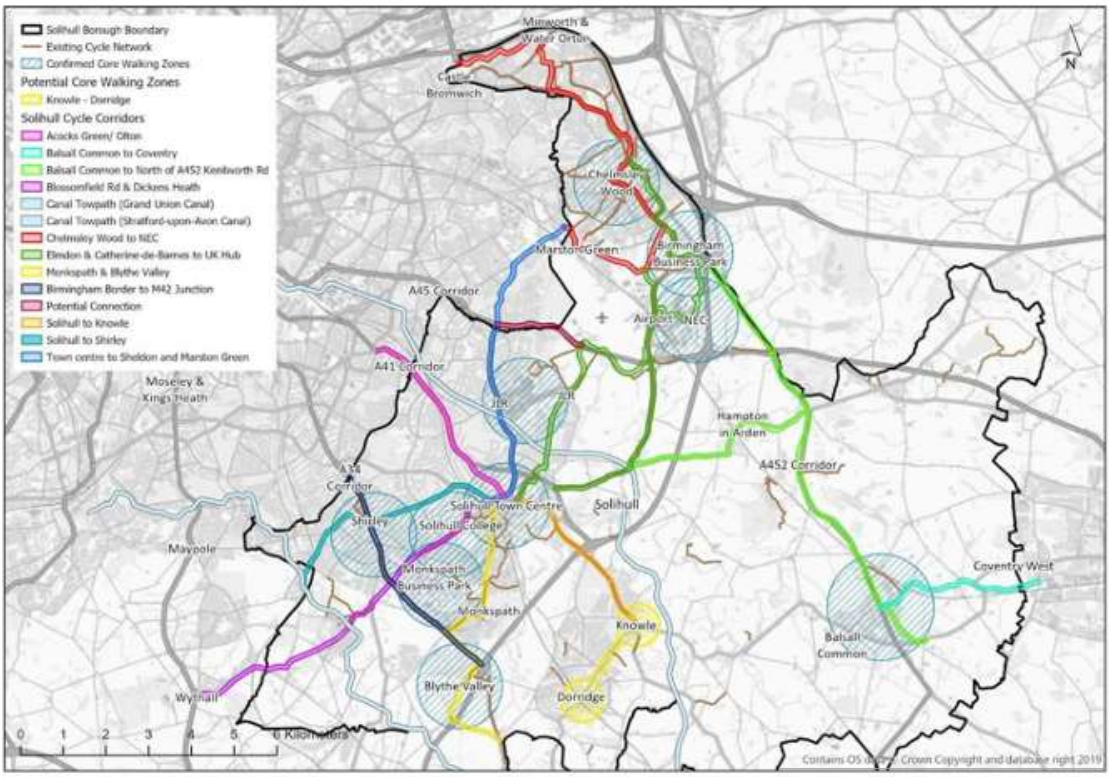
[40] https://www.solihull.gov.uk/sites/default/files/2025-06/Solihull-Cycling-Walking-Strategy.pdf
[41] https://democracy.solihull.gov.uk/documents/s88718/04%20-%20Appendix%20C%20-%20Solihull%20LCWIP%20Report%20Final%20for%20Upload.pdf
[42] https://www.gov.uk/government/publications/manual-for-streets

	attractive and direct cycle and walking routes, improving physical activity and wellbeing. Walking and cycling are both active travel modes that promote healthy lifestyles as well as contribute to sustainable transport objectives such as reducing carbon emissions. Despite the increasing interest in walking and cycling, there exist significant barriers such as a lack of safe, attractive or direct routes to some key destinations.
Existing provision	As of 2012, there are 131 miles (211km) of recorded public rights of way (PROW) in the Borough, the majority of which are in the rural parts. There is an urban network of Rights of Way that is not currently recorded. Nearly all of the recorded routes are public footpaths; there are only 7 miles (11km) of public bridleway, which equates to 5%, considerably lower than the national average of 17%[43]. The Council is responsible for over 150 miles of public rights of way. There are over 450 separate routes[44]. The North Solihull Strategic Cycle project received £1.3 million from the European Regional Development Fund (ERDF) and been match funded by Solihull MBC. The project created a new 8-mile network of cycle friendly routes connecting the North Solihull Regeneration Area to key employment areas and linking to schools. The Wildlife Ways Project was a £17 million three-year programme of works from 2018-2021, part funded by ERDF, to make Solihull greener by opening up and improving existing routes that both allow wildlife to flourish and encourage active travel. The project, which ended in Spring 2022, improved 69km of existing footpath and cycle networks and created 23km of new shared use footways and improved access for cyclists, improving connectivity between existing green spaces to reduce species fragmentation and isolation. [45]
Gaps in provision	As part of the Solihull Cycling and Walking Strategy, key strategic cycling routes were audited to explore the practicalities of developing infrastructure for cycling in each corridor and, in doing so, helps to inform the scale of capital works that will be required to make the necessary improvements. Similarly, six core walking zones were identified, and a "Level of Service" audit was undertaken to identify existing conditions and to develop interventions required within each CWZ.
Planned provision	Following the Wildlife Ways project the Council is keen to build on its success to introduce further Wildlife Ways in the Borough. The cycling routes and core walking zone audits set out the requirements on the scale and location of new cycling and walking infrastructure in the Borough.

[43] Source: Solihull Green Infrastructure Study (Jan 2012)
[44] https://www.solihull.gov.uk/sports-fitness-and-leisure/walking/public-rights-way
[45] https://wildlifeways.co.uk/

	The Solihull Local Cycling and Walking Infrastructure Plan established a continuous rolling programme for delivery of Strategic Cycle Routes across the Borough, subject to the availability of funding. A borough-wide network of cycling corridors has been identified connecting Solihull town centre, major employment areas, district centres, rail stations and key growth locations. The plan prioritises seven strategic cycling corridors where improvements such as segregated cycle routes, safer junctions and enhanced crossings can encourage more people to cycle for everyday journeys. The six Core Walking Zones focus on major centres and employment areas where there is existing or potential high pedestrian activity. These zones aim to improve walkability through measures such as better footways, crossings, accessibility improvements and enhanced public spaces, making walking a more attractive and convenient option for local trips.
Impact of development proposals	New developments should link to the strategic cycling and walking infrastructure where possible, as well as prioritising the needs of cyclists and pedestrians within developments. 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	Key principles set out in policies for allocated sites. Funding Mechanisms: On-site provision or developer contributions. Funding initiatives managed by Sustrans using funds provided by the National Lottery and other funding sources. National cycling initiatives West Midlands Combined Authority cycling initiatives.
Role of Local Plan/NPPF	NDMP policies in the 2026 NPPF will be relevant: TR1: Vision-led approach to planning for transport TR3: Locating development in sustainable locations TR6: Assessing transport impacts TR8: Public rights of way

Figure 6: Solihull Cycle Network Plan[46]



[46] The Primary/Strategic Cycle Corridors as part of the Solihull Cycling Network Plan presented at Figure 4-1 Solihull LCWIP Report.

3.1.5 PARKING	
Lead Agency	Solihull MBC and private operators
Evidence Base	West Midlands Movement for Growth (2016)[47] Solihull Parking Study (2020)[48] Vehicle Parking Standards and Green Travel Plans SPD (2006)[49]
Strategic Issues	'Movement for Growth' and the Draft Local Plan both recognise that the expansion of existing park and ride sites and opening of new sites will need to be supported where there is a proven demand and business case integrated with the existing urban area parking supply.
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[50]
Gaps in provision	As part of the Movement for Growth and the 2023 West Midlands Rail Investment Strategy a structured approach to expanding car and cycle parking at railway stations was proposed although it is recognised that this may ultimately involve imposing charges for car parking where car parking is currently free. The fall in rail patronage and changes to travel behaviour since 2020 has reduced pressure on railway station car parks, however it is recognised that rail patronage is growing and new housing development will prompt further demand for rail travel. This could lead to pressure on railway station car parks at stations like Berkswell, Dorridge or Whitlocks End. The WMCA Local Transport Plan's 'Big Move 2: Public Transport and Shared Mobility'[51] supports maintaining and improving Park and Ride provision at priority locations as part of a wider programme of interchange and mobility hub improvements, helping people connect easily between car travel and public transport. The strategy sees Park and Ride as a tool to support an integrated transport network, reducing dependence on car journeys into key destinations while improving access to rail, tram and bus services.
Planned provision	None known at present
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. However, the priority is for modal shift to more sustainable forms of transport, especially for shorter trips, many of which are still undertaken by car.
Delivery potential	Potential extension of Whitlocks End Park and Ride.

[47] movement-for-growth.pdf
[48] Solihull Parking Study
[49] Supplementary Planning Document Vehicle Parking Standards and Green Travel Plans
[50] https://www.solihull.gov.uk/parking/solihull-town-centre-car-parks
[51] WMCA Local Transport Plan - Our 6 Big Moves

	Increased parking capacity at Berkswell Station as part of Site BC1 Barretts Farm. Improvements to encourage active travel from proposed Local Plan sites to stations. Potential for increased capacity at Park and Ride stations.
Role of Local Plan/NPPF	Parking considerations embedded in relevant Draft Submission Local Plan policies for sites, UK Central and economic growth. NDMP policies in the 2026 NPPF will be relevant: TR2: Local parking standards TR4: Street design, access and parking

3.1.6 RAIL SERVICES	
Lead Agency	Department for Transport Network Rail West Midlands Rail Executive
Evidence Base	West Midlands Rail Executive Rail Investment Strategy (2022-2050)[52] Control Period 7Delivery Plan (2024-2029)[53]
Strategic Issues	Network Rail own and manage the country's rail infrastructure, e.g. the tracks, signalling systems, tunnels.[54] Network Rail has a Delivery Plan, which was updated in 2024.[55]. It sets out how Network Rail will spend more than £45 billion between April 2024 and March 2029 to operate, maintain and renew Great Britain's railway infrastructure, with a focus on improving safety, reliability, efficiency and sustainability. The plan aims to deliver a simpler, better and greener railway, including investment in asset renewals, climate resilience, accessibility improvements and better train performance for passengers and freight, while laying the foundations for Great British Railways.
Existing provision	The rail network in the Borough is provided by six operators from eleven rail stations. A number of long distance rail services serve the borough particularly from Birmingham International. The numbers of people travelling by rail are below the numbers travelling in 2019/2020 (following Covid-19). Rail service frequencies at railway stations in the borough remain below those at the start of 2020.[56] The network tapers off during the evening and is more restricted on Sundays. The map below in Figure 7 sets out the rail network in the Borough.

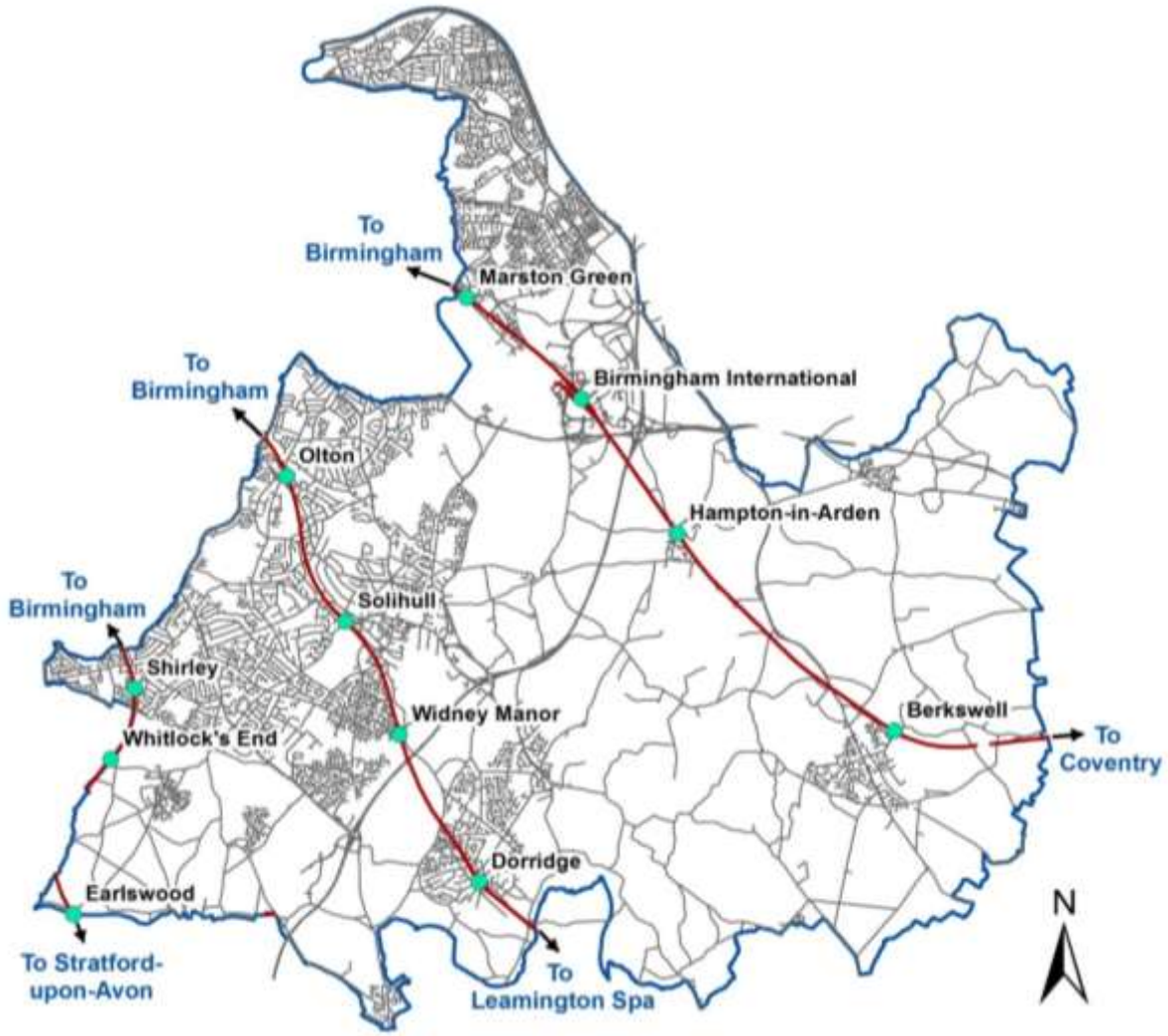
[52] https://www.wmre.org.uk/media/aryjxnga/wmre-investment-strategy-and-summary-final.pdf
[53] https://www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plans-for-2024-2029/
[54] https://www.networkrail.co.uk/who-we-are/about-us/
[55] https://www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plans-for-2024-2029/
[56] S https://democracy.solihull.gov.uk/documents/s133450/Rail%20service%20frequency%20in%20the%20Borough.pdf

	Three railway lines run through the Borough: 1) The West Coast Mainline which stops at: • Marston Green • Birmingham International • Hampton-in-Arden • Berkswell The West Coast Mainline is the busiest line in the country, already with high speed capacity for 125mph trains. 2) The Chiltern Railway line which stops at: • Olton • Solihull • Widney Manor • Dorridge 3) Stratford-upon-Avon line which stops at: • Shirley • Whitlocks End • Earlswood
Gaps in provision	The rail network across the West Midlands is suffering from scarcity of track capacity, network bottlenecks, overcrowded trains, poor access to the rail network, gaps in network of existing services, low frequencies, long journey times, inferior station facilities, stations with poor accessibility for passengers with reduced personal mobility, inadequate parking for cars and cycles and inadequate integration with bus links., particularly at Birmingham International station, where there are no direct bus links to places such as Acocks Green, Balsall Common and Coleshill, along with limited or no Sunday bus services serving stations including Berkswell and Hampton in Arden.
Planned provision	From 1 February 2026, the operation of all West Midlands Railway services transferred into public ownership and are being managed by DfT Operator Ltd (DFTO). DFTO is the government's public sector owning group that will manage all train companies as they move into public ownership ahead of the creation of Great British Railways (GBR)[57]. West Midlands Trains highlighted recent investments, including: Over 100 new trains. Station and depot upgrades. Five new stations opened during 2026. Expansion of Pay-As-You-Go ticketing to 75 locations. Avanti West Coast is scheduled to transition to public ownership in spring 2027 when its current Department for Transport contract ends. Chiltern Railways will return to public ownership on 20 September 2026. As of July 2026, Network Rail is leading proposals to upgrade Birmingham International station and Solihull Council is leading on an upgrade to Solihull railway station[58]. Behind both of these schemes is a desire to

[57] https://www.westmidlandsrailway.co.uk/about-us/news-desk/west-midlands-railway-transfers-public-ownership
[58] https://www.solihull.gov.uk/about-council/solihull-station-integrated-transport-hub

	deliver much improved, modern passenger facilities capable of accommodating passenger growth over the next 30 years, whilst providing improved integration with other modes of travel.
Impact of development proposals	The development proposals should generate additional pressures on the railway network as passenger numbers rise – for example pressure on capacity and car parking and general pressure on the road network around railway stations.
Delivery potential	Birmingham International and Solihull railway station schemes. Improvements to encourage active travel from proposed Local Plan sites to Whitlocks End, Berkswell and Dorridge stations.
Role of Local Plan/NPPF	The Draft Local Plan encourages a more sustainable pattern of transport use. There may be a need to support growth to railway stations within the context of respecting wider environmental considerations.

Figure 7. Local rail network in the Borough



3.1.7 High Speed Rail 2 (HS2)	
Lead Agency	High Speed 2 (HS2) Ltd Department for Transport[59]
Evidence Base	High Speed Rail (London - West Midlands) Act 2017 An Act to make provision for a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes. [23rd February 2017] HS2 Growth Strategy (2014) Midlands HS2 Growth Strategy (2021)[60] UGC The Hub Framework Plan (February 2018)[61] HS2 website[62] HS2 oral statement to Parliament by the Secretary of State for Transport[63]
Strategic Issues	HS2 Safeguarding Zones HS2 operational and construction needs
Existing provision	None
Gaps in provision	Access to Birmingham Interchange railway station by bus, coach, cycle, Metro and Sprint still to be confirmed.
Planned provision	HS2 Safeguarding Zones High Speed Rail line from London to Birmingham Birmingham/HS2 Interchange railway station to be built east of NEC Surface carparking Road junctions Enabling works Automated People mover from Birmingham Interchange to the National Exhibition Centre, Birmingham International and Birmingham Airport Birmingham International Station transport hub upgrade New cycling and walking paths in the Balsall Common and Berkswell areas
Impact of development proposals	The implementation of HS2 will generate additional traffic movements that will result in highway capacity constraints in the vicinity of the HS2 Interchange Station. Solihull MBC is working with HS2 Ltd to deliver enhancements to proposals approved by the HS2 Act that minimise impacts on local and strategic highway networks.

[59] https://www.gov.uk/government/policies/hs2-high-speed-rail
[60] https://www.wmca.org.uk/media/4530/hs2-growth-strategy-2021-accessible.pdf
[61] https://www.solihull.gov.uk/sites/default/files/migrated/StrategiesPlansPolicies_EconomicDevelopment_UKC-Hub-Framework-Plan.pdf
[62] https://www.hs2.org.uk/construction/stations/interchange/
[63] https://www.gov.uk/government/speeches/hs2-reset

Delivery potential	High Speed rail services are forecast to begin between 2036 and 2039, however some infrastructure in our borough such as the road layout changes will be complete before that time.
Role of Local Plan/NPPF	Policy SMBC/UK1: Arden Cross and HS2 Interchange UK Central Chapter Continue support of HS2 and associated works, and seeking to maximise the benefits and opportunities, not just in terms of economic growth, but also environmental enhancements, improved connectivity and minimising disturbance to residents and businesses. Release land from Green Belt as part of Local Plan submission.

3.1.8 LOCAL BUS NETWORK	
Lead Agency	TfWM Public Transport Operators
Evidence Base	Movement for Growth (TfWM, 2016)[64] Movement for Growth Delivery Plan (2026)[65] Strategic Vision for Bus (TfWM, 2018)[66] TfWM: Bus Service Improvement Plan (2024)[67] TfWM: Bus service franchising plans.[68]
Strategic Issues	Public Transport in the Borough is co-ordinated by Transport for West Midlands (TfWM). TfWM are currently progressing plans for a franchised bus network, to be introduced in three phases beginning in October 2027. Bus services in the Borough will be covered in phases one and three. Bus franchising offers the opportunity to tailor the bus network to suit travel patterns within the Borough and to provide new bus services as new economic and housing development takes place.
Existing provision	Urban Solihull benefits from a relatively comprehensive bus network, with services provided by a number of different operators; principally by National Express West Midlands.[69] A number of services within the Borough receive subsidy from TfWM, primarily in more rural areas. A number of services operate in the Borough under contract to third parties – e.g. Blythe Valley business park or the National Exhibition Centre. A comprehensive network of bus service is operated to schools and colleges across the borough.

[64] https://www.tfwm.org.uk/media/3ukj3yw0/movement-for-growth.pdf
[65] https://www.tfwm.org.uk/media/gcpbne03/2026-delivery-plan-for-transport.pdf
[66] https://www.tfwm.org.uk/media/povpxd5t/strategic-vision-for-bus.pdf
[67] https://www.tfwm.org.uk/media/0g1johwp/bsip-2024-v2-3.pdf
[68] https://www.tfwm.org.uk/consultations-and-engagement/bus-reform/general-bus-franchising-what-you-need-to-know/
[69] http://nxbus.co.uk/west-midlands/

	An Advanced Quality Partnership scheme exists covering central Solihull to deliver minimum standards of bus services and infrastructure in and surrounding the central area of Solihull.
Gaps in provision	Below is a summary of the infrastructure and bus service gaps within the Solihull Borough that we consider are restricting the ability of the bus network to respond to the changing demand for bus travel within Solihull Borough. The opportunity is that the new franchising regime will lead to network development to address these issues. • Lack of user confidence • Lack of cohesive image • No long term approach to developing the bus network • No long term funding commitment • Gaps in network of existing services (limited connectivity) • Low frequencies and long journey times • Poor reliability of the network • Inferior bus stop facilities • Inconsistent vehicle quality • Insufficient integration with rail links • Accessibility issues in rural areas • Congestion • Staffing shortages
Planned provision	Under the West Midlands Bus Service Improvement Plan, TfWM is investing in multi-modal corridor upgrades and bus priority schemes[70]. These are designed to: • Increase average peak bus speeds (aiming for a 6% increase by 2029/30). • Improve punctuality across core bus corridors. • Expand real-time passenger information displays at key stops and stations Further bus priorities are planned as part of the Cross City bus project and as many bus routes are cross-border, priorities within Birmingham also benefit bus passengers in Solihull. The first zero emission buses in the borough began operating in December 2019 and now a growing number of bus routes in Solihull are operated by zero emission buses.
Impact of development proposals	The site allocations in the Draft Local Plan will add to patronage on currently financially viable bus services, thereby supporting their continued operation. Furthermore, in certain locations, an increase in patronage may contribute towards improving the viability of currently subsidised services. Mitigation can be secured through: • Transport Assessments; • Travel Plans; • Developer contributions.

[70] https://www.tfwm.org.uk/who-we-are/what-we-do/bus-services/west-midlands-bus-service-improvement-plan/

Delivery potential	Improvements to bus services will be sought in areas where they warranted by demand or as part of larger, subregion-led schemes.
Role of Local Plan/NPPF	Policies in the Draft Submission Local Plan, aim to support and promote more sustainable transport modes. The Council will continue to work with TfWM and bus operators to ensure that bus services align more closely with the pattern of development proposed in the Local Plan.

3.1.9 METRO, SPRINT AND VERY LIGHT RAIL	
Lead Agency	TfWM Public Transport Operators
Evidence Base	Movement for Growth (TfWM, 2016)[71] Movement for Growth Delivery Plan (2026)[72] Midland Metro Alliance[73]
Strategic Issues	**Metro:** Metro here includes light rail and tram-train passenger systems. **Very Light Rail:** The aim of Very Light Rail is to provide an affordable alternative to conventional light rail systems, which due to cost can make business cases challenging. Conventional tramways can require all services under the road to be relocated and often need complex overhead wiring. The concept of Very Light Rail would utilise lightweight technology which has been successfully applied in the automotive sector and the latest propulsion technology to create a low cost, lightweight tram that is capable of running on-street and negotiating tight corners.(section 9.7 TFWM Delivery Plan) **Sprint:** Sprint is a tyre based rapid transit solution which provides tram like quality and experience. Sprint services will benefit from more direct routing with less frequent stops, quicker journey times, high quality vehicles with off board ticketing, multi door boarding, and dedicated infrastructure. (section 9.11 TFWM Delivery Plan)
Existing provision	TfWM has well advanced plans to introduce two Sprint rapid transit bus routes from Birmingham Airport and Solihull to Birmingham. Infrastructure works have taken place along the A45 and B425 roads and TfWM is in the process of ordering the vehicles with a view to the Sprint services beginning in October 2027. There are no existing Metro, or Light Rail services in Solihull. A cable car service operates between Birmingham Airport and Birmingham International railway station[74].
Gaps in provision	The Midland Metro has been very successful where operational in Birmingham, Sandwell and Wolverhampton and bus rapid transit or light rail solutions are deemed to be successful and attractive elsewhere. TfWM now has funding to extend the Midland Metro from Birmingham through Digbeth to the Sports Quarter, where Birmingham City FC will have its new

[71] https://www.tfwm.org.uk/media/3ukj3yw0/movement-for-growth.pdf
[72] https://www.tfwm.org.uk/media/gcpbne03/2026-delivery-plan-for-transport.pdf
[73] https://metroalliance.co.uk/projects/
[74] https://www.birminghamairport.co.uk/transport-links/by-train/

	stadium. Discussions have taken place about extending the line further east to Chelmsley Wood and Birmingham International station.
Planned provision	HS2 Connectivity Package Metro: The Midlands Metro Alliance (MMA) have started to implement a £1.2 billion 10 year programme of tram network extensions and new lines. The following extensions are now complete: • Centenary Square – Edgbaston • Wolverhampton Interchange • Eastside (to Millennium Point). • Wednesbury – Brierley Hill • East Birmingham to Solihull (section 9.1 TFWM Delivery Plan) The East Birmingham–Solihull Metro extension will run from East Birmingham towards North Solihull, connecting with the Birmingham Eastside route at Curzon Street and linking key destinations including Millennium Point, Birmingham City University, Digbeth, and the future HS2 Curzon Street Station. Very Light Rail: Coventry Very Light Rail (CVLR) is being developed by Coventry City Council. The project has progressed from concept development into demonstration and testing phases, including the construction of a city-centre demonstrator track and operation of a prototype vehicle[75]. Sprint: The Sprint programme delivered bus rapid transit and bus priority improvements on key corridors across the West Midlands, including infrastructure upgrades associated with the Birmingham 2022 Commonwealth Games. Phase 2 developments include the corridor connecting Solihull Town Centre with Birmingham City Centre and Walsall, specifically utilizing Lode Lane and Hobs Moat Road[76]. Work for Sprint Phase 2 in Solihull started in September 2024 with the installation of a new bus lane being carried out along Lode Lane (next to the Jaguar Land Rover site). Further bus priority measures are also being introduced with Sprint bus shelters installed along Hobs Moat Road and in Solihull town centre.
Impact of development proposals	The proposed Sprint and Metro routes are designed to unlock travel needs and improve accessibility to health services, employment opportunities, leisure facilities, education centres, retail sites and transport interchanges.
Delivery potential	By working with partners funding opportunities will be sought to secure the Bus Rapid Transit and Metro proposals for the borough.
Role of Local Plan/NPPF	The Draft Submission Local Plan aims to support and promote more sustainable transport modes. The Council will continue to work with TfWM and bus operators to ensure that the new Sprint and Metro services align with the pattern of development proposed in the Local Plan. Policy SMBC/TM1: Rapid Transit

[75] https://www.tfwm.org.uk/plan-your-journey/major-roadworks-and-events/coventry-very-light-rail/
[76] https://www.tfwm.org.uk/who-we-are/what-we-do/sprint/

3.1.10 COACH TRAVEL	
Lead Agency	Department for Transport Transport for West Midlands Solihull MBC Coach operating companies
Evidence Base	Confederation of Passenger Transport – Back Britain's coaches[77]
Strategic Issues	Coaches are used for private hire or contract work across the borough and can bring coach parties to destinations in the borough, especially the Airport and the National Exhibition Centre. A number of providers operate national coach networks e.g. Flixbus, , National Express and some smaller operators. Within the borough the only coach stops are at Birmingham Airport.
Existing provision	Limited coach parking available in the borough other than at the Airport and National Exhibition Centre.
Gaps in provision	Limited coach parking in Solihull.
Planned provision	No new provision currently planned.
Impact of development proposals	Development proposals likely to increase demand for travel by coach – for example from new schools and colleges.
Delivery potential	No new provision currently planned.
Role of Local Plan/NPPF	To ensure any special needs for coach access, such as access and parking for coaches, are considered in the planning stage.

3.1.11 FUTURE OF MOBILITY	
Lead Agency	Department for Transport Transport for West Midlands Solihull MBC West Midlands Combined Authority Operators and suppliers
Evidence Base	Innovate UK[78] Transport for West Midlands Innovation and future transport[79] Future of Mobility research – various authors
Strategic Issues	Need for mobility to evolve to meet future travel needs, adoption of net zero carbon emissions targets and policies and changing needs of individuals and the community.

[77] https://www.cpt-uk.org/news/back-britain-s-coaches/
[78] https://www.ukri.org/councils/innovate-uk/
[79] https://www.tfwm.org.uk/who-we-are/our-strategy/innovation-and-future-transport/

Existing provision	Public electric vehicle charging infrastructure is available at a range of locations across the Borough. Solihull has been at the forefront of autonomous vehicle trials, including operations at Birmingham Airport, the NEC, Birmingham Business Park and the UK Central Hub area. Widespread use of electric scooters although these are illegal on the public highway.
Gaps in provision	Over to the promoters of their models to demonstrate the gaps in provision, however it would appear that there is significant potential to use new mobility methods to influence travel behaviour.
Planned provision	The West Midlands was the UK's first Future Mobility Zone, leading the way to enable rapid scaling up of new transport system solutions focused on travellers across all major urban centres in the UK[80]. TfWM and partners continue to develop and trial connected and automated mobility technologies across the West Midlands. Trials/studies over recent years have included: Blythe & Rural Automated Vehicles Operations (BRAVO) study was completed in November 2024. It investigated the feasibility of operating a connected and autonomous mobility (CAM) service along the M42 between Blythe Valley Park and Birmingham International Station. The East Birmingham – North Solihull (EBNS) study was completed in November 2023. It investigated the feasibility of operating a CAM service between Digbeth in East Birmingham and Birmingham International Station, via Bordesley Green, Meadway, Chelmsley Wood and Birmingham Business Park.[81] The Solihull and Coventry Automated Links Evolution (SCALE) project is a collaborative initiative, aimed at better understanding the role self-driving vehicles within our future transport system. The pilot saw a fleet of three self-driving shuttles transporting passengers across the NEC campus, followed by a 7km route, linking Birmingham International station to Birmingham Business Park[82].
Impact of development proposals	Potential to incorporate future mobility modes of transport as part of Travel Plans. Part S of the Building Regulations will result in more charging infrastructure for electric vehicles on new developments.
Delivery potential	Potential to demonstrate a consolidated "one-to-many" delivery approach, using an autonomous delivery van, removing requirement for additional car / van journeys around the borough
Role of Local Plan/NPPF	To consider and facilitate the development and adoption of new technology as part of transport packages.

[80] https://www.wmca.org.uk/documents/environment-energy/home-of-the-green-industrial-revolution/introduction/future-mobility/innovation-investment/
[81] https://www.tfwm.org.uk/who-we-are/our-strategy/innovation-and-future-transport/connected-and-automated-mobility/
[82] https://www.solihull.gov.uk/about-council/cav-trials/scale

3.2 ENERGY

3.2.1 ELECTRICITY DISTRIBUTION AND TRANSMISSION	
Lead Agency	National Grid Distribution System Operator (DSO) National Grid Electricity Distribution (NGED)
Evidence Base	NGED Business Plan - RIIO-ED2 2023-28[83] and DNOA Distribution Future Energy Scenarios (2026)[84] West Midlands Regional Energy Strategy (2025)[85]
Strategic Issues	National Grid ambitions for 2023-2028 are: • Enabling energy transition for all (investment of £7.5 billion planned • Become a net zero organisation by 2043 • Delivery for customers efficiently • Grow organisational capability and empower teams In 2025, over 50% (52.5) of electricity generation connected to the network is from renewable sources in the UK.[86] NGED is currently working towards the next Business Plan for 2028-2033.
Existing provision	Electricity Transmission – National Grid (NG) owns, maintains and operates the electricity transmission network in England and Wales. NG provides electricity supplies from generating stations to local distribution companies. Electricity Distribution – Since 2022, the local distribution company in the Solihull administrative area National Grid Electricity Distribution, which includes the West Midlands, East Midlands, South-west England and South Wales [87]. It is their role to distribute electricity to homes and businesses.[88]
Gaps in provision	The UGC commissioned Peter Brett Associates to undertake a UK Central Hub Utilities Study in 2018, which has identified the potential need for a new primary substation including new connections to the Grid supply point.[89] This will need to be re-visited as development in the UK Hub Area progresses.

[83] https://yourpowerfuture.nationalgrid.co.uk/downloads-view/42454
[84] https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiwou6L-N2XAxXZSkEAHSFZHNQQFnoECBoQAQ&url=CAESkgEB6zswFVokqMxuLguc4ecKJz9Qlr-CIWrlKA3rXuNEuWcqPvg8lh2JXV7UlHb_G3KJRoRAIg1Jy0K9sUpQ2oSol9ARH1GMRL_xXwQJu2D0eGp-v-HB9nfbf0t3IRXp9vlX8jRy0zS9au6LWqmSzsp8539whhm9BWdIEliOMf_Ovkbaup4UEoRXrkFEvyWDkR-D_w&uoh=2&usg=AOvVaw2k0C0l4joSurdgi3t5lZ1f&opi=89978449
DFES Interactive Map: https://commercial.nationalgrid.co.uk/distribution-future-energy-scenarios-application
[85] https://www.wmca.org.uk/what-we-do/environment-energy/energy-capital/policy/regional-energy-strategy/
[86] https://www.renewableuk.com/news-and-resources/press-releases/record-breaking-stats-show-renewables-generated-over-half-uk-s-electricity-for-the-second-year-running/
[87] https://connecteddata.nationalgrid.co.uk/organization/about/national_grid_electricity_distribution
[88] 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).
[89] https://www.ugcsolihull.uk/wp-content/uploads/2018/05/UK-Central-Hub-Utilities-Study-Exec-Summary.pdf

Planned provision	NGED 'Distribution Network Options Assessment' of March 2026 – reinforcement works to Lea Marston to Copt Heath high voltage circuits rescheduled for 2027.[90] See Table 1 below of recent planning applications for battery storage and/or solar farms in Solihull.
Impact of development proposals	The Council is engaged with the NGED and contributes to annual updates to the Distribution Future Energy Scenarios. National Grid highlighted in their response to the Issues and Options consultation the preference for retaining existing high-voltage overhead electricity lines where feasible to reduce embodied carbon, reduce costs and delivery timescales as well as incorporate BNG more easily on site. Housing growth will result in greater demand on the grid in terms of domestic use and increased uptake of electric and hybrid vehicles. Employment growth will result in greater demand on the grid in terms of commercial use. Measures to reduce demand on the grid, such as on-site renewable/low carbon electricity generation as well as higher energy fabric efficiency will contribute to lower (grid) energy demand and lower carbon emissions. Potential for heat and energy networks.
Delivery potential	Connection to appropriate utilities would be the responsibility of the developer.
Role of Local Plan/NPPF	See Renewable Energy section as well. The 2026 NPPF has the following NDMP policies that will need to be taken into account: W1: Planning for energy and water W2: Securing renewable and low carbon energy and electricity network infrastructure

[90] See: https://commercial.nationalgrid.co.uk/downloads-view-reciteme/674361 and March DNOA list: https://connecteddata.nationalgrid.co.uk/dataset/distribution-network-options-assessment-dnoa/resource/bd1b339a-795f-40ac-bcb7-bb1d1f1f8668?view_id=bd4f24ad-e05d-4e83-b186-4ec7891140b1&tab=1

Figure 8. Location of Electricity Transmission network in Solihull[91] (WPD, 2020)

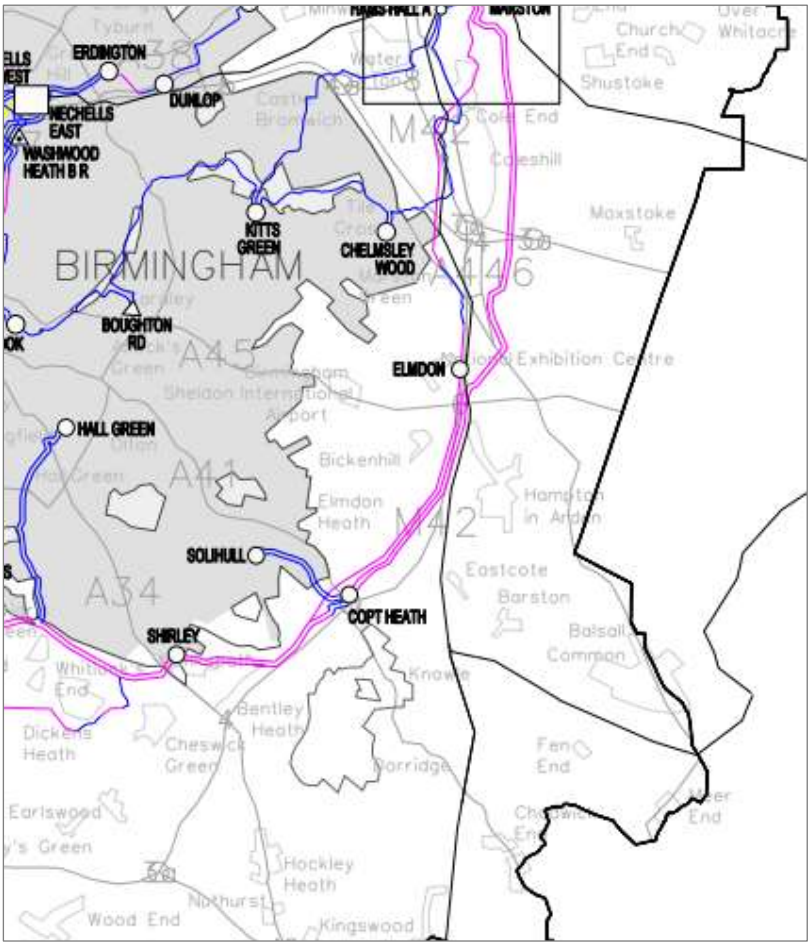


Table 1. Recent Solihull Planning Applications for BESS and Solar Farms

Application	Site and technology	Council decision	Appeal or current position
PL/2021/02992/PPFL	Land east and west of Honiley Road, Honiley. Solar farm with battery storage and associated infrastructure.	**Approved, 9 February 2022**	No appeal required. [publicacce...ull.gov.uk]
PL/2022/02068/PPFL	Land west of Ryton End, Barston. Temporary 30-year, **15 MW BESS**.	**Refused, 2 May 2024**	No allowed appeal was identified. [democracy....ull.gov.uk], [planindex.co.uk]

[91] Source: West Midlands Long-term Development Strategy (Part One) November 2019.pdf https://www.westernpower.co.uk/downloads-view/73207

PL/2022/02308/PPFL	Little Beanit Farm, Waste Lane, Balsall Common. BESS with ancillary works and access.	**Approved, 31 August 2023**	Permission subsequently varied by PL/2025/01161/VAR. [publicacce...ull.gov.uk], [publicacce...ull.gov.uk]
PL/2023/00839/PPFL	Beechwood Farm, Hodgetts Lane, Berkswell. Approximately **57 MW BESS**, proposed for 40 years.	Refused by the Council	**Appeal allowed, 9 January 2025**, reference APP/Q4625/W/24/3343977. [democracy....ull.gov.uk], [acp.planni...ate.gov.uk]
PL/2023/01595/PPFL	Land at Hodgetts Lane, Berkswell. BESS, substation compound, infrastructure, access, drainage and landscaping.	**Refused, 17 April 2024**	Council register records **appeal allowed**. [publicacce...ull.gov.uk]
PL/2023/01952/PPFL	Land at Meer End, forming the Solihull part of Holly Lane Energy Park. Approximately **28 MW solar farm**, with the associated BESS and grid connection principally in Warwick District.	Refused by the Council in April 2024	**Appeal allowed, 30 January 2025**, reference APP/Q4625/W/24/3347316, linked to APP/T3725/W/24/3347315. [democracy....ull.gov.uk], [acp.planni...ate.gov.uk], [acp.planni...ate.gov.uk]
PL/2023/01954/PPFL	Land off Henwood Lane, Catherine de Barnes. BESS with access, drainage, security and landscaping.	**Refused, 22 May 2024**	**Appeal allowed, 30 July 2025**, reference APP/Q4625/W/24/3355759. [publicacce...ull.gov.uk], [acp.planni...ate.gov.uk]
PL/2023/02196/PPFL	Land east of Hodgetts Lane, Berkswell. Flexible electricity-storage	Refused by the Council	**Appeal allowed, 28 January 2025**, reference APP/Q4625/W/24/3348223. [acp.planni...ate.gov.uk]

	facility intended to stabilise and secure local supply.		
PL/2024/01948/PPFL	Burton Green Farm, Hob Lane, Burton Green. BESS with underground cabling, access, landscaping, biodiversity measures and ancillary infrastructure.	**Approved, 9 July 2025**	No appeal required. [publicacce...ull.gov.uk]
PL/2025/01404/PPFL	Woodhouse Farm, Catherine de Barnes Lane. **49.9 MW solar farm with 5 MW BESS**, infrastructure and biodiversity enhancement areas.	**Refused, 30 July 2026**, notwithstanding an officer recommendation for approval	No allowed appeal had been identified by 27 October 2026. [publicacce...ull.gov.uk], [democracy....ull.gov.uk]
PL/2026/00907/PPFL	Land adjacent to The Gate, International Drive, Shirley. Ground-mounted solar photovoltaic panels, battery-storage housing and associated works.	**Awaiting decision**	Received and validated 12 May 2026. [publicacce...ull.gov.uk]

3.2.2 GAS DISTRIBUTION AND TRANSMISSION	
Lead Agency	National Grid Gas Transmission (NGGT) Cadent Gas Ltd[92]
Evidence Base	Cadent Gas -Our RIIO-3 Business Plan 2026 - 2031[93]
Strategic Issues	In June 2019, Parliament went beyond the UK's existing commitment to an 80% reduction on 1990 emissions levels by legislating for a net zero greenhouse gas emissions target by 2050. One of the key ways to reduce dependence on fossil fuels, is to phase out gas boilers for domestic and commercial use.[94] As of the 2021 Census, ca. 81% of homes[95] in Solihull relied on natural gas for heating, as do many businesses, commercial properties and public buildings, including schools and hospitals.
Existing provision	Gas Transmission – National Grid Gas Transmission own, manage and operate the high pressure gas national transmission system (NTS) in Great Britain. National Grid is the combined gas transmission system operator (TSO), undertaking both the gas transmission owner and system operator roles. The network includes pipes and compressor stations. National Grid connect production to the distribution systems, as well as to large, directly connected consumers; gas enters the transmission system through importation, reception terminals, storage facilities and interconnectors. However, there are no gas transmission assets located within the administrative area of Solihull.[96] Gas Distribution – Cadent Gas owns and operates lower-pressure distribution gas mains in the West Midlands, delivering gas to around 11 million homes, offices and factories. Cadent Gas does not supply gas, but provides the networks through which it flows and connects homes and renewable gas suppliers to the network.[97]
Gaps in provision	The Council is not aware of any significant gaps in provision.
Planned provision	Cadent Gas has no significant works planned on the gas transmission system within the SMBC area.[98]
Impact of development proposals	The Future Homes Standard is due to be operational from April 2027, which will result in a greater diversification of heating methods for new buildings.
Delivery potential	Connection to appropriate utilities would be the responsibility of the developer. Energy Innovation Zones

[92] https://cadentgas.com/about-us/the-gas-industry
[93] https://riio3.cadentgas.com/
[94] https://www.energy-uk.org.uk/fuelling-the-future/the-role-of-gas-heating-in-homes/
[95]https://www.ons.gov.uk/peoplepopulationandcommunity/housing/articles/census2021howhomesareheatedinyourarea/2023-01-05
[96] https://www.nationalgrid.com/uk/gas-transmission/document/129016/download
[97] https://riio3.cadentgas.com/
[98] 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

	Heat network zones.
Role of Local Plan/NPPF	The 2026 NPPF has the following NDMP policies that will need to be taken into account: W1: Planning for energy and water W2: Securing renewable and low carbon energy and electricity network infrastructure

3.2.3 RENEWABLE AND LOW CARBON ENERGY	
Lead Agency	Solihull MBC WMCA NGED Private concerns
Evidence Base	Solihull Climate Change Action Plan 2026 - 2030[99] West Midlands Regional Energy Strategy[100] Climate Change Committee - Progress in reducing emissions – 2026 report to Parliament[101] Climate Change Act 2008
Strategic Issues	In July 2019, the WMCA pledged to be net zero carbon by 2041, nine years ahead of the legislated national target.[102] Shorter term targets of a 36% reduction in carbon emissions by 2022 and a 69% reduction by 2027 have also been set to ensure steady progress. In October 2019, Solihull Council declared a 'Statement of Intent to Protect the Environment'. This includes the Council's corporate aim to become net zero carbon by 2030, as well as to collaborate with the WMCA to achieve the net zero emissions target for the West Midlands area by 2041.[103] The latest Climate Change Committee report to Parliament finds that although the UK remains among a leading group of countries demonstrating sustained emissions reductions, the Government is not moving fast enough to reduce greenhouse gas emissions, and at the same time, protect households and businesses from volatile fossil fuel prices. In terms of progress towards greater electrification, whilst there has been a continued uptake of electric cars, electric van sales are below predictions and the growth of heat pump installations in existing homes has significantly slowed in the last year. Therefore there is a greater need for support from Government to enable householders and businesses to transition to the low carbon economy.

[99] https://www.solihull.gov.uk/your-future-solihull/climate-change-action-plan
[100] https://www.wmca.org.uk/what-we-do/environment-energy/energy-capital/policy/regional-energy-strategy/
[101] https://www.theccc.org.uk/wp-content/uploads/2026/06/Progress-in-reducing-emissions-2026-report-to-Parliament-4789075r42yrdoubcy2dgh012hdcb-uieb782939edih2e.pdf
[102] https://www.wmca.org.uk/news/climate-change-target-set-for-the-region/
[103] https://www.solihull.gov.uk/Portals/0/Planning/Climate-Statement-Oct-2019.pdf

Existing provision	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.[104] A high proportion of this waste comes from Solihull. The Council's Net Zero Action Plan report from 2025 states that the growth of locally installed energy capacity is above the regional average, and reached 14.7 MWp in 2025. Public Electric Vehicle charging points have risen to 193 per 100,000 population[105] Solihull Council has established its own Council-owned energy services company called Solihull Energy Ltd, which is managing the development of the Solihull Town Centre Low Carbon Energy Network.[106]
Gaps in provision	Scope for decentralised heating and energy networks within the Borough. Scope for more solar generation on existing buildings. WMCA working towards the establishment of a Regional Energy System Operator (RESO)
Planned provision	Solihull Town Centre Energy Network – the Council is working with partners to develop and innovative and reliable new district Energy Network that will deliver heat and hot water into town centre buildings.[107] Phase 1 of the STCEN is expected to save over 1,000 tCO2 annually once operational. See Table 1 for planning applications for solar generation in the Borough.
Impact of development proposals	The new Building Regulations Part L is due to become operational in April 2027 and will constitute a new 'Future Homes Standard' for domestic buildings. This will make further reductions than the 2021 Part L Building Regulations, and will be achieved through a mix of initiatives, including on-site renewables or low carbon energy where feasible.
Delivery potential	Micro-generation from renewables/low carbon sources provided on-site, e.g. roof top solar Solihull Town Centre Energy Network Solar Farms and connection to Battery storage systems. Energy Capital from WMCA
Role of Local Plan/NPPF	The Draft Submission Local Plan does not include a specific policy on accelerating Building Regulations, however, low/zero carbon technologies are expected in the UKC Hub Area. Policy SMBC/E1: UK Central Solihull Hub Area (H) states new development should "encompass sustainability principles, minimising the use of natural resources and maximising low (zero) carbon and renewable energy principles."

[104] Source: https://www.cswdc.co.uk/
[105] NZAP report 2025 – N.B. This is above the regional and national averages, but behind the Council's own 2025 ambition.
[106] https://solihullenergy.co.uk/
[107] https://www.solihull.gov.uk/roads-pavements-and-streetcare/solihull-town-centre-energy-network

	The 2026 NPPF has the following NDMP policies that will need to be taken into account: W1: Planning for energy and water W2: Securing renewable and low carbon energy and electricity network infrastructure

3.3 WATER SUPPLY AND TREATMENT

3.3.1 WATER SUPPLY AND TREATMENT	
Lead Agency	Severn Trent Water
Evidence Base	Water Resources Management Plan 2024[108] Draft Water Cycle Study (October 2026)[109]
Strategic Issues	Both water supply and waste water treatment are owned and managed by Severn Trent Water (STW) in Solihull Borough. STW provide 4.6 million homes and businesses with clean drinking water and wastewater services. It is a statutory requirement that every five years water companies produce and publish a 'Water Resources Management Plan' (WRMP) that looks ahead at the possible water supply and demand issues 25 years into the future. The latest WMRP was published in April 2025 (the fifth WMRP). The Plan describes a likely future supply/demand deficit of 290Ml/d by 2040, growing to 600Ml/d by 2050, if no action is taken. The Plan outlines a range of challenges that will impact both on supply of and demand for water including: • Climate change – although some uncertainty about the long-term impact remains, models forecast longer, drier summers and more extreme rainfall events in winter. • Population - the population of region is likely to grow by a further 1.1 million people over the next 25 years, and by 2.6 million people over the next 60 years. Forecast growth in non-household consumption linked to population growth, and to economic development in the region as part of the 'levelling up' ambitions of Government • Leakage – currently around 21% of the water put into supply is lost through leakage. Leakage reduction activities reduced leakage by 62Ml/d (12.5%) over the ten years between 2010 and 2020, and STW are on track to reduce by a further 15% by 2025. With likely increased demand from a growing population, STW need to continue this work to make sure more of the water reaches customers. • Value for customers - any change that needs investment could mean higher bills for STW customers. This needs to be prioritised and scheduled to manage the impact and represent best value in the long term. • Environmental Improvement – reductions in the amount of water STW are allowed to abstract from the environment to ensure they meet Water Framework Directive needs and future environmental destination ambition. The plan includes the aim in achieving the Government's target to reduce per capita consumption (PCC) to 110 litres per person per day by 2050, the new Environmental Improvement Plan (EIP) 2023 targets to reduce distribution input by 20% by 2038 and non-household consumption reduction of 9% by 2038 and 15% by 2050.

[108] WRMP24 final documents | Water resources management plan | Our plans | About us | Severn Trent Plc
[109] See Local Plan Evidence Base webpage

	STW plan is to do the following in the region up until 2050: N.B. The whole of the Solihull Metropolitan Borough Council is classed as a surface water Nitrate Vulnerable Zone. (NVZs) are areas designated as being at risk from agricultural nitrate pollution.[110]
Existing provision	Future and existing properties will be served by 6 wastewater treatment plants in and around Solihull: • Balsall Common STW • Barston STW • Coleshill STW • Meriden STW • Minworth STW • Norton Green STW For water supply, Solihull falls under the largest of STW's Water Resource Zones.
Gaps in provision	TBC. See below.
Planned provision	The WRMP recommends a programme of short, medium and long-term investment in leakage reduction, demand management, water metering and supply improvements. The recommended schemes in the short term 2025-2030 (AMP8 period) does not include any major infrastructure works in the Solihull Borough. However, strategic works will take place on a wider scale. The schemes for 2025-2030 (AMP8):

	Benefit (per day)	By when
Roll out universal metering	52 million litres	2035
Reduce leakage by 50%	121 million litres	2045
Deliver the Severn Trent Efficiency Plan	73 million litres	2050
Government Water Labelling	108 million litres	2050

Scheme Name	Benefit (per day)
Transfer from Strategic Grid to Notts	30 million litres*
Carsington to Tittesworth transfer	30 million litres*
Expand Strensham Water Treatment Works	15 million litres
Expand Shelton Water Treatment Works	18 million litres
Expand Draycote Reservoir	9 million litres
Increase output from Little Eaton Water Treatment Works	5 million litres
Increase output from Draycote Water Treatment Works	4 million litres

[110] https://environment.data.gov.uk/farmers/

Impact of development proposals	The Phase 1 Water Cycle Study October 2026 (WCS) has been carried out in co-operation with the EA and STW. The WCS assesses the potential issues relating to future development within the Borough and the impacts on water supply, wastewater collection and wastewater treatment. In addition to increased housing demand, future climate change presents further challenges to pressures on the existing water infrastructure network, including increased intensive rainfall events and a higher frequency of drought events. Sustainable planning for water must now take this into account. As of October 2026, the Council are still awaiting input from Severn Trent Water regarding the planned scale, location and timing of planned development within the Borough, and whether/to what extent this may have an impact on water supply, wastewater services and water quality in receiving waters. That said, the majority of planned growth is expected to be served by Coleshill WwTW and Barston WwTW. Upgrades are likely to be required at some of the WwTWs in the study area during the Local Plan period to accommodate growth. Under the Flood Water Management Act, new development no longer has the automatic right to connect surface water drainage to sewers. Developers will be required to put Sustainable Drainage Systems in place in new developments, wherever practicable. Connection will be conditional on meeting national standards on SUDs and drainage. All proposed development sites are located within the Environment Agency Catchment Abstraction Management Strategies (CAMS) of the Warwickshire Avon and the Tame, Anker and Mease. Both CAMS and therefore the borough of Solihull have restricted water available for licensing and therefore the sites have been considered to be under moderate water stress by the EA. N.B. The Water Cycle Study has recommended that Solihull include a policy to require new dwellings to meet the optional water efficiency standard of 110L ppp/d for new dwellings.
Delivery potential	Timely planning and provision of infrastructure upgrades will be undertaken through cooperation between Solihull Metropolitan Borough Council, Severn Trent Water, the Environment Agency, and specific developers. Under Section 94 of the Water Industry Act 1991 sewerage undertakers have an obligation to provide additional treatment capacity as and when required. Where necessary we will discuss any discharge consent implications with the Environment Agency.
Role of Local Plan/NPPF	The 2026 NPPF has the following NDMP policies that will need to be taken into account: W1: Planning for energy and water

3.4 FLOOD MANAGEMENT

3.4.1 RIVER FLOOD MANAGEMENT	
Lead Agency	Environment Agency
Evidence Base	Humber River Basin District River Management Plan (updated 2022)[111] Trent Catchment Flood Management Plan[112] (EA, 2010) Solihull Level 1 Strategic Flood Risk Assessment (October 2026)[113] Level 2 Strategic Flood Risk Assessment (June 2020)[114] The Local Flood Risk Management Strategy (WSP, 2015)[115]
Strategic Issues	Solihull is principally within the Humber River Basin District.[116] The Borough mostly lies within the River Trent catchment, with parts of the east and western boundaries falling within the River Severn catchment. The EA published Catchment Flood Management Plans (CFMPs) in 2010 to give an overview of the flood risk across the river catchment. CFMPs are high level long-term documents, which consider all types of inland flooding, likely impacts of climate change, land use and management and how areas could be developed in the future. Within CFMPs, flood risk and water quality are connected, due to the entrance of foul water into water network in times of flood. The Level 1 SFRA shows that Fluvial flood risk is variable across the Borough as the indicated risk follows a number of main watercourses across the Borough. In the north-west of the Borough fluvial flooding is closely associated with the Hatchford and Low Brooks; there is significant out-of-bank flooding shown to impact the area northeast of Olton, with flows spreading away from the watercourse along roads. Conversely in the south of the Borough, fluvial flood risk is concentrated along the River Blythe and its tributaries, particularly the Spring Brook through the Cheswick Green area impacting roads and properties. The remaining areas indicated as Flood Zones 2 and 3 along the River Blythe primarily affect rural areas such as agricultural land with less impacts on settlements and infrastructure.
Existing provision	The Council has undertaken several projects to improve water quality and mitigate flood risk in recent years, including e.g. the re-profiling of part of the River Cole in North Solihull to enable an increase in the natural river processes, reconnect the river to its floodplain, slow its flow and reduce flood risk downstream.[117] The Level 1 SFRA () reported that there are no larger formal food defences within Solihull, although there are a few smaller structures. See previous IDP for works undertaken following the May 2018 floods.

[111] https://www.gov.uk/guidance/humber-river-basin-district-river-management-plan-updated-2022
[112] Trent Catchment Flood Management Plan: Source: https://www.gov.uk/government/publications/river-trent-catchment-flood-management-plan
[113] See Local Plan evidence base page
[114] See Local Plan evidence base page
[115] https://www.solihull.gov.uk/sites/default/files/migrated/CrimeAndEmergencies_Final_LFRMS.pdf
[116] Humber RBMP p.73. Source: Humber River Basin District | Catchment Data Explorer
[117] https://socialsolihull.org.uk/peopleplacenature/news/river-cole-habitat-improvement-project-phase-2/

Gaps in provision	The 2015 Local Flood Risk Management Strategy set out an Action Plan with a list of tasks and actions to be completed. The Flood Risk Management team update Cabinet Members annually on progress. In September 2020, Solihull Council approved four flood mitigation schemes in Cheswick Green, Shirley, Solihull Lodge and Tidbury Green respectively, which will protect just over 100 properties.[118] In October 2020, the Council approved two flood mitigation schemes in Shirley West and St Alphege respectively, subject to subject to final confirmation of funding and granting of technical approval.[119] On 25 June 2021 parts of Knowle, Dorridge, Bentley Heath, Monkspath and Hockley Heath experienced a period of high intensity rainfall with 472 properties being affected by flooding. As the Lead Local Flood Authority (LLFA) for Solihull, the Council's Flood Risk Management Team investigated the events of 25 June 2021 and produced a report in accordance with Section 19 of the Flood and Water Management Act 2010[120]. The LLFA carried out investigations with help from partners such as Severn Trent Water and Network Rail at nine locations across the Borough. The investigation determined that on 25 June 2021 a period of high intensity rainfall was experienced. At its peak, nearly a month's rain fell in one hour. 209 reports of internal property flooding were received mainly across Knowle, Dorridge, Bentley Heath, Monkspath and Hockley Heath, with some residents being forced to leave their homes and live in alternative accommodation. The vast majority of the properties that were affected are shown to be at risk from flooding on mapping produced by the Environment Agency. Following the investigation work that was undertaken, an action plan was produced.
Planned provision	Kingshurst & Hatchford Brook Restoration Project- Proposed for 2026 (Delivery agency is Warwickshire Wildlife Trust). Restoration of river and riparian corridor. Estimated cost £75000. Funding: EA Water Environment Improvement Fun (WEIF) and SMBC funding through Your Future Chelmsley Wood project. Kingshurst Brook, Queen Gardens, Chelmsley Wood. River Cole Partnership- in progress. Delivery agency is Warwickshire Wildlife Trust. Restoration of river and riparian corridor. Estimated cost £3000. Funding: Statutory allowance (ESA). Cole Bank Park LNR, Chelmsley Wood. Blythe Alive Again- in progress. Delivery agency is Warwickshire Wildlife Trust. Restoration of river and riparian corridor. Estimated cost £5000. Funding: EA FCRM ESA & WEIF. Brueton Park LNR. Hatchford Brook Scheme- feasibility stage. Delivery agency is Environment Agency. Flood risk reduction scheme, subject to funding to undertake

[118] http://eservices.solihull.gov.uk/mgInternet/documents/s83413/Flood%20Risk%20Management%20-%20Introduction%20of%20Flood%20Mitigation%20Schemes.pdf

[119]http://eservices.solihull.gov.uk/mgInternet/documents/s84641/Flood%20Risk%20Management%20Introduction%20of%20Flood%20Mitigation%20Schemes.pdf

[120] Flood Investigation Report 25th June 2021

	modelling. Cost: Not yet known. Funding: EA FCRM. Olton Jubilee Park, Olton.
Impact of development proposals	In response to the site allocations in the now withdrawn Local Plan, the Environment Agency had suggested a number of sites named in the Draft Local Plan should be subject to a Level 2 SFRA to determine the extent of the flood risk and how it best can be avoided or mitigated.[121]**Error! Bookmark not defined.** This work was carried out between June and December 2020. Several of these sites, e.g. BL2, have since been granted planning permission.
Delivery potential	Flood Defence Grant in Aid and Local Levy funding Developer contributions where applicable Flood mitigation schemes provided as part of development proposals SuDS schemes, de-culverting and naturalisation of watercourses delivered as part of development proposals.
Role of Local Plan/NPPF	The NPPF has the following 2026 NDMP policies that will need to be taken into account: F4: Assessing flood risk for decision-making F7: Ensuring development is safe from flooding

[121] EA response to Solihull Local Plan Review IDP (2019)

3.4.2 SURFACE WATER FLOOD MANAGEMENT	
Lead Agency	Solihull MBC Severn Trent Water Environment Agency
Evidence Base	The Local Flood Risk Management Strategy (WSP, 2015)[122] Level 1 Strategic Flood Risk Assessment (October 2026)[123] Level 2 Strategic Flood Risk Assessment (June 2020)[124]
Strategic Issues	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 Environment Agency (EA) is still responsible for the designated 'main' water courses as well as critical ordinary water courses. The LLFA has a duty (Sec.71 of the FWMA) to maintain an asset register of structures or features which are considered to have a significant effect on flood risk in their area. Under the FWMA, there is no longer an automatic right to connect surface water drainage to the public sewer network. The Level 1 SFRA has identified that surface water flooding is prevalent across the SMBC area, particularly within the urban areas in Solihull (Town Centre), Shirley, Kingshurst, Marston Green, Olton, Dorridge and Knowle. This risk is primarily formed by flow paths along roads and ponding of surface water in topographically low areas and around the footprints of existing buildings and structures.
Existing provision	The LLFA have produced a LFRMS in 2015 and maintain a register of assets - these are physical features that have a significant effect on flooding in their area.
Gaps in provision	See comments under River Flood Risk Management.
Planned provision	See comments under River Flood Risk Management.
Impact of development proposals	In response to the site allocations in the now withdrawn Local Plan, the Environment Agency had suggested a number of sites named in the Draft Local Plan should be subject to a Level 2 SFRA to determine the extent of the flood risk and how it best can be avoided or mitigated.[125]**Error! Bookmark not defined.** This work was carried out between June and December 2020. Several of these sites, e.g. BL2, have since been granted planning permission. A detailed site-specific assessment of SuDS would be needed to incorporate SuDS successfully into the development proposals that are proposed. New development proposals and their impact on future flood

[122] https://www.solihull.gov.uk/sites/default/files/migrated/CrimeAndEmergencies_Final_LFRMS.pdf
[123] See Local Plan evidence base webpage
[124] See Local Plan evidence base webpage
[125] EA response to Solihull Local Plan Review IDP (2019)

	management should ensure that there is a sequential approach to site layout. [126]
Delivery potential	Site allocations may require, a site-specific FRA, which will outline the measures necessary to ensure that the development is not at risk of flooding, and does not increase the risk of flooding in other parts of the catchment. Flood resistance or resilience measures will be expected to be funded by the developer.
Role of Local Plan/NPPF	The Draft Submission Local Plan does not have a specific policy for flood risk; however, consideration of flood impacts are included within relevant site policies. The Council has produced a Technical Note: A guide to sustainable drainage in Solihull (2023), which provides advice to applicants on SUDs etc. The 2026 NPPF has the following NDMP policies that will need to be taken into account: F8: Sustainable drainage systems and watercourses

[126] SFRA https://www.solihull.gov.uk/Portals/0/Planning/LPR/Strategic-Flood-Risk-Assessment-Report.pdf

3.5 WASTE MANAGEMENT

3.5.1 MUNICIPAL WASTE TREATMENT	
Lead Agency	Solihull MBC
Evidence Base	National Planning Policy for Waste (2014)[127] Our Waste, Our Resources: A Strategy For England (2018)[128] Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)[129] Waste Needs Assessment for Solihull (2018)[130] SMBC Waste Management Strategy Update (2019-2020)[131] SMBC Waste and Recycling Policy (January 2026)[132]
Strategic Issues	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. Solihull MBC published a ten-year Municipal Waste Management Strategy (MWMS) in 2010[133]. An updated position statement was published in 2015, with continued commitment to the main strategic objectives and targets.[134] Since the preparation of the original strategy, the national policy context for waste management evolved significantly and a full review of the WMS Strategy that began in 2019 was postponed. The Government's **Our Waste, Our Resources: A Strategy for England** (2018) established the ambition of eliminating avoidable waste by 2050 and introduced reforms including Extended Producer Responsibility, a Deposit Return Scheme and greater consistency in recycling collections. These reforms have subsequently been advanced through the **Environmental Improvement Plan 2023**, the **Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)** and the implementation of **Simpler Recycling** requirements. In response to these national policy changes, Solihull MBC has been reviewing its waste and recycling services. During 2024 the Council undertook consultation on changes required to meet the Government's Simpler Recycling reforms. These changes include the introduction of separate weekly food waste collections, which are being implemented to

[127] https://www.gov.uk/government/publications/national-planning-policy-for-waste
[128]https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf
[129] https://www.gov.uk/government/publications/waste-prevention-programme-for-england-maximising-resources-minimising-waste
[130] Source: Solihull Metropolitan Borough Council Waste Needs Assessment For Solihull (2018) https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Waste-Needs-Assessment.pdf
[131]https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/Waste-Management-Strategy-for-Solihull-Status-Update-2019-20.pdf
[132] https://www.solihull.gov.uk/sites/default/files/2025-11/Waste-Recycling-Policy.pdf
[133] https://www.solihull.gov.uk/Portals/0/Planning/LDF/Waste_Management_Strategy_for_Solihull.pdf
[134]https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/MWMS_Update_May_2015.pdf

	support increased recycling rates and the diversion of waste from residual disposal streams.
Existing provision	The most recent comprehensive assessment of waste infrastructure in Solihull is the Waste Needs Assessment (2018) which identified 12 permitted facilities operating within the Borough. These facilities were predominantly receiving construction and demolition wastes. Whilst there is composting capacity, there is no residual waste treatment or disposal capacity. This means that there is reliance on such facilities outside the Borough, including for a significant proportion of strategic capacity used to manage Local Authority collected waste. There is limited transfer capacity, for example at Moat Lane Depot in Elmdon, and these are all related to Local Authority activities. There is a Household Waste and Recycling Centre at Bickenhill, off the Coventry Road and mini-recycling centres around the Borough. According to the Waste Needs Assessment 2018, household waste accounts for ca. 18% of waste in the Borough**.** As of 2017, ca. 9% went to landfill, ca. 45% was converted to energy and ca. 46% was recycled and composted.[135] Just under 100,000 tonnes of Local Authority collected waste arises in the Borough, with around 93,000 tonnes comprising household waste.
Gaps in provision	The Council's 2018 Waste Needs Assessment forecast growth in Local Authority Collected Waste (LACW) over the plan period and identified a number of infrastructure requirements associated with population and household growth. The assessment concluded that Solihull was highly reliant on waste facilities outside the Borough and would continue to require access to sub-regional waste management infrastructure. The **Bickenhill Household Waste Recycling Centre (HWRC)** remains the Borough's principal household waste facility and continues to play an important role in managing household waste and recyclables. The 2018 assessment identified that the facility was operating close to capacity, and that additional provision or operational improvements may be required to accommodate future growth in waste arisings and household numbers. Solihull continues to be dependent on facilities outside the Borough for the management of several waste streams. Residual household waste is currently transported to the **Coventry and Solihull Waste Disposal Company (CSWDC) Energy from Waste facility**, while dry recyclables are exported to specialist recycling facilities within the wider sub-region, including the Sherbourne Recycling facility. Since the 2018 assessment was undertaken, national waste policy has changed significantly. The Government's **Simpler Recycling** reforms require all local authorities in England to introduce consistent recycling services, including the separate collection of food waste from households. Solihull MBC has been preparing for these changes and has consulted on the implementation of weekly food waste collections.

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

	As a result, the principal infrastructure gap facing Solihull is no longer residual waste treatment capacity, which is provided through existing sub-regional energy recovery facilities, but rather the need to ensure sufficient capacity for the **transfer, bulking and treatment of separately collected food waste and other recyclable materials**. The introduction of food waste collections creates a requirement for access to anaerobic digestion or other suitable organic waste treatment facilities, whether within Solihull or elsewhere in the wider waste management network. Recycling performance has improved in recent years, with the household recycling rate increasing from 35.2% in 2021/22, to 41.5% in 2022/23 and 43.7% in 2024/25[136]. While this reflects progress towards circular economy objectives, it is likely to increase demand for recycling and transfer infrastructure capable of handling larger quantities of source-separated recyclable materials.
Planned provision	***Facilities*** A facility for food waste processing was proposed at Meriden Quarry, but has not been built out. See below for further detail on the Household Waste and Recycling Centre. ***Collection*** All residential properties will be served by the same kerbside schemes, therefore capture percentages should be the same, including new built properties.
Impact of development proposals	The Waste Needs Assessment (2018) identifies that the current facility at Bickenhill Household and Waste Recycling Centre is at or over capacity, and the additional population/households over the plan period will result in a need for increased household waste and recycling capacity, requiring an additional site area of 1-2 ha Since the preparation of the Waste Needs Assessment, national waste policy has evolved significantly. The introduction of **Simpler Recycling** reforms and the planned rollout of separate weekly food waste collections are expected to alter waste collection, transfer and treatment requirements across England. In Solihull, these changes are likely to increase demand for waste transfer, bulking and recycling infrastructure, particularly for separately collected food waste and dry recyclables. The former Moat Lane Depot, which has historically operated as a local authority waste transfer facility, has been identified for redevelopment opportunities. Any loss of waste management capacity at this site would need to be considered alongside future operational requirements for municipal waste collection services and the implementation of new national recycling requirements To address future operational needs, the Council has previously investigated options for replacement or expanded waste management facilities. This ongoing suitability and availability of potential sites is to be kept under review as waste management requirements evolve.

[136] Recycling League Table England - letsrecycle.com

Delivery potential	The Council will be the main agency in delivering the Municipal Waste Management Strategy and associated Waste and Recycling Policy. This includes promoting waste prevention, reuse and recycling, supporting the transition towards a circular economy, and implementing national waste policy reforms. Expansion of existing Household Waste Recycling centre is a favoured option to provide for the waste management needs of the Borough. However, should an alternative site need to be identified a clear criteria-based approach needs to be set out to assess proposals.
Role of Local Plan/NPPF	It is not intended that the Plan includes extensive policies regarding waste management. The intention is that separate waste and minerals plan will be pursued under the new plan-making arrangements. This will allow the strategic considerations of the upcoming West Midlands Spatial Development Strategy to be properly integrated within the policies. National policies on waste seek to prevent the production of waste wherever possible and where this is not feasible that waste should be treated and managed in accordance with the waste hierarchy. Draft Submission Local Plan Policy SMBC/WM1: Waste Management Facilities sets out criteria for assessing proposals for waste management, recycling, recovery and processing facilities.

3.5.2 COMMERCIAL WASTE TREATMENT	
Lead Agency	Various
Evidence Base	National Planning Policy for Waste (2014)[137] Our Waste, Our Resources: A Strategy For England (2018)[138] Waste Prevention Programme for England: Maximising Resources, Minimising Waste (2023)[139] Waste Needs Assessment for Solihull (2018)[140] SMBC Waste Management Strategy Update (2019-2020)[141] SMBC Waste and Recycling Policy (January 2026)[142]
Strategic Issues	Evidence from the Waste Needs Assessment (2018) demonstrated that the significant waste management capacity gap identified in the adopted 2013 Local Plan had largely been addressed through the provision and permitting of additional waste management facilities within the Borough. The Assessment concluded that Solihull was broadly capable of managing an equivalent tonnage of waste to that arising within the Borough, although continued monitoring is required as waste arisings, technologies and regulatory requirements evolve. The Waste Needs Assessment (Figure 9 below) showed 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.[143] However, a small amount is captured in LACW, principally through deposits made at household waste recycling centres (HWRC), also known as civic amenity (CA) sites. National policy continues to prioritise the movement of waste up the waste hierarchy, placing greater emphasis on waste prevention, reuse, repair, recycling and recovery before disposal. This supports the transition towards a more circular economy in which resources are retained in productive use for longer, reducing both environmental impacts and demand for virgin materials. The increasing focus on resource efficiency, climate change mitigation and net zero carbon objectives further reinforces the need to minimise waste generation and maximise recycling and material recovery.

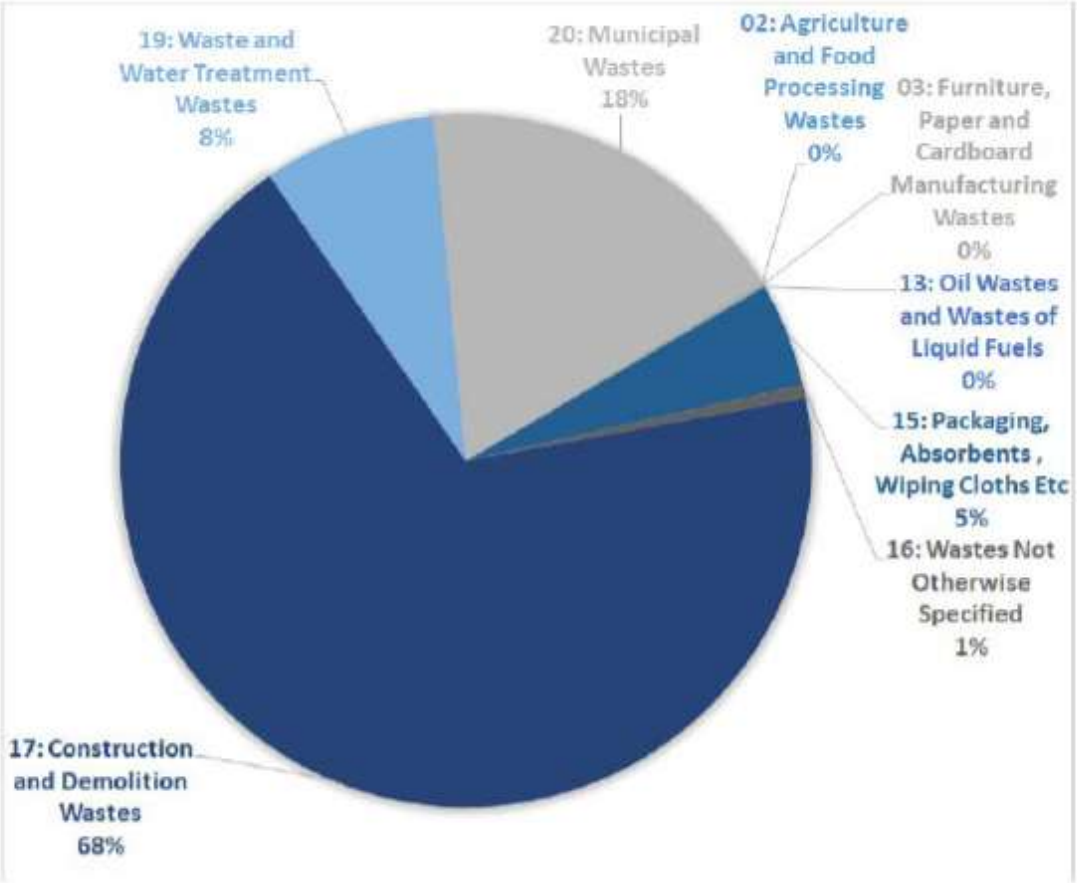
[137] https://www.gov.uk/government/publications/national-planning-policy-for-waste
[138] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf
[139] https://www.gov.uk/government/publications/waste-prevention-programme-for-england-maximising-resources-minimising-waste
[140] Source: Solihull Metropolitan Borough Council Waste Needs Assessment For Solihull (2018) https://www.solihull.gov.uk/Portals/0/Planning/LPR/Local-Plan-Review-Waste-Needs-Assessment.pdf
[141] https://www.solihull.gov.uk/Portals/0/StrategiesPlansPolicies/wasteandrecycling/Waste-Management-Strategy-for-Solihull-Status-Update-2019-20.pdf
[142] https://www.solihull.gov.uk/sites/default/files/2025-11/Waste-Recycling-Policy.pdf
[143] Source: Solihull MWMS 2010-2020

	Looking forward, strategic waste issues for Solihull include ensuring that sufficient waste management capacity is available to accommodate future population and economic growth, supporting the management of construction waste generated by major development projects, increasing opportunities for recycling and material recovery, and reducing the environmental impacts associated with waste transport. The Local Plan can help address these challenges by safeguarding existing waste facilities, supporting new and expanded waste management infrastructure in appropriate locations, encouraging circular economy principles within new development, promoting the use of recycled and secondary materials in construction, and requiring development proposals to incorporate measures for sustainable waste management and resource efficiency. This will help ensure that waste is managed as close as practicable to its source whilst contributing to wider climate change and sustainability objectives.
Existing provision	The Waste Needs Assessment (2018), found that Solihull had a relatively small number of permitted waste management facilities, predominantly handling construction, demolition and excavation wastes. Whilst the Borough contained composting and recycling capacity, it had limited residual waste treatment and disposal capacity and therefore relied on facilities elsewhere in the West Midlands and beyond. The assessment also identified that waste management activity associated with Meriden Quarry had resulted in Solihull becoming a net importer of waste, with only a small proportion of waste managed within the Borough originating from Solihull itself. The largest waste streams comprise commercial and industrial waste and construction, demolition and excavation waste. The assessment estimated annual arisings of approximately 40,000-48,000 tonnes of commercial and industrial waste and between 447,000 and 513,000 tonnes of construction and demolition waste, although it noted that the latter figures may overestimate actual arisings. Continued monitoring is required as waste management capacity, waste movements and regulatory requirements have evolved since the assessment was prepared.
Gaps in provision	The Waste Needs Assessment (WNA)(2018) identified limited capacity in Solihull for the transfer, treatment or disposal of commercial and industrial (C&I) waste. The capacity need for residual C&I waste treatment/disposal is unlikely to be sufficient to be economically viable to develop dedicated capacity solely for Solihull's C&I waste. Since the preparation of the WNA additional waste management capacity has been permitted both within Solihull and the wider region and this is detailed below.
Planned provision	Since the preparation of the Waste Needs Assessment (2018), additional waste management capacity has been permitted both within Solihull and the wider Coventry, Solihull and Warwickshire sub-region. Most notably, planning permission was granted in 2021 for the Sherbourne Recycling Materials Recycling Facility (MRF) in Coventry. The facility has subsequently been constructed and is designed to process up to 175,000 tonnes of mixed dry recyclables per annum, serving a number of authorities including Coventry, Solihull, Warwickshire authorities and

	Walsall. The facility therefore represents a significant increase in recycling infrastructure available to the wider sub-region. Within Solihull, at Berkswell Quarry planning permission granted in December 2018 for a recycled aggregates facility remains extant and has subsequently been varied to extend the operational period of the development until at least December 2027. The facility provides capacity for the processing and recovery of construction and demolition materials, supporting the management of mineral and construction wastes within the Borough. At Meriden Quarry, planning permission for an in-vessel composting facility, biomass energy plant and wastewater treatment facility was originally granted in 2016. However, despite substantial construction works having taken place, the facility has not become operational. More recent planning activity has instead focused on the continued expansion of waste wood recycling and construction waste recovery operations at the site, including permissions granted in 2023 and 2025 to facilitate ongoing waste management uses. The West Midlands Combined Authority (WMCA) is currently preparing a Spatial Development Strategy (SDS) covering Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. The SDS is intended to provide a strategic framework for housing, employment, infrastructure, transport, environment and other cross-boundary issues over the next 20-30 years. The anticipated adoption of the SDS is spring 2028. Local Plans will be expected to be in general conformity with the SDS once adopted.
Impact of development proposals	The Waste Needs Assessment (2018) projected growth in commercial and industrial (C&I) waste arisings and construction, demolition and excavation (CD&E) waste associated with population growth, economic development and construction activity within the Borough. Whilst there is uncertainty regarding the scale of future waste arisings, particularly for CD&E waste, planned housing, employment and infrastructure development is likely to generate additional demand for waste management capacity throughout the plan period. As a result, maintaining access to an adequate network of waste management facilities within Solihull and the wider sub-region will remain important. The Borough continues to have limited capacity for the treatment and disposal of residual commercial and industrial waste and therefore relies on facilities elsewhere in the West Midlands and surrounding areas. Given the relatively modest scale of residual C&I waste arising within Solihull, there remains limited justification for the provision of large-scale dedicated residual waste treatment facilities solely to serve the Borough. Instead, future provision is likely to be met through a combination of existing and planned facilities across the wider sub-region. However, there may be opportunities to support additional recycling, recovery and material reprocessing infrastructure, particularly for construction and demolition wastes and to facilitate circular economy objectives. Major development proposals, including strategic housing and employment sites, are likely to generate significant quantities of construction, demolition and excavation waste. The Local Plan can help

	address this issue by promoting the efficient use of materials, encouraging the reuse and recycling of construction materials, safeguarding existing waste management facilities, and requiring developers to demonstrate that appropriate arrangements are in place for the sustainable management of construction waste and surplus excavated materials. Development proposals that generate substantial quantities of excavation waste should demonstrate that suitable recovery, treatment or disposal capacity is available. Agricultural waste arisings within Solihull are expected to remain relatively low and are generally managed through established private-sector arrangements. Similarly, hazardous waste arisings are relatively modest in comparison with larger urban authorities. The facility granted permission at Meriden Quarry for processing contaminated construction waste material has also recently gained consent to increase annual limits. There is currently no identified additional requirement for dedicated agricultural or hazardous waste management facilities within the Borough. Nevertheless, opportunities to support sustainable waste management practices, including on-farm resource recovery and renewable energy technologies such as anaerobic digestion where appropriate, may contribute to wider environmental and climate objectives. Overall, the principal waste planning issue for Solihull is not the provision of new residual waste treatment facilities, but ensuring that future growth is supported by sufficient access to sustainable waste management infrastructure, increased recycling and resource recovery capacity, and the application of circular economy principles throughout the development process.
Delivery potential	On-site waste resource management as well as collection and treatment by commercial operators.
Role of Local Plan/NPPF	It is not intended that the Plan includes extensive policies regarding waste management. The intention is that separate waste and minerals plan will be pursued under the new plan-making arrangements. This will allow the strategic considerations of the upcoming West Midlands Spatial Development Strategy to be properly integrated within the policies. However, there is still a current need to increase the household waste recycling capacity in the Borough. Policy 'SMBC/WM1 Waste Management Facilities' in the Draft Submission Local Plan sets out specific criteria to assess the appropriateness of such proposals for waste management facilities.

Figure 9: Breakdown of waste received at permitted facilities in Solihull in 2017[144](WNA, 2018)



[144] Waste Needs Assessment for Solihull (2018)

3.6 MINERAL RESERVES

3.6.1 MINERAL RESERVES	
Lead Agency	Solihull MBC
Evidence Base	National and Regional Guidelines for aggregates provision in England 2005-2020 (2009) Draft Local Aggregate Assessment for the West Midlands Metropolitan Area (published 2025 using 2023 monitoring data)[145] Regional West Midlands Aggregate Working Party Annual Monitoring Report 2024 (2023 data) Draft Regional West Midlands Aggregate Working Party Annual Monitoring Report 2025 (2024 data)
Strategic Issues	Solihull MBC as a unitary authority and mineral planning authority and is responsible has responsibility for strategic work on minerals. National planning policy requires mineral planning authorities to plan for a steady supply of minerals by preparing an annual Local Aggregates Assessment (LAA) and by maintaining a sufficient landbank of at least seven years for sand and gravel. Minerals plans should take account of the contribution of secondary and recycled aggregates, safeguard mineral resources and infrastructure, encourage prior extraction, set out criteria for mineral operations and ensure reclamation and restoration. The previous system of regional aggregate apportionments, based on the National and Regional Guidelines for Aggregate Provision in England 2005-2020, has largely been superseded by the locally derived evidence approach established through the National Planning Policy Framework. Current policy places greater emphasis on Local Aggregate Assessments, using rolling sales data and other local information to assess future demand and supply requirements. Solihull forms part of the West Midlands Metropolitan Area, alongside Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton, for the purposes of aggregate planning and monitoring. The first joint Local Aggregate Assessment for the Metropolitan Area was endorsed in 2016 and remains an important evidence base document. A draft update was produced in 2025 providing primary data for the period 2014 to 2023. More recent information is also provided through the West Midlands Aggregates Working Party (WMAWP) annual monitoring reports. These reports continue to monitor aggregate sales, reserves, imports, exports, recycled aggregates and landbanks across the region to ensure that an adequate and steady supply of minerals is maintained. A key strategic issue for Solihull remains the limited extent of economically workable mineral resources within the Borough and its dependence on aggregate supplies from the wider West Midlands and neighbouring mineral-producing authorities. Consequently, safeguarding existing permitted resources, recycling facilities, rail depots and other mineral

[145] Draft not yet published (October 2026)

	infrastructure remains important to maintaining the resilience of aggregate supply chains.
Existing provision	The Borough is the main source of sand and gravel production for the West Midlands Metropolitan Area. **Sand and gravel** 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. **Coal** There is currently no active coal extraction within Solihull. Since the closure of Daw Mill Colliery in neighbouring Warwickshire, there has been no strategic justification for safeguarding coal resources within the Borough for future extraction. Consequently, no Preferred Area for Coal Working is identified within Solihull's planning framework. This reflects both the closure of the colliery and wider changes in national energy and minerals policy **Crushed Rock** There has been no production of crushed rock in the West Midlands Metropolitan Area since 2007 when the last quarry closed, and there are no winnable deposits of crushed rock remaining in the Area.[146] **Mineral Safeguarding Areas** Mineral Safeguarding Areas have been defined for underground sand and gravel resources, based on work undertaken in Mineral Safeguarding in Solihull (2012). The Mineral Safeguarding Areas include any known or anticipated sites for infrastructure including the production of secondary and recycled materials. The MSAs are outlined on the proposals map in the Draft Submission Local Plan, and are a continuation of the areas allocated in the 2013 Solihull Local Plan.
Gaps in provision	The latest (draft) West Midlands LAA[147] (2025 – using 2023 data) states that the latest permitted reserves of sand and gravel in the WMMMA at the end of 2023 is a reduction from 2.930 million tonnes in 2022.[148] The report notes that historically Solihull has supplied approximately 90% of the WMMAs sand and gravel production with Walsall providing the remainder. However, the only operational sand and gravel quarries in the WMMA are now Meriden and Berkswell Quarries in Solihull.

[146] LAA (2016)

[147] The NPPF 2026 requires mineral planning authorities to plan for a sufficient and timely supply of aggregates through the preparation of annual Local Aggregate Assessments (LAAs). In relation to sand and gravel, mineral planning authorities are expected to maintain a landbank of at least seven years based on forecast demand derived from rolling sales data and other relevant local evidence. The NPPF no longer relies on former regional apportionments or fixed annual aggregate requirements but instead requires provision to be informed by local evidence, Aggregate Working Party advice and any published national or sub-national guidelines.

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

	The LAA concludes that the WMMA does not currently have the minimum landbank required by national policy. It further calculates that a 7-year landbank based on the 10-year sales average would require 3.32 million tonnes of reserves. Since existing reserves are less than this there is a shortfall. The LAA notes that planning applications had been submitted to extend both Berkswell and Meriden quarries and together these could provide approximately 1.77 million tonnes of additional reserves which would replenish the landbank to meet the 7 year requirement of the NPPF. Since the production of the LAA, the extension to Berkswell Quarry was approved in November 2025 (for up to 470,000 tonnes of sand and gravel) and the application to extend Meriden Quarry (submitted in February 2024) where it is anticipated 1.3 million tonnes of sand and gravel could be extracted from the extension, is yet to be determined (as of October 2026).
Planned provision	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. Proposals for sand and gravel extraction outside these areas will be permitted where this can be justified.
Impact of development proposals	The NPPF requires the Council to safeguard proven mineral resources from sterilisation by non-mineral development, together with existing, planned and potential infrastructure facilities. Planning policies should encourage the prior extraction of minerals where this is practical and environmentally feasible before non-mineral development takes place. National Development Management Policy (NDMP) M6 relates to safeguarding mineral resources and infrastructure through decision making and will be applicable to all development proposals in the Borough. Current national policy no longer relies on the former 2005-2020 national and local aggregate guidelines. Instead, mineral planning authorities are expected to plan for a sufficient and timely supply of aggregates through Local Aggregate Assessments (LAAs), taking account of all sources of supply, including marine-dredged, recycled and secondary aggregates. The LAA for the wider West Midlands (Including Solihull) has recently been updated (Draft - 2025). NDMPs M3-M5 set out the national decision making policies for assessing the benefits and impacts of proposed mineral development and will be the policies that any proposals in the Borough are determined against.
Delivery potential	Mineral extraction already well-established in the Borough at Berkswell and Meriden quarries.
Role of Local Plan/NPPF	It is not intended that the Draft Submission Local Plan includes extensive policies regarding minerals planning. The intention is that a separate waste and minerals plan will be pursued under the new plan-making arrangements. This will allow the strategic considerations of the upcoming West Midlands Spatial Development Strategy to be properly integrated within the policies.

	In the interim the Plan refers to the National Development Management Policies M3-M6 and 'Mineral safeguarding Areas' and 'Preferred Area Minerals Sites' are set out in the Proposals Map. The 2026 NPPF has the following NDMP policies that will need to be taken into account: M3: Assessing the benefits of mineral development M4: Considering the impacts of mineral development M5: Development involving peat, coal or onshore oil and gas M6: Safeguarding mineral resources and infrastructure through decision-making

3.7 DIGITAL CONNECTIVITY

3.7.1 DIGITAL CONNECTIVITY	
Lead Agency	Solihull MBC Openreach Telecommunications providers
Evidence Base	Ofcom 'Connected Nations' UK Report 2025 Openreach website Shaping tomorrow: The UK's Digital Standards Strategy (2026 to 2030)[149]
Strategic Issues	The UK Digital Strategy, published in 2022, set out the then Government's cross-government approach to digital policy, including digital infrastructure, skills, innovation and technology adoption. Although the strategy remains published and has not been formally withdrawn, subsequent government policy has developed significantly. Relevant policies include the 2025 'A blueprint for modern digital government'; the 2025 'Digital Inclusion Action Plan' and 2026 'Digital Standards' paper. The National Planning Policy Framework highlight the importance of an efficient and reliable communications infrastructure to support economic growth. Openreach Limited runs the UK's digital network, connecting homes, schools, hospitals, libraries, businesses. It's their mission to build the best possible network with the highest quality of service, and make sure that everyone in the UK can be connected. Openreach is an independently governed, wholly owned subsidiary of BT Group. Their customers are the 660+ communications providers who sell phone, broadband and Ethernet services to homes and businesses. Openreach is made up of four divisions – service delivery, fibre and network delivery, strategic infrastructure development, and headquarters.[150]
Existing provision	Since the adoption of the 2013 Local Plan, there have been widespread improvements to digital connectivity across the Borough. This time period has also seen a rise in 5G technology and WISP (Wireless Internet Service Provider) provision. The interim update to Ofcom's 'Connected Nations' report on broadband availability across the UK reported that in Solihull: Residential: **Fixed Broadband Coverage** Commercial:

Rurality	<10 Mbit/s DL or <1 Mbit/s UL	>=30 Mbit/s	>=300 Mbit/s	Gigabit capable	Full Fibre
Urban	0%	100%	98%	98%	80%
Rural	1%	97%	78%	78%	77%
Total	0%	99%	96%	96%	80%

[149] https://www.gov.uk/government/publications/shaping-tomorrow-the-uks-digital-standards-strategy-2026-to-2030/shaping-tomorrow-the-uks-digital-standards-strategy-2026-to-2030
[150] https://www.openreach.com/about/our-company

<table>
<tr><td></td><td>
Fixed Broadband Coverage
<table>
<tr><th>Rurality</th><th><10 Mbit/s DL or <1 Mbit/s UL</th><th>>=30 Mbit/s</th><th>>=300 Mbit/s</th><th>Gigabit capable</th><th>Full Fibre</th></tr>
<tr><td>Urban</td><td>4%</td><td>93%</td><td>79%</td><td>79%</td><td>78%</td></tr>
<tr><td>Rural</td><td>33%</td><td>51%</td><td>35%</td><td>35%</td><td>35%</td></tr>
<tr><td>Total</td><td>11%</td><td>83%</td><td>68%</td><td>68%</td><td>67%</td></tr>
</table>
Residential and Commercial:
Mobile Coverage from at least one MNO
<table>
<tr><th>Technology</th><th colspan="2">4G</th><th>5G high confidence</th><th>5G very high confidence</th><th></th></tr>
<tr><th>Rurality</th><th>Geographic</th><th>Premises (Indoor)</th><th>Geographic</th><th>Geographic</th><th>Geographic</th></tr>
<tr><td>Urban</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr>
<tr><td>Rural</td><td>100%</td><td>100%</td><td>100%</td><td>98%</td><td>100%</td></tr>
<tr><td>Total</td><td>100%</td><td>100%</td><td>100%</td><td>99%</td><td>100%</td></tr>
</table>
</td></tr>
<tr><td>Gaps in provision</td><td>The borough is close to 100% coverage of superfast and ultrafast broadband availability.

Some parts of the Borough, especially in more rural areas, experience slow broadband speed and poor mobile telecommunication signals.

Commercial properties, especially in the more rural areas, have lower capability than residential.</td></tr>
<tr><td>Planned provision</td><td>Continued expansion of full fibre and gigabit-capable broadband coverage.</td></tr>
<tr><td>Impact of development proposals</td><td>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.</td></tr>
<tr><td>Delivery potential</td><td>Telecommunications providers on site</td></tr>
<tr><td>Role of Local Plan/NPPF</td><td>Policy SMBC/D2 of the Draft Submission Local Plan refers to ‘digital infrastructure’ amongst the infrastructure needs associated with development.

Policy SMBC/E1: UK Central Solihull Hub Area recognises the need to maximise digital connectivity across the UKC Hub area.

For more detailed decision-making considerations, Chapter 9 of the 2026 NPPF ‘Supporting high quality communications’ has a policy ‘CO1 – Proposals for telecommunications infrastructure’.</td></tr>
</table>

4.0 SOCIAL INFRASTRUCTURE

4.1 MEETING HOUSING NEED

4.1.1 Meeting housing need	
Lead Agency	Solihull MBC Solihull Community Housing
Evidence Base	Housing and Economic Development Needs Assessment (2026)[151] Solihull's Housing Strategy 2023-2032 and Implementation Plan[152] Solihull Homelessness and Rough Sleeping Strategy 2024-2029 Solihull Strategic Housing and Employment Land Availability Assessment (SHELAA) (2026)[153]
Strategic Issues	The overall housing requirement for the Borough for the period 2026-2043 has been informed by the HEDNA, taking into account the standard methodology to assess housing need and economic forecasts. Affordable housing is defined as social rented, affordable rented, intermediate tenure and Starter Homes, provided to eligible local households on incomes whose needs are not met by the market. As Local Housing Authority, the Council has statutory duties for meeting priority housing need and homelessness. The HEDNA translates the demographic forecasts from the ONS into the much higher Local Housing Need figure set by Government, which is 1,289 dwellings per year, or ca. 1,251 households annually. In developing the projection, the population is projected to increase by 37,300 people over the 2026-2043 period. Although the 16-64 age group is predicted to increase by 20%, a similar increase is expected for the 65+ group, so that by 2043 it will constitute over a quarter of the overall population. There is a corresponding expectation that there will be a need for ca. 700 housing units with support, such as sheltered/retirement housing. Affordable housing need is exceptionally high as Solihull has one of the most severe affordability problems in the West Midlands Region. Solihull's median house price is £80,000[154] higher than the West Midlands region and stand at 8.54 times the median earnings of those working in the Borough. The shortage of affordable housing is particularly acute in parts of the mature suburbs and the rural area. There is a Borough-wide shortage of homes that are affordable. The local Borough needs is for both smaller and family sizer affordable rented housing and intermediate tenure homes. There is also a need for more smaller and lower cost market housing, as well for more specialist and supported housing

[151] See Local Plan Evidence Base webpage
[152] https://www.solihull.gov.uk/about-council/strategies-housing
[153] See Local Plan Evidence Base webpage
[154]https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/medianhousepricesforadministrativegeographies

	The number of people with disabilities will continue to increase and will drive the need for more accessible and adaptable housing and more specialist and supported housing to meet a range of needs. Both affordable and market provision will be required. The provision of new homes should address the needs of all types of household, including families, single people, older and disabled people, and those who want to build their own home. New homes should be affordable by those who are seeking a first home and those who wish to move home. There must be increased provision of affordable housing for rent and intermediate tenure to meet the growing needs of households that cannot afford market solutions. The Council aims to ensure that everyone has the opportunity of access to a decent and safe home within a quality living environment, by: • 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 well-connected, sustainable 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 social rented, affordable home ownership and housing for older and disabled people; • promoting opportunities for self and custom build.
Existing provision	As of 31st March 2025, the Borough's housing stock is estimated as 96,333 dwellings. A 31st March 2025 the Borough's stock of social/affordable rented housing was 13,588 (14.1% of Borough stock). Solihull Council owns 9,978 social/affordable rented homes, which are managed by Solihull Community Housing. The remaining 3,610 are owned by private registered providers.[155] There has been a significant reduction in social rented housing in Solihull, due largely to the Right to Buy. The peak number of homes owned by the Council was 18,280 in 1981. 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). Over the period April 2014 to Mar 2024, since the adoption of the Local Plan, a total of 6,584 dwellings (of all tenures) were granted planning permission. Of this total, 1,627 dwellings (on 48 sites) have been, or are to be, provided as affordable dwellings. This represents an overall percentage of 25%. Of the 48 sites that have included on-site provision of affordable housing, this has been at 43% of the total number of dwellings provided on these sites. In terms of completions in the same period, a total of 1,974

[155] Table 100, Live table MHCLG: https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants

	dwellings have been completed, of which 1,239 for social rent and 735 for shared ownership.
Gaps in provision	**Affordable housing** The requirement for the provision of affordable housing is justified on the basis that Solihull has a high level of unmet housing need, as evidenced in the Housing and Economic Development Needs Assessment (HEDNA). This is supported by official data produced by MHCLG and local Borough wide data on housing need and homelessness. The HEDNA identified a need for 526 affordable homes per annum. Most households in housing need are only able to afford to rent below market level, so the provision of homes at social rent or affordable rent is the most important aspect of affordable housing provision. **Specialist and supported housing** There is an outstanding need for accommodation that is designed to meet specific needs of older and/or disabled people (including those with learning and/or physical or sensory disabilities). **Market housing** The HEDNA identifies that the greatest need in market housing over the plan period is for smaller-medium family-sized housing of 2 or 3-bed dwellings. **Custom and self-build** As of 30th October 2023, there were 10 entries on Part 1 of the Register and 11 entries on Part 2. **Student accommodation** There are no higher education establishments in Solihull and no significant term-time student population. The Local Plan makes no specific provision for this group.
Planned provision	The Draft Submission Local Plan makes provision for 23,091 net additional dwellings between the period 2026 and 2043. Policy SMBC/HO3 in the Draft Submission Local Plan requires a 40% contribution of affordable housing on residential sites of 0.5ha or more, or 10+ net homes, increased to 50% on Green Belt or former Green Belt sites. Policy SMBC/HO6 sets out a market housing mix of 40% 1-2 bed dwellings, 40% 3-bed dwellings and 15% 4-bed dwellings. Policy SMBC/HO4 will encourage developers of sites of 300+ dwellings to make a contribution to Self and Custom Build housing. Policy SMBC/HO5 requires all new housing on major development sites to be built to Category M4(2), i.e. accessible and adaptable dwellings, and at least 5% on major development sites to be built to Category M4(3). Furthermore, all developments of 300 dwellings or more must provide specialist housing or care bedspaces.

Impact of development proposals	The Council commissioned a Viability Study taking into account the impacts of proposed policies in the Plan. The Viability Study generally supports the thresholds, especially on greenfield sites. Affordable housing will be secured on qualifying sites, as on-site provision where possible, and through off-site developer contributions where applicable. The new Policy SMBC/HO5 for older persons and specialist/supported housing will also help to meet need and curtail speculative developments.
Delivery potential	The Council has a strong track record of delivering affordable housing. In the financial years since the adoption of the Local Plan and the 43% threshold on qualifying sites; of all dwellings granted permission between April 2014 and March 2024. The Council works with Housing Associations and Solihull Community Housing to deliver a range of affordable housing types and tenures both on-site and via commuted sums. Off-site contributions also attract additional grant from Homes England. The Council has, and will continue to, work with social care commissioners and developers to help bring forward accommodation to help meet specialist and supported housing needs, e.g. for older people and/or those with disabilities. The Solihull Self-build and Custom Housebuilding Register was launched in March 2016 and is available on the Council's website at www.solihull.gov.uk/selfbuild. The Council will use Housing Revenue Account finance, Section 106 off-site contributions and grant funding from Homes England and other agencies to fund affordable housing development.
Role of Local Plan/NPPF	Policies SMBC HO3-HO6 in the Draft Local Plan, 'Meeting Housing Needs', provides a policy basis to: • Deliver a significant proportion of all new build housing as affordable (Policy SMBC/HO3) • Deliver an appropriate mix of 'Market Housing' (Policy SMBC/HO6) • Diversify the range of custom and self-build housing (Policy SMBC/HO4) • Provide sufficient housing for older people and those with additional needs (SMBC/HO5)

<table>
<tr><th colspan="2">4.1.2 GYPSY AND TRAVELLER SITES</th></tr>
<tr><td>Lead Agency</td><td>Solihull MBC</td></tr>
<tr><td>Evidence Base</td><td>Updated Solihull Gypsy and Traveller Accommodation Assessment (2026)

Solihull Gypsy and Traveller Site Allocations Development Plan Document (2014)

Planning Policy for Traveller Sites (2015)</td></tr>
<tr><td>Strategic Issues</td><td>The Council has a duty under the Housing and Planning Act 2016 to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed.

The PPTS sets out the planning definition of Gypsies and Travellers and states that local planning authorities should make their own assessment of need and use a robust evidence base to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople.

For those Gypsies and Travellers who do not lead a nomadic lifestyle (and therefore do not meet the PPTS planning definition, there remains a requirement for the Council to continue to assess and plan for their needs as part of its wider responsibilities to meet the accommodation needs of its settled community and protect the cultural choice of Gypsies and Travellers to live in mobile accommodation.

The Gypsy and Traveller Accommodation Assessment (2026) identified a need for 50 additional residential pitches between 2026 and 2043.</td></tr>
<tr><td>Existing provision</td><td>The GTAA 2026 identified the following provision as of September 2026

<table>
<tr><th>Category</th><th>Sites/Yard</th><th>Pitches/Plots</th></tr>
<tr><td colspan="3">Gypsies & Travellers</td></tr>
<tr><td>Public Sites</td><td>2</td><td>18</td></tr>
<tr><td>Private Sites</td><td>10</td><td>67</td></tr>
<tr><td>Unauthorised pitches/sites</td><td>1</td><td>4</td></tr>
<tr><td colspan="3">Travelling Showpeople</td></tr>
<tr><td>Private Yards</td><td>0</td><td>0</td></tr>
<tr><td>TOTAL</td><td>13</td><td>89</td></tr>
</table>
</td></tr>
<tr><td>Gaps in provision</td><td>This total need of 50 pitches is divided into 5-year periods as follows:

A Years 0-5 (2026-30): 23 pitches

B Years 6-10 (2031-35): 9 pitches

C Years 11-15 (2036-40): 11 pitches

D Years 16-18 (2041-43): 7 pitches

The 2026 GTAA does not identify a quantified requirement for additional Travelling Showpeople plots in Solihull.</td></tr>
<tr><td>Planned provision</td><td>The Draft Submission Local Plan Policy SMBC/HO9 states that the Council will meet the identified need for 50 additional permanent residential pitches to 2043.</td></tr>
</table>

	The need will be met through a combination of: • unimplemented planning consents and vacant pitches; • intensification/extension of existing authorised Gypsy and Traveller sites • An updated Gypsy and Traveller Site Allocations Plan.
Impact of development proposals	The Council will seek to accommodate the needs of Gypsies and Travellers in accordance with the proposed Local Plan policies and the NPPF.
Delivery potential	See above
Role of Local Plan/NPPF	The Draft Submission Local Plan proposes 2 policies pertinent to Gypsies & Travellers Policy SMBC/HO9: Provision of Accommodation for Gypsies and Travellers – sets out the need for the period 2026-2043 and criteria to be used in the allocation of future sites. Policy SMBC/HO10 - Safeguarding Gypsy and Traveller Sites – continues the safeguarding of sites identified in the 2014 Gypsy and Traveller Site Allocations Plan.

4.2 Education

4.2.1 PRIMARY AND SECONDARY SCHOOLS	
Lead Agency	Solihull MBC
Evidence Base	Solihull MBC – Education Strategic Plan (2025)[156] Education Sufficiency Strategy (2025-2028)[157] Solihull's Developer Contributions for Education Policy (2024) Securing developer contributions for education[158] (revised 2023)
Strategic Issues	The schools in Solihull have a national reputation for quality and achievement and pupils achieve consistently high examination and national curriculum results. However, educational outcomes have been one of the indicators of inequality between the North Solihull Regeneration Area and the rest of the Borough. In 2019 the Government released non-statutory guidance 'Securing Developer Contributions for Education'. The DfE expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development, alongside the consideration of guidance in the PPG on the evidence, policies and developer contributions required to support school provision. Funds should be secured for school places up to age 19, SEN provision and early years funding. Schools in Solihull attract children resident in neighbouring authorities. As of October 2024, 19% of all pupils in Solihull's schools were resident outside of Solihull. The latest demographic trends show that overall, since 2015/16, there has been an overall decrease in birth rate (as number of births) in the Borough. Nationally, the birth rate has been falling since 2013. The total school population in Solihull peaked in 2022/23 at 38,380, and has seen a 1.7% drop in the last 2 years. Secondary school rolls in Solihull are expected to peak in 2027/28 (based on current population dynamics) However, the number of children attending special school and alternative provision in Solihull is rising and is forecast to do so into the future. Solihull experienced a period of significant in-year migration over 2021-2024, but early indications are this may have ceased, i.e. primary school year groups grew by the equivalent of 8 forms of entry between October 2022 and October 2023, whilst the number of primary age pupils has declined since then. For mainstream admissions, Solihull continues to operate a system of catchment areas for the majority of our community and academy schools. Our voluntary aided schools either use a catchment area or parish boundary as their priority area.
Existing provision	**(Non-fee paying) School summary information**[159]

[156] https://yourvoicesolihull.uk.engagementhq.com/education-strategic-plan
[157] https://democracy.solihull.gov.uk/documents/s130686/Enc.%202%20for%20Education%20Sufficiency%20Strategy.pdf
[158] https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth
[159] This list does not include private schools. Source: http://www.solihull.gov.uk/schools/schools.htm

	• 59 Primary schools* (including infant and junior)[160] • 14 Secondary schools & Academies and 1 voluntary aided school[161] • 6 Special Schools • 1 Pupil Referral Units • 1 Alternative Resourced Unit at Primary School • 4 Alternative Resourced Units at Secondary School *All infant and primary schools in the Borough have a nursery unit. **The following schools have a sixth form:** • Arden School and Language Academy • Alderbrook Sixth Form • Grace Academy • Heart of England School • Park Hall Academy • St. Peter's Catholic School • Smith's Wood Academy • John Henry Newman Catholic College • Tudor Grange Academy • Tudor Grange Academy Kingshurst **Sixth form and further education establishments** • Solihull College • The Sixth Form College Solihull • WMG Academy for Young Engineers **Independent Schools**** • Eversfield Prep School, Warwick Rd, Solihull – Boys and Girls Age 3-11 • Ruckleigh School, 17 Lode Ln, Solihull – Boys and Girls Age 3-11 • Solihull School, Warwick Rd, Solihull – Boys and Girls Age 7-18 • Kingswood School, St James Place, Shirley – Boys and Girls Age 2-16 **All of the above are day schools.
Gaps in provision	The Council's Education Sufficiency team has been working with the planning policy team to anticipate the demand on school places arising from planned and speculative housing growth.
Planned provision	The Council have a good track record of securing developer contributions for new primary and secondary school places as a result of new housing developments allocated in the 2013 Local Plan. The 2025 Education Sufficiency Strategy recognises that under the Draft Submission Local Plan, Solihull will be entering a period of significant housing growth. As such the Council will need to consider how development may create new localised pressures for school and early places in the future.

[160] https://www.solihull.gov.uk/Resident/Schools-learning/findschool/infant-and-primary
[161] https://www.solihull.gov.uk/Resident/Schools-learning/findschool/secondaryschools

	New primary schools are anticipated in Blythe, Knowle and Balsall Common and North Solihull, with at least one secondary school expansion at Heart of England school in Balsall Common.
Impact of development proposals	The four primary school planning areas most affected by the site proposals in the Draft Local Plan are Knowle & Dorridge, Rural East, North Solihull and Rural South. For each of these areas it is anticipated that 420 (2FE) primary school places will be required linked to the proposed development sites. Where these places are provided through the creation of a new school, it is anticipated that the design of the school will include Early Years provision, to meet the needs for early years provision and special education needs. Proposed housing growth in Balsall Common may also result in the need for an additional form entry at Heart of England secondary school.
Delivery potential	Where the Council assess that a proposed development will create a full or partial shortfall of places in primary or secondary schools, a contribution will be sought from the developer, assessed in accordance with the Council's Developer Contributions for Education Policy. (Following changes to the CIL Regulations, primary school places are expected to be met by Section 106 contributions. Other funding pots includes central government basic need grant and the DfE free schools programme.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions supports infrastructure delivery including for education provision. More information is provided in the settlement chapters. A new primary school to serve the community in the UKC Hub Area may also be required.

4.2.2 HIGHER EDUCATION

Solihull does not have a university or other higher education establishment within its administrative boundaries; however, university-level courses are taught at Solihull College

4.3 HEALTH CARE

4.3.1 HEALTH CARE	
Lead Agency	NHS Birmingham and Solihull Integrated Care Board (ICB) Birmingham and Solihull Integrated Care System (ICS)[162] Solihull MBC[163]
Evidence Base	Solihull Joint Strategic Needs Assessment (JSNA) *The Story of Solihull* (2023) Joint Local Health and Wellbeing Strategy 2024-2032 Solihull Health Inequalities Strategy 2026-2032 Solihull Outcomes Framework 2025/26 Birmingham and Solihull Integrated Care Strategy 2023-2033, *A Bolder, Healthier Future for the People of Birmingham and Solihull.* Birmingham and Solihull Integrated care System: Birmingham and Solihull Joint Forward Plan 2023-2028 (including 2025 refresh) Birmingham & Solihull Integrated care System: Green Plan 2025 -2028 Birmingham and Solihull Integrated Care System: Reducing Health Inequalities Strategy 2023-2027 Birmingham & Solihull Integrated Care System: Birmingham and Solihull Locality Infrastructure Plans (Final Draft 06.05.25) NHS England – Health Building Note 11-01: Facilities for primary and community care services (March 2013, updated January 2024)
Strategic Issues	Since the adoption of the Local Plan in 2013, there have been major changes to the organisation and care services nationally and locally. The former Birmingham and Solihull Sustainability and Transformation Partnership (STP) has been replaced by the **Birmingham and Solihull Integrated Care System (ICS)**, established under the Health and Care Act 2022. The system brings together NHS organisations, local authorities, primary care, the voluntary and community sector, and other partners to plan and deliver integrated health and care services across Birmingham and Solihull. **The Birmingham and Solihull ICS includes:** **NHS Birmingham and Solihull Integrated Care Board (ICB) -** The statutory NHS body responsible for planning, commissioning and funding NHS services across Birmingham and Solihull. **Local Authorities -** Birmingham City Council and Solihull Metropolitan Borough Council - These councils are responsible for public health, adult social care, children's services, housing and wider determinants of health. **NHS Provider Organisations -** Key NHS providers include: • University Hospitals Birmingham NHS Foundation Trust

[162] https://www.birminghamsolihullics.org.uk/
[163] Source: https://www.solihull.gov.uk/About-the-Council/Statistics-data/JSNA

	• Birmingham Community Healthcare NHS Foundation Trust • Birmingham and Solihull Mental Health NHS Foundation Trust • Birmingham Women's and Children's NHS Foundation Trust • The Royal Orthopaedic Hospital NHS Foundation Trust • Sandwell and West Birmingham NHS Trust (provides services to some residents within the wider system) **Primary Care** • GP practices • Primary Care Networks (PCNs) • Community pharmacies • NHS dentists • Optometry services **Voluntary, Community and Faith Sector (VCFS) -** The ICS formally includes voluntary and community organisations, recognising their role in prevention, wellbeing, tackling inequalities and supporting vulnerable residents. Key partners include: • Birmingham Voluntary Service Council (BVSC) • Warwickshire and Solihull Community and Voluntary Action (CAVA)[164] ***Governance Structure*** The ICS operates through two statutory bodies: 1. **Integrated Care Board (ICB)** – responsible for NHS planning and funding. 2. **Integrated Care Partnership (ICP)** – a joint NHS and local government committee that develops the long-term Integrated Care Strategy for Birmingham and Solihull. ***Current Strategic Priorities*** The strategic priorities of the Birmingham and Solihull ICS (as set out in its Integrated Care Strategy 2023-2033 and subsequent joint forward plans are: • Reducing health inequalities. • Prevention and improving population health. • Developing integrated neighbourhood and community services. • Improving mental health services. • Improving access to primary care. • Reducing hospital waiting times. • Supporting workforce development. • Using digital technology and shared care records. • Moving care closer to people's homes and communities.

[164] https://www.bhamcommunity.nhs.uk/download/bsol-community-care-collaborative-overview-jan-2024.pdf?ver=12830

Existing provision	Responsibility for commissioning NHS services in Solihull now sits with **NHS Birmingham and Solihull Integrated Care Board (ICB)**, which forms part of the **Birmingham and Solihull Integrated Care System (ICS)**. The ICB plans and commissions healthcare services for a population of approximately 1.3 million people across Birmingham and Solihull and works closely with local authorities, NHS providers, primary care providers and the voluntary sector to deliver integrated health and care services. Solihull has a comprehensive range of primary healthcare facilities. This includes (approximately): • 34 GP practices • 33 dental services , • 38 opticians, • 42 pharmacies [165] • 2 Community Advice Hubs (North Solihull & South Solihull) and The Solihull Urgent Treatment Centre (UTC) located at Solihull Hospital, Lode lane, Solihull[166]. Solihull is home to one hospital, 'Solihull Hospital', situated on Lode Lane, close to the main town centre. The hospital is part of University Hospitals Birmingham NHS Trust (UHB), one of the largest NHS trusts in England. UHB operates Solihull Hospital alongside Queen Elizabeth Hospital Birmingham, Heartlands hospital in Bordesley Green Birmingham and Good Hope hospital. Mental health services for Solihull are provided by the Birmingham and Solihull Mental Health NHS Foundation Trust. Residents from Solihull also have access to a wider network of NHS hospitals including Birmingham Children's Hospital near the city centre of Birmingham. There are also private hospitals in the Borough, e.g. Spire Parkway Hospital near the main town centre.
Gaps in provision	The University Hospitals Birmingham NHS Trust has advised through responses to recent planning applications that there is little capacity in acute healthcare services to accommodate additional demand arising from population growth and new development. The most recent Pharmaceutical Needs Assessment (PNA) did not identify any gaps in pharmaceutical service provision across the Borough and concluded that existing community pharmacy provision is generally meeting current needs. NHS Birmingham and Solihull ICB continues to review healthcare infrastructure requirements across the area. Future healthcare planning and investment will need to take account of population growth and the strategic allocations identified in the Local Plan to ensure sufficient primary, community and acute healthcare capacity is available to support new development.

[165] GP Practices in Solihull — CQC Ratings & Patient Satisfaction | GPScan

[166] Solihull Hospital

Planned provision	The strategic direction of healthcare provision is now set out through the Birmingham and Solihull Integrated Care Strategy 2023-2033. Healthcare partners across Birmingham and Solihull are continuing to develop integrated, community based models of care through the Community Care Collaborative and Locality Delivery Partnerships. This approach seeks to provide more coordinated services closer to people's homes whilst making the best use of healthcare infrastructure and resources. Birmingham Solihull Locality Infrastructure Plans (06.05.26) sets out how healthcare provision will be devolved to a local level with six localities for Birmingham and Solihull (There are five localities in Birmingham and Solihull forms one locality) coordinated by two Place Committees. The Localities will work to an operating model that integrates healthcare, social care and voluntary care sectors for the Locality through the development of Integrated neighbourhood Teams to deliver a new model of care. The Locality & Neighbourhood Health Service Model (the LOM) has been designed by all providers within the Community Care Collaborative. From an infrastructure perspective the requirements for each locality are: • Urgent Treatment Centre and Community Diagnostic provision • A coordination centre to co-locate staff and enable coordination of services • A locality hub(s) where patient facing services can be provided • Neighbourhood Team bases (approx. 4-6 neighbourhoods within a locality) Work is currently being carried out mapping current facilities, identifying opportunities and next steps. Future healthcare provision and infrastructure will continue to be monitored through the Birmingham and Solihull ICS.
Impact of development proposals	The Council continues to engage with NHS Birmingham and Solihull ICB, healthcare providers and partners across the Integrated Care System (ICS) to understand the implications of population growth for healthcare services and infrastructure within the Borough. The assessment of future healthcare requirements is increasingly focussed on service transformation rather than solely on the provision of additional floorspace or facilities. The Birmingham and Solihull Integrated Care Strategy (ICS) places a strong emphasis on prevention, reducing health inequalities, integrated neighbourhood based care , digital innovation and delivering more care closer to home. Consequently, the impact of population growth will be managed through a combination of investment in primary care infrastructure, workforce planning, digital healthcare services, community-based provision and improvements to the utilisation of existing healthcare estates. Previous forecasts of healthcare demand associated with planned growth provided an indication of the scale of additional services that may arise. However, these estimates were prepared before the introduction of the

	Integrated care System model and before service changes accelerated by the Covid-19 pandemic. Healthcare needs arising from future population growth will therefore continue to be assessed by the ICB and NHS partners.
Delivery potential	Investment through NHS Birmingham and Solihull ICB, NHS England and wider Integrated Care System (ICS) programmes including funding for primary care, community healthcare services and estate improvements Capital investment through NHS estate and infrastructure programmes, including schemes delivered by NHS property services, NHS trusts and other healthcare providers Potential for developer contributions secured through s106 agreements and, where applicable, the Community Infrastructure Levy (CIL) for healthcare infrastructure. Partnership working with health service providers. Delivery of healthcare services through integrated neighbourhood and community-based care models including the Birmingham and Solihull Community care Collaborative and Locality Delivery Partnerships. Investment in digital healthcare infrastructure and service transformation.
Role of Local Plan/NPPF	The Draft Local Plan includes several policies, which have the direct and indirect aim to improve the health and well-being of those living, working in and visiting Solihull. These include improving access to essential services, jobs and education; providing and enhancing opportunities for active travel; improving the range of indoor and outdoor recreation facilities; promoting a high-quality public realm; reducing crime and fear of crime; raising environmental quality and enhancing accessible green space networks. These should improve people's access to facilities, better accommodate the different needs of people, encourage healthy lifestyles and tackle the underlying causes of poor physical and mental health[167]. Proposals will be determined in accordance with National Development Management Policies in the NPPF (August 2026). (Chapter 16 Promoting Healthy Communities and Policies H1 – H8). The proposed Local Plan policies build on this (Policy SMBC/HC1) and particularly with the requirement for HIAs (Policy SMBC/HC2). Policy SMBC/D1 refers to comprehensive masterplanning for strategic and major development. Policy SMBC/D2 refers to Infrastructure provision and develop contributions.

[167] TCPA, UWE Bristol and University of Bristol (2024): *Planning for Healthy Places: A Practical Guide for Local Authorities on Embedding Health in local Plans and Planning Policies in England*

4.4 EMERGENCY SERVICES

4.4.1 POLICE AND COMMUNITY SUPPORT	
Lead Agency	West Midlands Police Service (WMP) Police and Crime Commissioner for the West Midlands (PCC)
Evidence Base	Representations to the Issues and Options Consultation (March 2026) and Draft Local Plan West Midlands Police website[168] 'Safer Solihull Strategic Assessment' 2021[169] Police and Crime Plan 2025-2029[170] Environmental Strategy 2022/27[171] Estates Strategy 2023[172]
Strategic Issues	West Midlands Police Force is the second largest police force in the country, covering the West Midlands Metropolitan Area- an area of 348 square miles and serving a population of almost 2.8 million. The West Midlands Police and Crime Plan sets out the needs, priorities and objectives of the people of the West Midlands in relation to policing, crime, community safety and criminal justice. Solihull is one of seven Local Policing Areas (LPAs) in the West Midlands, each headed by a Chief Superintendent, who is responsible for the overall policing and management of the area. Solihull has divided into 8 Neighbourhood teams, containing police officers, police community support officers and special constables. The Safer Solihull Strategic Assessment 2021 highlights crime and disorder issues in Solihull. The Assessment states that two top issues highlighted from both Solihull's Place Survey 2020 and the West Midlands Community Safety Survey 2020 were crime and anti-social behaviour, showing a clear consensus amongst public perception. WMP is part of the Safer Solihull Partnership and have been instrumental in the formulation of the three Locality Plans/Strategies for the Borough[173]. Funding for WMP comes only from council tax and government revenue grant, with no capital grant and no business rates.
Existing provision	Since the adoption of the 2013 Solihull Local Plan, the police station in Shirley has closed. Solihull station is the police station headquarters in the Borough and will be moving to The Priory on Church Hill Road from its previous location on Homer Road, Solihull[174]l. There are two other police facilities including:

[168] Home | West Midlands Police
[169] Safer Solihull Strategic Assessment 2021
[170] Police and Crime Plan
[171] Environmental Strategy 2022-27
[172] SPCB-24.10.23-Agenda-Item-5-Estates-Review-2023.pdf
[173] Strategies - Crime and community safety | Solihull Metropolitan Borough Council
[174] Agenda for Cabinet on Thursday 23rd July 2026, 6.00 pm | Solihull Metropolitan Borough Council

	Chelmsley Wood- West Midlands Police, Ceolmund Cres, Birmingham, B37 5UB West Midlands Police Dog Training Centre, Holly Ln, Coventry CV7 7EA
Gaps in provision	See below.
Planned provision	In February 2018 the West Midlands Police and Crime Commissioner announced proposed changes to the West Midlands Police Estate, which would result in the closure of 24 station across the West Midlands area, including Solihull. The rationale is that many of these buildings are underoccupied (Solihull station is only 20% occupied), and the WMP have faced £145 million in budget cuts since 2010. The proposals aim to release £5 million/year to re-invest in policing and protect 100 officer posts. Solihull station is a public contact office and will be moving to a new location at The Priory on Church Hill Road in the future. Furthermore, the current Government have announced increased funding for police forces, and this could impact service provision in the Borough[175].
Impact of development proposals	WMP have stated demands placed on the service are likely to rise as the local population increases, with the demands on the police exacerbated by major changes in the nature of crime and the methods needed to deal with it including, but not restricted to, cyber related crime and terrorism. WMP states that significant additional resources will be required to meet the policing requirements from the growth in Solihull's planned new housing and rising population. New growth and development will need to be supported by adequate policing infrastructure, and this is likely to include not only start-up costs of new officers and police staff but also supporting equipment and infrastructure (Issues and Options Response). Increases in local population and the number of households do not lead directly to an increase in funding from central government or local taxation. Secure S.106 contributions for infrastructure due to the direct link between the demand for policing services and changes in the physical environment due to housing and economic growth, which have permanent impacts on policing. See below.
Delivery potential	There is the potential for developer contributions to be sought for police infrastructure, if the requests meet the definitions in the CIL Regulations and comply with the NPPF.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions

[175] Significant funding boost for police to keep streets safe - GOV.UK

4.4.2 FIRE AND RESCUE	
Lead Agency	West Midlands Fire Service (WMFS)
Evidence Base	West Midlands Fire Service website[176] West Midlands Fire Service Strategy 2024-2027[177] West Midlands Fire Service Community Risk Management Plan (CRMP) 2024-2027[178]
Strategic Issues	West Midlands Fire Service serves the 7 West Midlands Metropolitan authorities, and the second largest fire and rescue service in the country. There are 38 fire and rescue stations across the conurbation. These are staffed by over 1,350 firefighters and officers, supported by over 55 staff in West Midlands and Staffordshire Fire Control, and 370 specialist support staff. West Midlands Fire Service is governed by a fire authority made up of 15 councillors representing the local councils. They are also joined by a West Midlands Police and Crime Commissioner representative and two co-opted Members. The WMFS is one of a number of responsible Authorities (including Local and Police Authorities and NHS Trusts) who have a duty under Crime and Disorder legislation to help reduce crime and anti-social behaviour in the community[179].
Existing provision	There are 2 stations within the Solihull Command: **Solihull Fire Station** 620 Streetsbrook Road, Solihull, West Midlands B91 1QY **Bickenhill Fire Station** Northway, National Exhibition Centre, Bickenhill B40 1PW Bickenhill Fire Station is the Technical Rescue Unit[180].
Gaps in provision	Requirements arising from future growth will continue to be monitored through engagement with WMFS as the Local Plan progresses.
Planned provision	The WMFS Strategy 2024-2027 sets out the vision of making the West Midlands safer, stronger and healthier. It sets 17 strategic goals, each with at least one key performance indicator which will help to determine whether goals are being achieved.

[176] West Midlands Fire Service
[177] West Midlands Fire Service Strategy 2024-2027
[178] Community-Risk-Management-Plan-2025.pdf
[179] Guide to the fire and rescue service
[180] Fire Stations - West Midlands Fire Service

Impact of development proposals	Population and employment growth have the potential to increase demand for fire services. New development may also create specific operational challenges associated with high-density development, major employment sites, strategic infrastructure etc. The Council encourages developers to have discussion with WMFS regarding the implementation of fire prevention measures at the early stages of development.
Delivery potential	Central Government funding and share of Council Tax.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions

4.4.3 AMBULANCE SERVICE	
Lead Agency	West Midlands Ambulance Service NHS Foundation Trust (WMAS)
Evidence Base	West Midlands Ambulance Service website[181] West Midlands Ambulance Service Trust Strategy 2021 – 2026[182]
Strategic Issues	The West Midlands Ambulance Service is made of Shropshire, Herefordshire, Worcestershire, Staffordshire, Warwickshire, Coventry, Birmingham and Black Country conurbation, serving 6 million. As the region's emergency ambulance service, they respond to around 4,000 '999' calls each day. To manage that level of demand, they employ approximately 7,500 staff and operate from 15 fleet preparation hubs across the region as well as the Headquarters at Millennium Point in Brierley Hill. The types of service provided by the Trust are as follows: 1. 999 Emergency Response 2. 999 and NHS 111 "non-emergency line" - Integrated Urgent and Emergency Care 3. Non-Emergency Patient Transport 4. Specialist Operations to include Hazardous Area Response Teams and critical care infrastructure such as our "Merit Teams" - Critical Care Practitioners and Doctors, attending the most critically injured and unwell 5. Hosting the National Ambulance Resilience Unit – the coordinating body supporting resilience planning, training, incident management delivery across the country 6. In house student paramedic training program 7. Research and practice development

[181] West Midlands Ambulance Service University NHS Foundation Trust
[182] WMAS-5-year-strategy-Values-Update-August-2023.pdf

	The WMAS have invested heavily in the skills of staff and is the first and only Trust in the country to have a paramedic on every vehicle. The latest Care Quality Commission Inspection Report 2024[183] indicates that the caring domain was rated outstanding. The inspectors also rated two Emergency Operations Centres as outstanding; the only service in the country to have achieved this.
Existing provision	In March 2020 the last ambulance community hub at Solihull Hospital was closed. Midlands Air Ambulance is a separate charity and is responsible for the air ambulance including fundraising. They operate and fund three air ambulances covering six counties including Gloucestershire, Herefordshire, Shropshire, Staffordshire, Worcestershire and the West Midlands. The charity does not receive funding from the Government or National Lottery and relies entirely on the support of local people and businesses. The Care Quality Commission (CQC) rated the Headquarters and Airbase (previously known as Cosford airbase), as well as the Tatenhill Airbase, run by Midlands Air Ambulance Charity, as outstanding following its first inspection in August and September 2023[184].
Gaps in provision	In response to the closure of the community hub at Solihull Hospital, Trust Chief Executive, Anthony Marsh, has said that: "Buildings don't save lives; ambulance staff and vehicles do. The Trust does not get value for money from the Solihull facility as it is empty most of the time. We will therefore invest all of the savings from closing Solihull into frontline services. The Borough will benefit from an increased number of staff and ambulances as a result of the change."[185] Future requirements will continue to be monitored through the Local Plan process.
Planned provision	WMAS have been the first Trust in the UK to launch a 100% electric emergency ambulance in late 2020 as part of their bid to reduce their carbon footprint and impact on the environment.
Impact of development proposals	Population and employment growth may increase demand for ambulance services. The Council will continue to engage with WMAS in terms of healthcare infrastructure planning.
Delivery potential	Funding primarily through NHS commissioning arrangements and national NHS funding allocation.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions

[183] Trust - RYA West Midlands Ambulance Service University NHS Foundation Trust (23/02/2024) INS2-16436848591
[184] About us | Midlands Air Ambulance Charity
[185] Concerns raised at Solihull Council over axe for town's ambulance hub - The Solihull Observer

4.5 COMMUNITY SERVICES

4.5.1 COMMUNITY FACILITIES	
Lead Agency	Solihull MBC
Evidence Base	Solihull MBC website
Strategic Issues	There are a variety of community facilities available within the Borough, operated by private, public sector and voluntary organisations. The National Planning Policy Framework (2026) requires planning policies to support the provision, retention and enhancement of community facilities and other local services. It states that local planning authorities should plan positively for community infrastructure, guard against the unnecessary loss of valued facilities, and ensure that the needs arising from existing and future populations are appropriately addressed. Community facilities are recognised as an important component of healthy, inclusive and sustainable communities.
Existing provision	**Libraries** 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. Solihull's library network includes The Core Library in Solihull town centre and branches at Balsall Common, Castle Bromwich, Chelmsley Wood, Dickens Heath, Hampton-in-Arden, Hobs Moat, Kingshurst, Knowle, Marston Green, Meriden, Olton, Shirley and Smith's Wood Neighbourhood Library, together with a Home Library Service **Places of worship[186]:** [187] Places of worship and faith facilities are integral to local communities. There are numerous churches, chapels and meeting halls across the Borough used primarily by Christian denominations, many of which are also used by other faith and community groups. The Borough also contains facilities serving other faith communities, including mosques and a synagogue. The Solihull Faiths Forum, which is part of the Solihull Partnership network, works to bring together people of different faiths and beliefs to foster greater mutual understanding, friendship and community cohesion. **Community centres:** There is a wide range of community facilities across the Borough, including community centres, village halls, day centres, social clubs, youth facilities and multi-purpose community venues. These facilities play an important role in supporting community wellbeing, social interaction, lifelong learning and the delivery of local services.

[186] 2009 Faith Forum List. Source: http://www.solihull.gov.uk/Attachments/SFFRegisterFeb09.pdf
[187]http://solihullfaithsforum.org/

	Community facilities are distributed throughout both the urban and rural parts of the Borough and include newer facilities provided as part of major regeneration and development schemes, particularly in North Solihull and Shirley. Recent years have also seen the development of a network of family hubs and integrated community facilities, providing a range of services for children, families and local residents. These facilities contribute to the creation of sustainable communities and help meet the needs of a growing and changing population.
Gaps in provision	Community engagement undertaken through neighbourhood planning and other local strategies has identified a range of continuing needs for community infrastructure across the Borough. Common issues include the provision of facilities and activities for children and young people, particularly teenagers; opportunities to reduce social isolation and support older people; the provision and improvement of flexible community meeting spaces; and the protection and enhancement of valued community assets and village facilities. In the Borough's rural settlements, including Balsall Common, Hampton-in-Arden and Meriden, community feedback has highlighted the importance of maintaining and improving local community facilities, village halls and meeting spaces to support growing and changing populations. There is also an ongoing need for community facilities that can accommodate a wide range of activities, services and support networks, helping to promote social inclusion, health and wellbeing, and community cohesion. In some areas, community aspirations have also focused on improving access to facilities for young people, enhancing sports and recreational provision, and ensuring that new development contributes appropriately to community infrastructure where additional demands are created.
Planned provision	Community facility enhancements are expected to form part of the ongoing regeneration and improvement of Kingshurst Village Centre and the wider North Solihull area. More generally, new and enhanced community facilities will be delivered through major development, regeneration programmes and developer contributions where additional demand is generated. Future provision should support the creation of healthy, inclusive and sustainable communities and respond to the needs of both existing and new residents.
Impact of development proposals	New development may increase demand for community facilities and services and, where necessary, contributions may be required towards the provision, expansion or enhancement of community infrastructure. The need for additional facilities will vary depending on the scale, location and cumulative impacts of development. Opportunities to maximise the use of existing facilities through community use agreements and shared-use arrangements should also be pursued, particularly in relation to schools, sports facilities and other public buildings, to improve accessibility and community benefit.
Delivery potential	Community facilities may be delivered through developer contributions (including Section 106 agreements and CIL), public sector investment,

	grant funding and community-led projects. Neighbourhood CIL funding can support locally identified infrastructure priorities in areas with adopted Neighbourhood Plans. Opportunities for shared use, co-location of services and the enhancement of existing facilities should be explored to maximise community benefit and support the long-term sustainability of community infrastructure.
Role of Local Plan/NPPF	The emerging Solihull Local Plan 2026–2043 contains a range of strategic policies aimed at promoting healthy, inclusive and sustainable communities. The Plan supports the retention and enhancement of community facilities and local services, seeks to ensure that infrastructure provision keeps pace with growth, and promotes the creation of places that support community wellbeing, social interaction and access to services. New development is expected to contribute towards the infrastructure needed to support existing and future communities where appropriate.

4.6 LEISURE, SPORT AND CULTURE

4.6.1 INDOOR LEISURE AND CULTURAL FACILITIES	
Lead Agency	Solihull MBC
Evidence Base	Solihull Indoor Sports Facilities Strategy (2012 and currently being refreshed)
Strategic Issues	**Indoor Sports Facilities** The 2012 Solihull Indoor Sports Facilities Strategy[188] is currently being refreshed. The IDP will be updated to reflect the findings of the updated Strategy when it's competed (expected late 2026/early 2027). For the refresh, an audit has been undertaken to identify all of the sports facilities within scope, this included council owned facilities, education, community and private facilities. The strategy will set out the supply of facilities (sports halls, swimming pools, health and fitness suites etc), and whether the right facilities are in the right place to meet future population growth. **Museums, theatres, cinemas** Solihull MBC owns and manages the Arts Complex (The Core) in the main town centre, which includes a theatre, library and Connect offices for the public.
Existing provision	**Indoor Sport Facilities** The Solihull Indoor Sports Facilities Strategy will identify where facilities are located in the Borough, and how this relates to population density. It will set out the number of sports halls and swimming pools in the Borough, making comparisons with the previous Strategy. It will set out how there are two main sports centres with swimming pools in the Borough: North Solihull Sports Centre[189] in Chelmsley Wood and Tudor Grange Leisure Centre[190] near the main town centre. They are currently managed by SLM (Everyone Active). It will set out the number of health and fitness facilities in the Borough, where they are predominantly concentrated in the Borough. It will identify the ice rink (Planet Ice Solihull[191]) located west of the borough, close to the border with Birmingham. This is a well-used venue by a range of ice based clubs such as skating and ice hockey. It will also identify the total number of community spaces offering some form of physical activity. These vary from village halls, faith sites, community centres to family hubs. **Museums, theatres, cinemas**

[188] Solihull Sport and Recreation Facilities Strategy 2012
[189] North Solihull Sports Centre | Gym & Swim | Everyone Active
[190] Tudor Grange Leisure Centre | Gym & Swim | Everyone Active
[191] Planet Ice | Home

	Solihull's largest theatre is at the Arts Complex (The Core), 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.[192]
Gaps in provision	The refreshed Solihull Indoor Sports Facilities Strategy will set out whether overall Solihull is meeting current and anticipated future demand.
Planned provision	None known at present by the local authority, however this does not include any new private facilities.
Impact of development proposals	Larger or cumulative developments may result in the need for additional leisure and cultural facilities, or provide opportunities for community use agreements for sports facilities on new and/or improved school sites.
Delivery potential	Developer contributions where applicable.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions

4.6.2 PLAYING PITCHES, SPORTS GROUNDS AND ATHLETICS	
Lead Agency	Solihull MBC Sport England
Evidence Base	SMBC Playing Pitch Assessment (2023)[193] SMBC Playing Pitch Strategy and Action Plan (2023)[194] Playing Pitch and Outdoor Sports Strategy Action Plan – Annual Update (May 2026)[195]
Strategic Issues	The Playing Pitch Assessment and Strategy were first published in 2017; and then updated in 2019, and 2023. The Playing Pitch Strategy 2023 recommends that Solihull should pursue three strategic objectives: • To protect the existing supply of outdoor sport provision and ancillary facilities where it is needed for meeting current and future needs • To enhance outdoor sport provision and ancillary facilities through improving quality and management of sites • To provide new outdoor sport provision and ancillary facilities where there is current or future demand to do so. The Strategy and Action Plan recommends numerous priority projects across the Borough and playing pitch providers that should be implemented over the course of the Local Plan. The document recognises

[192] National Motorcycle Museum
[193] Playing Pitch and Outdoor Sports Strategy Assessment Report 2023
[194] Solihull PPOSS - Strategy
[195] Playing Pitch and Outdoor Sports Strategy Action Plan – Annual Update

	the balance needed between setting priorities for action and the pressure on budgets at the Council and in the rest of the public sector. It therefore identifies the need for a partnership approach with Sport England, National Governing Bodies of Sport, schools, local clubs, and private facility operators, to enable delivery of the action plan as resources allow.
Existing provision	The Playing Pitch Strategy and Assessment 2023 showed that the existing position for all sports is either that demand is being met or that there is a shortfall. Where spare capacity exists or where demand is being met, this does not equate to a surplus of provision, with any spare capacity instead considered as a solution to overcoming shortfalls. For the most part, the shortfalls identified could be met by better utilising current provision, such as through improving quality, pitch re-configuration, installing additional sports lighting, enabling access to existing unused provision, such as at unavailable school sites, and bringing disused sites back into use. However, there could be a need for some new provision in specific areas to completely alleviate existing and future deficits given the considerable shortfalls identified, especially for rugby union and cricket where current shortfalls are significant.
Gaps in provision	The Playing Pitch Assessment and Strategy 2023 identified the future position as the exacerbation of current shortfalls and the creation of additional shortfalls for some pitch/facility types and in some areas where demand is currently being met.
Planned provision	Council Officers reported to Solihull Cabinet in August 2020 on the need to acquire land for new sports hubs in Solihull in response to population growth and the impact of proposed allocations on existing sites (withdrawn 2020 Local Plan Review). The Council had reviewed its existing land assets and concluded there is not sufficient land available within the Council's ownership to meet the estimated requirements. The Council commissioned a Playing Pitch Mitigation Strategy (PPMS) to quantify the future needs of the Borough to meet these challenges. The Playing Pitch strategy is being updated to reflect the growth and proposed allocations in the new Local Plan. The recommendations of this will identify the potential requirement of additional playing field land, to be delivered by way of new sports hubs in key areas of the Borough:
Impact of development proposals	The IDP will report on the update as this matter progresses to reflect the updated Playing Pitch Strategy).
Delivery potential	The Council will work towards delivering sports hubs across the Borough to meet current and future demand, and is working with Sport England, Governing bodies and site promoters. Delivery is to be funded by developer contributions and/or land-take where applicable; grants from National Governing bodies or Sport England grants; other sources of grant funding.

Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions of the Draft Submission Local Plan seeks to ensure appropriate developer contributions are secured to sports and recreational facilities, including playing pitches.

5.0 GREEN INFRASTRUCTURE

5.1 NATURAL AND SEMI-NATURAL GREEN SPACES	
Lead Agency	Solihull MBC Warwickshire Wildlife Trust
Evidence Base	Solihull Natural Capital Investment Strategy and Delivery Plan (2024)[196] Sub-regional Green Infrastructure Strategy (2024)[197] West Midlands Local Nature Recovery Strategy (2025)[198] Defra Environmental Improvement Plan (2025)[199]
Strategic Issues	Since the publication of the Natural Environment White Paper and the Biodiversity Strategy for England in 2011, there has continued to be a decline biodiversity in England. This is due to intensification of agriculture, climate change, urbanisation, pollution, hydrological change, invasive non-native species and unsustainable woodland management. The 2025 Environmental Improvement Plan sets out a roadmap for restoring England's environment. The EIP contains 10 goals. The over-arching goal (Goal 1) is 'Restored Nature' - We will create a network of bigger, better and more resilient habitats to help nature thrive. As the overarching goal of the EIP, delivery of all the EIP goals is relevant to the delivery of restored nature. However, key additional commitments to this chapter are contained in the following goals: 2: Air on reducing ammonia emissions 3: Water removing aquatic pressures and delivering healthy water catchments for wildlife to flourish, through reduction of pollution 6: Resources sustainably managing natural resources such as timber, fisheries and soil 7: Climate change planning for and management of the impact of a changing climate on our land, seas, water, air and soil. 9: Biosecurity acting on invasive non-native species (INNS) to meet the statutory species abundance target The EIP also emphasises the connection between natural capital and economic growth and prosperity.
Existing provision	There are 5 designated SSSIs in the Borough, the largest of which is the River Blythe.[200] This is also the SSSI in the poorest condition as 'unfavourable – no change'. As of 2026, there are 23 Local Nature Reserves in the Borough. Local Nature Reserves tend to be focused in the urban areas and close to or within villages. These are designated by the Local Authority, but approved by Natural England.

[196] https://www.solihull.gov.uk/Portals/0/Planning/LDF/Solihull_Green_Infrastructure_Study.pdf
[197] https://www.warwickshire.gov.uk/greeninfrastructure
[198] https://www.wmca.org.uk/what-we-do/environment-energy/west-midlands-local-nature-recovery-strategy/
[199] https://www.gov.uk/government/publications/25-year-environment-plan
[200] Berkswell Marsh, Bickenhill Meadows, River Blythe, Monkspath Meadow, Clowes Wood & New Fallings Coppice (part).

	As of 2026, there are 129 Local Wildlife Sites distributed across the Borough, and almost 100 potential LWS. LWS are wildlife-rich sites selected for their local nature conservation value, and can contain important, distinctive and threatened habitats and species. LWS are not statutorily protected but they afforded some protection through the planning system.[201] There are 2 Local Geodiversity Sites including Arden Brickworks, which is still partially active.[202] 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. Priority habitats in Solihull include neutral grasslands, ponds, hedgerows, woodlands, and rivers, streams and canals.
Gaps in provision	Since the adoption of the 2013 Local Plan, the Council have managed and delivered on two substantial ERDF programmes with considerable benefits for the natural environment: Wildlife Ways[203] and the Solihull Habitats and Nature Improvements project[204]. As a result, a large proportion of the Council's own natural green space assets and roadsides have been improved and/or enhanced for wildlife in the period up to 2022. The Council is currently looking at options to deliver habitat banks on Council owned land that could be used as biodiversity net gain off-site credits, as there are currently none in the Borough.
Planned provision	Since the adoption of the 2013 Local Plan, 29 new Local Wildlife Sites have been designated in the Borough. The Council will continue to contribute to the Natural Capital Assessment Partnership 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. See below for more detail on the Council's Tree Planting commitments.
Impact of development proposals	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. The LNRS identifies 10 priority themes with key actions. Those more immediately relevant to the Infrastructure Delivery Plan are summarised below: • Connecting habitats – creating ecological corridors and stepping stones to link fragmented habitats • Urban nature – expand urban tree canopy

[201] https://data.gov.uk/dataset/035463d1-d6c8-47b2-9eef-8ead609c8178/local-wildlife-sites
[202] Ibid.
[203] https://wildlifeways.co.uk/
[204] https://socialsolihull.org.uk/peopleplacenature/projects/erdf-solihull-habitat-and-nature-improvements-project/

	• Species – target recovery for vulnerable and declining wildlife populations • Accessing nature – open up green spaces to improve health, wellbeing and public connection • Nature-based solutions – deploy natural flood management, carbon storage and urban cooling. For future developments, in particular on greenfield and/or biodiversity rich brownfield land, the above factors will need to be taken into account.
Delivery potential	Tame Valley Wetlands and River Cole NIA West Midlands Local Nature Recovery Strategy Developer contributions/on-site Biodiversity Net Gain Existing Council budgets HS2 Community and Environment Fund Natural Capital Investment Strategy
Role of Local Plan/NPPF	Policy SMBC/N1: Local Wildlife Sites NDMP policies in the 2026 NPPF will be relevant: N2: Improving the natural environment N6: Areas of particular importance for biodiversity and geodiversity Mandatory Biodiversity Net Gain

5.2 WATERWAYS	
Lead Agency	SMBC Environment Agency Canal and Rivers Trust
Evidence Base	Humber River Management Plan Updated 2022[205] Trent Catchment Flood Management Plan 2010 Severn Catchment Flood Management Plan 2010 Water Cycle Study (October 2026) Level 1 Strategic Flood Risk Assessment (October 2026)
Strategic Issues (see also section on Flood Risk Management)	**Water quality** The Water Framework Directive (WFD) came into force in December 2000 and became part of UK law in 2003.[206] 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. The WFD still forms part of UK law post-Brexit. **Main Rivers** 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.
Existing provision	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. 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

[205] Humber river basin district river management plan: updated 2022 - GOV.UK

[206] The WFD requires each country to: prevent deterioration in the status of aquatic ecosystems, protect them and improve the ecological condition of waters.

	such as field ponds are important features in pastoral landscapes where historically they were used for watering livestock.
Gaps in provision	Table 2 below sets out the water quality status of various water bodies in the Borough (overall waterbody classification level): (EA data) Many of the Borough's main waterways are persistently in poor ecological condition, including the unfavourable status along the River Blythe.
Planned provision	Cole Valley Landscape Vision projects.
Impact of development proposals	Development provide opportunities to improve water quality, restore river corridors, deliver sustainable drainage systems (SuDS), increase floodplain connectivity, create habitats and improve public access to waterways.
Delivery potential	Environment Agency Canal and Rivers Trust Landowners of land adjacent to waterways Solihull's Flood Risk Management Plan Developer contributions/Biodiversity Net Gain Investment Local Nature Recovery Strategy HS2 Community and Environment Fund
Role of Local Plan/NPPF	Natural Environment chapter in Draft Submission Local Plan refers to importance of water quality. NDMP policies in the 2026 NPPF will be relevant: P3: Living conditions and pollution F8: Sustainable drainage systems and watercourses

Table 2. Water Quality status of main water courses in Solihull.

Water Body	2013	2014	2015	2016	2019	2022
River Blythe source to Cuttle Brook	Moderate	Moderate	Poor	Poor	Poor	Poor ecological status
Cuttle Brook source to River Blythe	Poor	Poor	Poor	Poor	Moderate	Moderate ecological status
Temple Balsall Brook source to River Blythe	Bad	Bad	Bad	Bad	Poor	Poor ecological status
River Blythe Temple Balsall Brook to Patrick Bridge	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate ecological status

River Blythe Patrick Bridge to River Tame	Poor	Poor	Poor	Poor	Poor	Poor ecological status
River Cole source to Springfield	Moderate	Moderate	Poor	Poor	Poor	Poor ecological status
River Cole Springfield to Hatchford/Kingshurst Brook	Poor	Poor	Poor	Poor	Poor	Poor ecological status
Hatchford/Kingshurst Brook source to River Cole	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate ecological status
River Cole Hatchford/Kingshurst Brook to River Blythe	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate ecological status
Grand Union canal Warwick to Solihull	Moderate	Moderate	Moderate	Moderate	Moderate	No Update
Grand Union canal Solihull to Birmingham	Moderate	Moderate	Moderate	Moderate	Moderate	No update
North Stratford canal	Good	Good	Good	Good	Moderate	No update

5.3 TREES AND WOODLANDS	
Lead Agency	Solihull MBC Woodland Trust Private landowners
Evidence Base	Solihull Natural Capital Investment Strategy (2024) Solihull Woodlands Strategy 2010 Solihull Urban Forestry Strategy (2019) Forestry England: 'Growing the Future – our Strategy to 2031'[207] West Midlands Local Nature Recovery Strategy (2025)
Strategic Issues	Forestry England has set out a resilience strategy and action plan to ensure the nation's forests are better able to adapt to climate change, cope with pests and disease and continue to deliver for people, nature and the economy. Programmes such as Defra Trees Programme, and England's Community Forests' Trees for Climate programme are seeking to increase the number of trees and woodlands in England. The Council's Urban Forestry identified the following roles for the planning system: • Influencing planning policy to consider the urban forest as a mechanism to mitigate climate change and air pollution; • Working with planning policy and development control to review and update urban forestry policies; • Developing technical information and guidance in relation to trees and development • Developing technical guidance for tree diversity, species selection and planting establishment for development • Using the existing Green Infrastructure guidance to plan mass tree planting In 2020 the Council launched 'Planting our Future', a ten-year project to plant 250,000 trees in the Borough by 2030.[208] Priority A of the LNRS is 'Maintaining and improving terrestrial habitats and ecosystems'. Established woodlands, ancient or veteran trees and hedgerows are included within the most important terrestrial habitats within the region.
Existing provision	There are currently ca. 900 ha of woodlands in the Borough. There are records for over 900 Tree Preservation Orders and 20 Conservation Areas in the Borough. Within Solihull there are many woodland Local Wildlife Sites, 1 Site of Special Scientific Interest (SSSI) and a number of woodland Local Nature Reserves (LNRs). The Council runs a Woodland Management Programme which, actively manages 26 woodlands with the vital help of local conservation volunteer groups.[209] **Solihull Urban Forestry Strategy** The 'urban forest' refers to all the trees in our urban environment, whether they are garden, street, park or woodland trees.

[207] https://www.forestryengland.uk/about-us/our-strategy
[208] https://www.solihull.gov.uk/your-future-solihull/planting-our-future
[209] Source: http://www.solihull.gov.uk/Attachments/woodlstrat_firstrev.pdf

	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. In the Urban Forest, the Council manages 29,500 highways trees, 50,000 parks trees, 5,600 cemeteries trees, 13,060 housing trees. **Arden Parklands** This is the predominant landscape type across the Borough, mainly through the centre of the Borough (north – south). Parkland is a planned estate landscape closely associated with former wood pasture and historic deer parks, such as Berkswell Park. Medium to large fields are bordered by woodland edges, belts of trees and wooded streamlines. Generally, the land is flat, and where field patterns have been broken, the landscape can appear open. Other characteristic features area: • Ancient woods with irregular edges plus mixed plantations dating from the 18th and 19th centuries • Remnant deer parks with pollard oaks • Thick roadside hedges, often with bracken. The Woodland Trust's Woodland Access Standard (WASt) aspires:[210] • 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 in 2010 provided data for Solihull Borough and comparison data with Warwickshire and England for accessible woodlands. The data shows that Solihull has below average accessible woodland
Gaps in provision	Lowland Mixed Deciduous Woodland and Wet Woodland are both priority habitats in the Local Biodiversity Action Plan.
Planned provision	'Planting Our Future' campaign aims to plant 25,000 trees a year in Solihull, in a variety of settings. Funding and locations have been secured up to 2023, and the Council is preparing a Tree Planting Delivery Plan to provide a framework for delivery and complement the Urban Forestry Strategy.
Impact of development proposals	The urban forest is under pressure from development due to loss and or damage to trees during construction and natural decline. Action A1 of the LNRS includes 'Maintain and improve existing established woodland' – there may be opportunities to enhance existing woodlands as part of development proposals.
Delivery potential	The Council have been successful in securing ERDF funding, WREN funding bids, forestry grants and developer contributions for tree planting schemes. The Urban Forestry Strategy states that other opportunities are the Arden Tree Scheme, BID funds, and potentially redirecting NHS funds towards green spaces as part of Public Health initiatives. It is important that funding is secured not just for the tree

[210] The Woodland Trust (2010) *Space for People, Targeting action for woodland access*

	planting, but also future maintenance and safeguarding of the trees and woodland natural capital. Other delivery vehicles/funding sources: Local Nature Recovery Strategy Developer contributions/Biodiversity Net Gain Existing Council budgets. HS2 Community and Environment Fund Natural Capital Investment Strategy
Role of Local Plan/NPPF	The NPPF includes National Development Management Policies designed to help conserve and enhance the natural environment that are relevant to the Borough. These include: N2 (1)(d): Improving the natural environment. N3: Trees in new development. N4: Protected landscapes. N6: Areas of particular importance for biodiversity and geodiversity.

<table>
<tr><th colspan="2">5.4 ACCESSIBLE PUBLIC OPEN SPACE (Parks, Gardens and Open Space for recreation)</th></tr>
<tr><td>Lead Agency</td><td>Solihull MBC</td></tr>
<tr><td>Evidence Base</td><td>Green Space Strategy Review (2014)[211]

Open Space Assessment (2019) – Update due in December 2026</td></tr>
<tr><td>Strategic Issues</td><td>The Green Space Strategy Review in 2014 refreshed the 2006 Green Spaces Strategy. The Review focuses on the following elements, in the context of the Green Flag Award assessment themes:

• Strategic spatial planning - interpreting policy requirements, setting standards and providing actions for service improvement and delivery;
• Customer focus - delivering localism and a high quality customer experience;
• Service development - setting priorities for improving the delivery of green spaces managed and maintained by SMBC.

The review carried forward the standards of the 2006 Strategy for development and reports on gains and improvements made in the Zone Area Action Plans.

In 2019, the Council published an Open Space Assessment[212] to update the baseline data on open space typologies. As neither the NPPF nor PPG set out criteria for assessing open space, the OSA, like the GSS, refers to the PPG17 assessment criteria. The Assessment served as baseline evidence for the Council's Public Open Space Supplementary Planning Document[213].

The Open Space Assessment is due to be updated in December 2026 and will set out recommendations for planning policy going forward, and serves as baseline evidence for the new Local Plan.</td></tr>
<tr><td>Existing provision</td><td>Borough-wide

The 2019 Open Space Assessment focused on the following typologies:

<table><tr><td>Typology</td><td>2019 (hectares)</td></tr><tr><td>Allotments</td><td>18.60</td></tr><tr><td>Amenity Green Space (>0.15ha)</td><td>149.39</td></tr><tr><td>Parks and Recreation Grounds</td><td>334.42</td></tr><tr><td>Play (Child)</td><td>5.47</td></tr><tr><td>Play (Youth)</td><td>1.55</td></tr><tr><td>Accessible Natural Greenspace</td><td>337.55</td></tr></table>
Solihull has been commended for its high quality parks and open spaces, and has held that standard through the challenging times of the Covid-19 pandemic, where the value of local green spaces has been recognised like never before. As of July 2026, 21 of Solihull's parks and open spaces have</td></tr>
</table>

[211] Green_Spaces_Strategy_Review
[212] Solihull Open Space Assessment 2019
[213] Public Open Space - Supplementary Planning Document, February 2026

	been awarded Green Flag Award status[214]. The highest number in the region.
Gaps in provision	The current Open Space Assessment 2019 identifies gaps in provision in: • Children's play areas and particularly open space for teenagers and young people • Allotments There is quite a wide variation of typologies across wards, and more opportunities in the urban fringe or rural area to create more publicly accessible green space than in the urban areas. The LNRS under Action E3 proposes the increase of structural and species diversity of habitats within public and private green spaces, as they form a key component of habitats in the West Midlands region. A greater floral species diversity will help to improve climate resilience and provide habitat for a greater number of species, with a variety in structure providing different niches for several urban species.
Planned provision	In recent years programmes such as the Solihull Habitats & Nature Improvement Project and Wildlife Ways, which were part-funded by the European Regional Development Fund (ERDF), have seen massive environmental improvements across the borough. In November 2023, work also began on the enhancement of 3000m^2 of green and blue space and the planting of 100 trees across the borough as part of the UK Shared Prosperity Fund 'Solihull's Green Ways' project, which looks to build on the success of previous projects. New open spaces have also been provided in association with recent developments, e.g. Blythe Valley Park.
Impact of development proposals	The proposed allocations will result in an increased population and need for new and improved public open space, in quantity, quality and accessibility. Recent planning approvals have included substantial provision for public open space. In February 2026 the Council adopted a Public Open Space SPD that incorporates the standards proposed in the Open Space Assessment and sets out processes for adoption as part of new developments.
Delivery potential	Developer contributions and land set-aside from proposed allocations.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions NDMP policies in the 2026 NPPF will be relevant: HC1 (d): Planning for healthy communities GB8(c): The Golden Rules - The provision of new green space, or improvements to existing green space, which is accessible to the public. New residents should be able to access good quality green spaces within a short walk of their homes, whether through on-site provision or through access to offsite spaces.

[214] https://www.solihull.gov.uk/news/2026/solihull-leads-way-its-21st-green-flag-award

5.5 FOOD PRODUCTION	
Lead Agency	SMBC Private landowners
Evidence Base	Green Spaces Strategy Review (2014)[215] Open Space Assessment (2019) (update due in December 2026)
Strategic Issues	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. The Open Space Assessment, 2019 sets out considerations and recommendations in relation to allotment provision.
Existing provision	**Allotments:** There are 21 allotment sites in Solihull; 10 are Council managed, 6 are Parish Council managed and 5 are by Associations. There is also a Community Garden at Bluebell Recreation Ground/Allotments. **Agricultural Land:** 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[216]. 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.
Gaps in provision	The 2019 Open Space Assessment identified a shortage of allotment sites relative to demand, and this is echoed by the latest information on the Council's own website. However, interest in allotments. Interest in allotments peaked during the pandemic, but interest has remained high. One way that Councils around the country have responded to demand is to provide smaller and more manageable plots. The 'State of the Market 2025' report from APSE found that 76% of local authorities have now reduced the size of standard plots to create smaller options, a 12% increase since 2022. This innovative approach is widely welcomed by

[215] Green_Spaces_Strategy_Review
[216] 10-111d West Midlands Region 250k ALC.pdf

	new tenants and is a key factor in helping to manage the UK's lengthy waiting lists.[217]
Planned provision	One of sites identified in the now withdrawn Local Plan, but which has since been granted planning permission, does include provision for a community food growing area/orchard. I.e. Pheasant Oak Farm, Hob Lane, Balsall Common, application PL/2023/02214/PPOL.
Impact of development proposals	Increased housing development in the Borough will add pressure on existing allotments, but can also provide opportunities for additional plots.
Delivery potential	Council-run, voluntary organisations and private provision. Developer contributions and land set-aside on allocations where applicable.
Role of Local Plan/NPPF	Policy SMBC/D2: Infrastructure Provision and Developer Contributions

[217] https://apse.org.uk/index.cfm/apse/news/articles/2025/a-positive-response-to-plot-size-adjustments-amid-acute-demand-for-allotments-new-apse-survey-reveals/

LIST OF ACRONYMS

ALC	Agricultural Land Classification
AMP	Asset Management Period
AMR	Annual Monitoring Report
BESS	Battery Energy Storage System
BNG	Biodiversity Net Gain
BRAVO	Blythe & Rural Automated Vehicles Operations
BVSC	Birmingham Voluntary Service Council
CAM	Connected and Automated Mobility
CAMS	Catchment Abstraction Management Strategies
CAVA	Warwickshire & Solihull Community and Voluntary Action
CFMP	Catchment Flood Management Plan
CIL	Community Infrastructure Levy
CQC	Care Quality Commission
CROW	Countryside and Rights of Way
CSWDC	Coventry & Solihull Waste Disposal Company
DLP	Draft Local Plan
DNOA	Distribution Network Options Assessment
DfT	Department for Transport
EA	Environment Agency
EBNS	East Birmingham- North Solihull
EIP	Examination in Public
ERDF	European Regional Development Fund
ESCO	Energy Services Company
FCRM	Flood and Coastal Erosion Risk Management.
FRA	Flood Risk Assessment
FWMA	Flood Water Management Act
GBBCHMA	Greater Birmingham and Black Country Housing Market Area
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
HBA	Habitat Biodiversity Audit
HEDNA	Housing & Economic Development Needs Assessment
HS2	High Speed 2 Rail link
ICB	Integrated Care Board
ICP	Integrated Care Partnership
ICS	Integrated Care System
ICT	Information and Communications Technology
IDP	Infrastructure Delivery Plan
INNS	Invasive non-native species
JSNA	Joint Strategic Needs Assessment
LBAP	Local Biodiversity Action Plan
LAA	Local Aggregate Assessment
LACW	Local Authority Collected Waste
LFMP	Local Flood Management Plan

LFRMS	Local Flood Risk Management Strategy
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LPA	Local Planning Authority
LOM	Local & Neighbourhood Health Service Model
LTP	Local Transport Plan
LWS	Local Wildlife Site
MBC	Metropolitan Borough Council
MMA	Midlands Metro Alliance
NEC	National Exhibition Centre
NERC	Natural Environment and Rural Communities
NCAP	Natural Capital Assessment Programme
NDMP	National Development Management Policy
NGED	National Grid Electricity DIstribution
NIA	Nature Improvement Area
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PFRA	Preliminary Flood Risk Assessment
ONS	Office for National Statistics
PNA	Pharmaceutical Needs Assessment
PPG	Planning Practice Guidance
PNA	Pharmaceutical Needs Assessment
PPTS	Planning Policy for Traveller Sites
PROW	Public Rights of Way
RBMP	River Basin Management Plan
SFRA	Strategic Flood Risk Assessment
SHELAA	Strategic Housing and Economic Land Availability Assessment
SMBC	Solihull Metropolitan Borough Council
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
STCEN	Solihull Town Centre Energy Network
STP	Sustainability & Transformation Partnership
STW	Severn Trent Water
SUDS	Sustainable Urban Drainage Systems
TfWM	Transport for West Midlands
UKBAP	UK Biodiversity Action Plan
TSO	Transmission System Operator
UGC	Urban Growth Company
UKC	UK Central
UTC	Urgent Treatment Centre
VCFS	Voluntary, Community and Faith Sector
WAST	Woodland Access Standard
WCS	Water Cycle Study
WFD	Water Framework Directive

WISP	Wireless Internet Service Provider
WMAS	West Midlands Ambulance Service
WMAWP	West Midlands Aggregate Working Party
WMCA	West Midlands Combined Authority
WMP	West Midlands Police
WMS	Waste Management Strategy
WNA	Waste Needs Assessment
WRMP	Water Resource Management Plan
WwTW	Wastewater Treatment Works

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