



Housing & Land Delivery Board

Date: Monday 16 July 2018

Time: 10.00 am **Public meeting** Yes

Venue: 16, Summer Lane, Birmingham, B19 3SD

Membership

Councillor Mike Bird (Chair)	Walsall Metropolitan Borough Council
Sarah Middleton	Black Country Local Enterprise Partnership
Councillor Sharon Thompson	Birmingham City Council
Councillor George Adamson	Cannock Chase District Council
Councillor Peter Bilson	City of Wolverhampton Council
David Cockroft	Coventry City Council
Bill Blincoe	Coventry and Warwickshire LEP
Councillor Shaun Keasey	Dudley Metropolitan Borough Council
Roy Stokes	Environment Agency
Simon Marks	Greater Birmingham and Solihull LEP
Karl Tupling	Homes England
Councillor David Humphreys	North Warwickshire Borough Council
Councillor Julie Jackson	Nuneaton & Bedworth Borough Council
Councillor Matthew Dormer	Redditch Borough Council
Councillor Paul Moore	Sandwell Metropolitan Borough Council
Councillor Nic Laurens	Shropshire Council
Councillor Ian Courts	Solihull Metropolitan Borough Council
Councillor Daren Pemberton	Stratford on Avon District Council
Councillor Steven Claymore	Tamworth Borough Council
Councillor Richard Overton	Telford and Wrekin Council
Councillor Peter Butlin	Warwickshire County Council
Kevin Rodgers	West Midlands Housing Association Partnership

Quorum for this meeting shall be six members

If you have any queries about this meeting, please contact:

Contact Carl Craney Governance Services Officer
Telephone 0121 214 7965
Email Carl.Craney@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
1.	Apologies for Absence (if any)	Chair	None
2.	Declarations of Interests (if any) Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Nomination of Substitutes (if any)	Carl Craney	None
4.	Chair's Opening Remarks	Chair	None
5.	Minutes of last meeting [For approval]	Chair	1 - 6
6.	Spatial Investment and Delivery Plan - Update	Gareth Bradford	7 - 78
7.	Exclusion of the Public and Press [To pass the following resolution: That in accordance with Section 100(A) of the Local Government Act, 1972 the press and public be excluded from the meeting for the following items of business as it involves the likely disclosure of exempt information relating to the business or financial affairs of any particular person (including the authority holding that information)]	Chair	None
8.	Housing Infrastructure Fund (HIF) - Update	Gareth Bradford	79 - 84



WEST MIDLANDS COMBINED AUTHORITY

WMCA Housing and Land Delivery Board

Wednesday 21 February 2018 at 10.00 am

Minutes

Present

Councillor Sean Coughlan (Chair)
Councillor Peter Bilson
Bill Blincoe
Councillor Steven Claymore
Councillor Ian Courts
Simon Marks
Kevin Rodgers

Councillor Chris Saint
Councillor Mark Shurmer
Councillor Peter Butlin
Councillor David Humphreys
Councillor Nic Laurens
Councillor Bill Gavan

Walsall Metropolitan Borough Council
City of Wolverhampton Council
Coventry and Warwickshire LEP
Tamworth Borough Council
Solihull Metropolitan Borough Council
Greater Birmingham and Solihull LEP
West Midlands Housing Association
Partnership
Stratford-on-Avon District Council
Redditch Borough Council
Warwickshire County Council
North Warwickshire Borough Council
Shropshire Council
Sandwell Metropolitan Borough Council

In Attendance

Jo Nugent
Ian Powell

Perry Wardle
Carl Craney
Gareth Bradford
Tim Johnson
David Warburton
Eleanor Young

Walsall MBC
Nuneaton and Bedworth Borough
Council

West Midlands Combined Authority
West Midlands Combined Authority
City of Wolverhampton Council
Homes England
Blackstock Partnership

Item Title No.

6. Apologies for Absence (if any)

Apologies for absence had been received from Councillor Majid Mahmood (Birmingham City Council), Councillor George Adamson (Cannock Chase District Council), Councillor Dennis Harvey (Nuneaton and Bedworth Borough Council), Councillor Richard Overton (Telford and Wrekin Council) and Karl Tupling (Homes England).

7. Chair's Announcement

The Chair welcomed Gareth Bradford, WMCA Director of Housing and Regeneration to his first meeting of the Board.

8. Declarations of Interests (if any)

No declarations of interest were made in relation to items under consideration at the meeting.

9. Minutes of last meeting

Resolved:

That the minutes of the meeting held on 15 November 2017 be confirmed as a correct record and signed by the Chair subject to the addition of 'Ian Powell – Nuneaton and Bedworth Borough Council' being included in the list of those in attendance at the meeting.

10. Matters Arising

Councillor Ian Courts referred to Minute No. 5. (Update on Housing Deal) and requested that further information be provided to all Members of this Board with regard to the award of some £3.690 million to Telford and Wrekin Council to assist in bringing forward approximately 540 housing units across that area. He advised that whilst he had not been present at the last meeting he was concerned with regard to this award given the discussions held under the Duty to Co-Operate requirements and the stance taken previously by Telford and Wrekin Council.

Resolved:

That a detailed clarification on the background to this matter and the decision be provided to all Members of this Board.

11. Spatial Investment and Delivery Plan - (contents and outline for agreement)

Gareth Bradford presented a report which updated the Board on progress in taking forward work to support implementation of the West Midlands Land Delivery Plan, which had been a key recommendation from the West Midlands Land Commission. He advised that this was the third stage of the process and formed part of the bottom up development. He assured the Board that the WMCA was engaged with both Constituent, Non- Constituent and none members on this piece of work and that this was not a Statutory Plan. It was intended to bring together various plans for housing, transport, skills, employment and social infrastructure. It was anticipated that Homes England and the various Housing Associations would have regard to the document, once it was finalised. As part of the draft scoping exercise key information on all sites had been documented. He reminded the Board that this exercise was not about numbers of houses provided but about the quality of developments, the density and ensuring that sustainable communities were created.

He reported that the site pipeline had identified some 800 sites and that the Officers were working with Homes England to commence discussions with H M Government to move forward development on these sites, acknowledging the inherent difficulties with some sites. The constraints included contaminated land and, in some cases, fragmented ownership. He stressed the need for the homes to be delivered in a structured and co-ordinated manner. A number of further Workshops were planned with the respective authorities in order to progress the finalisation of the Delivery Plan.

Councillor Ian Courts welcomed the work undertaken to date and commented that it was essential especially in terms of the Brownfield sites. He suggested that there was a need for some scoring mechanism via a 'Scorecard' on which the various impediments (such as remediation / ownership / planning issues) to development could be rated. He also suggested that there was a need to identify 'shovel ready' schemes and to involve private landlords and developers in the exercise.

Gareth Bradford acknowledged the inclusion of a 'Scorecard' and on the need for the pipeline to be realistic. He advised on the need to identify those schemes which could be delivered quickly and those that could be prepared for delivery with the support of investors. He reported that, to date, the engagement with both owners and developers had been light in touch but assured the Board that the level of engagement would increase as the process developed.

The Chair commented that the negotiations with H M Government needed to be considered including the need to demonstrate that the West Midlands region could deliver on its aspirations.

Councillor Chris Saint supported the approach that was being adopted but expressed concern with regard to the non-statutory element in the planning process. He reminded the Board that the Spatial Development and Delivery Plan would sit alongside statutory plans. He enquired whether those sites identified in the pipeline would be over and above those identified in Local Plans. The Chair acknowledged the position and advised that no attempt was being made to intrude into the Green Belt. He reported that H M Government preferred the adoption of a statutory plan but that the WMCA was resisting this course of action.

Councillor Ian Courts sought an assurance that only those sites put forward by the respective local authorities would be included in the Plan. Councillor Peter Butlin commented that the purpose of the Plan was to accelerate development of sites and especially those where development had stalled. He suggested that reference should be made to the provision of educational facilities in the Plan where new developments were under consideration.

Councillor Peter Bilson welcomed the work on the development of the Plan. He confirmed that it aligned with the Black Country Core Strategy and the City of Wolverhampton Council's development ambitions. He commented that early commitment on land remediation was required and acknowledged the different pressures between authorities in respect of development. He suggested that an early commitment from H M Government would be welcomed. The Chair reported that a letter had been forwarded to the Prime Minister and all local Members of Parliament seeking their support to the aspirations. He commented that there were a number of difficulties preventing development across the region in addition to contaminated land.

Councillor David Humphreys commented on the need for developers to be required to complete sites on which development had commenced. Gareth Bradford confirmed that the public sector needed to intervene in such matters using Compulsory Purchase Order powers if deemed necessary and that the WMCA was discussing with H M Government the appropriate tools

to ensure that the completion of approved developments were achieved. He advised that the WMCA was working alongside Homes England and the respective local authorities on such issues. The Chair intimated that H M Government was supportive of the aims in this matter.

Councillor Peter Butlin commented on the possibility of charging developers Council Tax on such undeveloped properties which was likely to achieve a quicker result than the use of Compulsory Purchase Order powers. Gareth Bradford advised that a range of tools were required especially having regard to the diverse range of issues across the region. Councillor Chris Saint advised that the charging of Council Tax on undeveloped properties was under consideration but could not yet be implemented as the necessary legislation had yet to be enacted.

Councillor Ian Courts commented on the various hurdles which had to be addressed including the 'boom and bust' nature of the construction industry and the various issues which prevented the speedy adoption of Local Plans.

Resolved:

1. That the proposed outline of the Spatial Investment and Delivery Plan be approved;
2. That the progress in taking forward the work programme as agreed at the last meeting of the Board, particularly in relation to developing the Spatial Expression / Integrated Investment Plan be noted.

12. Update on Housing Deal

Gareth Bradford updated the Board in relation to on-going discussions with H M Government to secure investment by way of a Housing Deal. He assured the Board that it was not intended to surpass the target of 215,000 additional housing units by 2031. He reported that the whole housing market was being reviewed in terms of remediation requirements and types of construction. A diverse number of delivery options were being explored including:

- Delivery with both public and private sectors;
- Intervention measures;
- New delivery measures and building on those already in existence;
- Challenges to developers on quality and to complete developments;
- Joint Delivery Team with Homes England.

He advised that the intention was to establish a long term relationship and investment programme with H M Government and associated Agencies. Ideally, a single housing fund would be established to accelerate supply of housing units. Compulsory Purchase Order powers would be used where appropriate and support would be provided on skills and employment provision / training. The proposals would include partnership working with

Homes England. The Chair commented that negotiations with H M Government were on-going but it was hoped that an agreed process for the long term could be achieved.

Councillor Peter Butlin referred to the position with the provision of affordable housing in the Rugby Borough Council area where a number of viability issues, varying from site to site, precluded the requisite proportion of affordable housing units being provided. He opined that if H M Government was willing to fund the costs of remediation of those sites higher levels of affordable housing could be delivered. The Chair reminded the Board of the availability of funding through the Brownfield Land and Property Remediation Fund but acknowledged that this did not provide a solution to all problems. Councillor Ian Courts counselled caution with regard to subsidising land owners and also reminded the Board that the type of affordable housing units provided was as important as the number of units.

Gareth Bradford commented on the need for the WMCA to build up its level of expertise without replicating that which already existed in partner authorities. He advised on the need for a different approach to be adopted to that offered by a Joint Venture Partnership as there was a need for a long term view. The Chair opined on the need to protect the local authorities and reminded the Board of the award of £6 million to establish a 'Delivery Team' as part of the Devolution Deal 2 settlement.

Councillor Peter Bilson commented on the need for affordable housing for rent and on the need for the borrowing cap on the Housing Revenue Account to be lifted. The Chair advised that further parts of the plan would evolve during the on-going discussions including those taking place with Housing Associations. Gareth Bradford reported that lifting the borrowing cap had not formed part of the discussions with H M Government as it was understood that this was under consideration. He stressed the need to convince H M Government that the West Midlands region could deliver on its aspirations.

Resolved:

1. That the report be received and noted;
2. That the Chair be granted delegated authority to progress negotiations with H M Government in relation to the Housing Deal.

The meeting ended at 10.51 am.

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WMCA Housing and Land Delivery Board

Date	17 July 2018
Report title	Spatial Investment and Delivery Plan Update
Portfolio Lead	Councillor Mike Bird – Housing & Land
Accountable Chief Executive	Deborah Cadman
Accountable Employee	Gareth Bradford - Director, Housing and Regeneration WMCA email: gareth.bradford@wmca.org.uk
Report has been considered by	Land and Housing Steering Group (in earlier draft) on 24 April

Recommendation(s) for action or decision:

Note timely progress in taking forward the development of the Spatial Investment Delivery Plan in accordance with the outline scope and timetable discussed at the meeting on 21 February 2018 and subsequently in the Delivery Steering Group of 24 April 2018.

Agree the proposed Consultation Draft of the Spatial Investment and Delivery Plan, following review and any required amendments.

1.0 Purpose

- 1.1 To update constituent and non-constituent members of the West Midlands Combined Authority on progress on the development of the Spatial Investment and Delivery Plan which was a key recommendation of the West Midlands Land Commission, the subsequent Land Delivery Plan and recent Housing Deal agreed with Central Government.
- 1.2 To share for comment and review the latest version of the Spatial Investment and Delivery Plan (SIDP).

2.0 Background

- 2.1 Following the West Midlands Land Commission, the WMCA Board agreed the Housing and Land Delivery Plan in September 2017. The Housing and Land Delivery Board subsequently agreed an outline scope for the SIDP in February 2018 which was submitted to Central Government in negotiations on a housing deal.
- 2.2 The Spatial Investment and Delivery Plan primary purpose is to enable coordinated delivery of housing, employment and infrastructure and securing the necessary investment for inclusive growth. It is specifically not a new statutory regional planning structure. There is a need for further co-ordinated and resourced delivery efforts to unlock housing supply in the region and improve development quality as well as tackle constraints in delivering other land uses.
- 2.3 The latest Draft Spatial Investment and Delivery Plan (SIDP) builds from emerging and adopted plans to set out a framework for growth that includes priority sites and growth areas and associated infrastructure requirements and the actions participating authorities, including WMCA and its strategic partners, Homes England, TfWM, HS2, Network Rail and the Highways Agency, will take to support the delivery of new homes and employment opportunities in the region.

3.0 Progress so far

- 3.1 Since the meeting of the Housing and Land Delivery Board in February 2018 the following work has been undertaken:
- Preparation of an informal officer draft SIDP
 - Discussion at the Housing and Land Steering Group of the informal officer draft
 - Constituent and non constituent authorities, as well as others affected by the scope of the SIDP have had the opportunity to offer informal officer comments on the draft
 - A series of maps have been developed for the SIDP
 - A consolidated housing pipeline has been prepared of key sites, barriers and interventions and used by Transport for the West Midlands for use in further strategic planning (the employment sites pipeline is being developed)
 - An amended version of the SIDP has been prepared for endorsement by the Housing and Land Delivery Board having regard to informal comments made by local authority officers.
- 3.2 Workshops have been offered to all constituent and non constituent authorities and some others affected by the SIDP on the emerging plan as members of either the Greater Birmingham and Solihull or the Coventry and Warwickshire LEPs.
- 3.3 The SIDP is not a substitute for local plans or the National Planning Policy Framework. It is a robust delivery plan aimed at highlighting priority strategic growth areas and corridors across the region, which, given the housing market areas relevant to the region, is not the same as the boundary of the WMCA.
- 3.4 The Geography of the SIDP is proposed to comprise the following authorities:

- All members of the West Midlands Combined Authority
- All members of the following 3 LEPs – Greater Birmingham and Solihull; Coventry and Warwickshire; the Black Country
- All authorities in the Birmingham and Black Country Housing Market Area and the Coventry and Warwickshire Housing Market Area.

3.5 The indicative timetable for next steps of the SIDP:

- July 2018 – comments from Housing and Land Delivery Board and preparation of Consultation Draft SIDP
- August 2018 – publication of Consultation Draft SIDP
- September 2018 – consultation period / bi-lateral meetings; preparation of Equalities Impact Assessment.
- October 2018 – Deadline for comments on Consultation Draft SIDP / consideration of Equalities Impact Assessment.
- November 2018 – preparation of SIDP for endorsement by WMCA Board
- December 2018 – adoption of SIDP by WMCA Board

4.0 Wider WMCA Implications

4.1 The geographies over which land and housing issues are considered, planned and delivered vary depending on the market characteristics and delivery challenges experienced. Whilst the WMCA Strategic Economic Plan is based on three LEP geography the WMCA non-constituent membership covers a fourth LEP, the Marches including Telford & Wrekin and Shropshire Council, and work relating to the supply and delivery of land needs to recognise the importance of this geography, the interdependencies and opportunities to deliver the WMCA's economic vision. There are wider housing market areas and functional economic areas (based on commuting and supply chain linkages) which reflect how the market operates. There are also differences within these geographies that will require different approaches and solutions, and work relating to the supply and delivery of land needs to recognise the importance and interdependencies of areas and markets which are within, outside and adjacent to, the WMCA.

4.2 This complexity is why the Housing and Land Delivery Board and the officer Steering Group has an important role to play in providing the forum for collaboration and resolving barriers and issues. For the purposes of the development of the SIDP these bodies will need to ensure that authorities outside the WMCA that are included within the SIDP are consulted and involved adequately in the preparation of the final plan for adoption.

5.0 Resources

5.1 To support the implementation of this work programme, the WMCA has invested in an Executive Director of Housing and Regeneration and has successfully secured £6m over three years from Central Government to take forward accelerated housing delivery across the region. While the preparation of the Consultation Draft SIDP has been led by the Director, supported by external consultants from Blackstock Partnership, a new Housing and Land team, including secondees from Homes England has now been established to take forward and drive this work to its conclusion.

6.0 Financial implications

- 6.1 Full delivery of the SIDP is subject to additional resources being secured to complement the resources already contributed by the WMCA partners.
- 6.2 The immediate actions recommended in this report will be delivered through existing resourced and new capacity funding secured through the second devolution deal.

7.0 Legal implications

- 7.1 The WMCA does not have any statutory planning powers. The role and powers of the local planning authorities will not be altered through the delivery of this plan. The SIDP has not statutory or legal weight in the planning system – it is an investment tool. The WMCA is able to exercise a range of housing and land powers also exercisable by Homes England which will facilitate the delivery of this agenda as set out in the WMCA (Functions and Amendment) Order 2017.
- 7.2 The Housing and Land Delivery Board is not a decision making body, but will make recommendations to the WMCA Board as appropriate.

8.0 Equalities implications

- 8.1 There are no direct equalities implications arising from this report. An Equalities Impact Assessments will need to be undertaken as part of the consultation process and prior to the adoption for the final SIDP.

9.0 Appendices

- 9.1 Appendix 1 – Draft Spatial Investment and Delivery Plan.



WEST MIDLANDS
COMBINED AUTHORITY

Spatial Investment and Delivery Plan

Draft for consideration by Housing and Land Delivery Board

6 July 2018

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Executive Summary

This SIDP has been drawn up to set out where spatially, the priorities are for investment in the WMCA and wider area to support planned for economic and housing growth. It is aimed at all partners in the wider region; local authorities, LEPs, other public bodies and private partners and investors. Its aim is to show where and how the WMCA and others will invest to support growth. The main delivery bodies discussed in the report, in addition to the local authorities are the WMCA, Transport for the West Midlands and Homes England.

This document is now published for consideration and we urge other partners to join us and say how they can contribute to support positive inclusive growth in the area.

The SIDP sits at the heart of an inclusive growth agenda for the West Midlands, bringing together strategies to develop the industry, economy, skills base and social infrastructure as well as the transport network. **This is not simply a document about building homes and workplaces. This is about building successful and inclusive communities, tackling deprivation, improving the environment and raising quality standards in the built environment and our precious open spaces.**

This work presents a massive challenge but an equally large opportunity; we need to shift the delivery paradigm by placing ourselves at the forefront of innovation and delivering value for money. To ensure this happens, job creation and industrial growth must be at the heart of our sustainable growth strategy. This SIDP will be supported by the development and implementation of our Local Industrial Strategy.

Delivering new homes remains crucial to promoting the welfare of our communities and supporting economic growth. Housing development needs to be fully aligned with jobs, skills, infrastructure, and public services. We will support modern methods of construction to deliver the pace, quality and scale of development we need to see. Development Agreements will be crucial tools to secure the local labour and skills requirements needed both to support delivery of new homes and workplaces and to ensure that local communities benefit from change.

Social infrastructure including new schools will be required to support housing and employment growth across the region. Other types of infrastructure including parks, waterways, water and power, are equally important, as is upgrading our transport network in the right places and at the right times.

The SIDP is a delivery focused plan, reflecting policies agreed elsewhere in other plans, and setting out some quality standards around WMCA and Homes England investment. Seeks to raise the bar on design quality and sets out some headline principles for development. The SIDP will seek to focus investment and priority onto brownfield sites first and its funding principles will set an ambitious benchmark for quality across the region.

The SIDP responds directly to the work of the Land Commission and the shared work of the local authorities in the region on a Land Delivery Plan which has successfully unlocked significant additional government resources through the Devo deals and the Housing Deal. It is also a response to work undertaken jointly by members of the WMCA, LEPs and HMA groupings; it focuses particularly on affordable housing and where Homes England and WMCA investment will be prioritised to secure increased delivery of affordable homes, as well as overall new home building numbers.

While the SIDP builds on local plans it adds for the first time a clear and shared ambition on the scale of wider housing supply and demand and identifies growth corridors across local authority and LEP boundaries. It puts the West Midlands region in its wider national context. The housing delivery ambitions in the SIDP are based on extensive technical work undertaken by local authorities and existing and emerging local plan commitments.

Lastly this SIDP responds to Government requirements for co-ordinated planning arrangements to support the Housing Deal; it will be supported by a co-ordinated work programme and joint HE/WMCA team and an up to date sites pipeline and corridor delivery plans. Central Government has seen our shared ambition as a region and now we must pull together to deliver on it.

To be worthwhile and relevant, this document needs to be a 'living document' with actions reviewed frequently and priorities evolving with the realities of the market.

1. West Midlands – the UK’s New Growth Capital

1.1 West Midlands Today

The West Midlands today is on the rise. Economic and productivity growth are strong and founded on key globally competitive sectors. The digital and tech sector is already 90,000 strong and expected to grow by 20% by 2025. The region is a proud national leader in areas like automotive, aerospace and rail with 149,500 people employed there.

The West Midlands has the most business start ups of any region outside London and the fastest growing economy of any UK city region with wage levels rising more quickly than anywhere else in Britain. World class businesses are relocating to Birmingham City Centre, a fast growing hub for financial, professional and business services.

The region has superb transport links at the heart of the country’s motorway and rail network with 90% of the population living no more than a four-hour drive away. It is served by the fastest growing airport in the UK with 13 million passengers a year using Birmingham Airport to fly to 143 destinations around the world.

The West Midlands is a hotbed of innovation and new ideas with Europe’s fastest growing transport technology cluster, home to the Centre for Railway Research and Education, the Advanced Propulsion Centre and the National Automotive Innovation Centre.

Alongside economic growth driven by these competitive advantages the population is growing, predicted to rise by 13% - over 400,000 people, by 2038. Talent and diversity are two of the region’s greatest strengths, reflected in its young and entrepreneurial population with more than 1.3 million under 25s. With eight universities and world-class research institutions, Birmingham, Coventry and Wolverhampton are brimming with bright graduates from around the world. 52,000 people graduate in the region every year, with many staying to create businesses and new opportunities.

The region also benefits from high quality green spaces, schools and health facilities which, together with the relative affordability of homes and employment space compared to the UK average, support a good quality of life for its residents. Securing successful growth in the region will be underpinned by the provision of new social infrastructure, especially schools to support our growing and young communities.

And there is more to come. In less than a decade, the region will enjoy even better connectivity. Over £2 billion of investment will expand local rail and tram networks. A new Regional Integrated Command Centre will use world-class technology to ensure the whole system runs smoothly.

Most importantly, the opening of two High Speed Rail stations in 2026 will slash the journey to London down to 45 minutes from central Birmingham and just 38 minutes from UK Central – further enhancing the West Midlands’ reputation as the UK’s new growth capital.

These multi-billion investments look set to be game changers for the West Midlands, cementing its place as the most liveable, investable and competitive region in the UK.

The region's progress and opportunities for the future bring new challenges to overcome and to deliver inclusive growth offering high quality jobs, real skills progression and a pipeline of development that benefits all the West Midlands' diverse communities. New jobs and population growth are driving the demand for new housing and increasing pressures on the supply of land to enable housing and employment growth. Accelerating housing delivery in the right places to support economic growth will be vital if the region and its people are not to be held back.

And new housing supply needs to meet the full range of housing need in the region. Affordable housing must be an important part of the overall housing mix, particularly if the affordability gap between incomes and house prices continues to widen. With a young population the growing affordability gap needs to be tackled to ensure a range of affordable housing is available to meet the full range of housing needs including aspirational young people whose talents and skills need to be retained in the region. Affordable housing needs vary across the region and in some areas particular needs may need to be targeted for affordable housing.

The West Midlands has the tools to address this challenge in the region's strengthened and devolved governance and leadership. The West Midlands Combined Authority (WMCA) draws one Mayor, 18 local authorities and four Local Enterprise Partnerships together to work collectively for the benefit of the whole region to address these challenges. These authorities have a shared ambition and commitment to deliver new employment and housing growth for the region.

From the start the WMCA has identified as one of its top priorities the need for effective strategic and delivery planning region wide to identify a development pipeline and key locations for employment and housing growth, and for integrating this with development plans and transport and infrastructure planning and investment.

That is why political leaders working together in WMCA commissioned an independent Land Commission on these issues and a Land Delivery Action Plan including a commitment to deliver this Spatial Investment and Delivery Plan (SIDP) to set out how the region would meet the challenges they presented.

The scale of the opportunity is clear. Already over £10bn of investment opportunities have been identified through the WMCA Investment Prospectus for major sites alone. The scale of the regional opportunity is wider than this as this SIDP sets out. But the challenge is clear. The WMCA is not promoting development at any cost; this will not benefit the region. What this SIDP seeks to do is to set out the requirement for the right quality of development in the right places, with the right supporting infrastructure. The SIDP aims to secure higher quality, higher density and more innovative housing delivery solutions than have been seen before in this region. This comprehensive and co-ordinated approach is the only way to meet the challenge of accelerating the pace of development in the West Midlands.

2) Context for the Spatial Investment and Delivery Plan (SIDP)

2.1 Purpose of the SIDP

The Spatial Investment and Delivery Plan (SIDP) has been developed following the report of the WMCA Land Commission in September 2017. This Commission reviewed the scale and pace of housing and employment land delivery within the region and concluded that action was needed to identify future priorities and focus investment.

The Land Commission concluded that delivery was being held back not by a lack of planning or up to date plans (see Section 3 below on the statutory local plan framework) but by a lack of co-ordinated effort to remedy major development barriers including across a broad West Midlands geography.

In response to the Land Commission the WMCA Housing and Land Leaders' Board agreed a Land Delivery Action Plan with the following key commitments:

- creation of a comprehensive pipeline of housing and employment sites across the region working with local partners and Homes England
- development of a West Midlands Investment Prospectus (launched in March 2018 identifying twenty strategic investment opportunities)
- securing new funding for infrastructure to unlock major housing and employment opportunities
- work with local partners to develop a Spatial Investment and Delivery Plan (SIDP) for the region
- a commitment to deliver 215,000 new homes by 2031

The SIDP's over-riding purpose is to identify the key activities that will help unblock and speed up the delivery of new homes and new employment opportunities in the West Midlands Region. It underpins a commitment in the West Midlands Housing Deal to plan for and deliver 215,000 homes between now and 2031. This commitment will help to provide both Government and private sector investors with confidence about the shared mission and ambition of public authorities in the region which will help to underpin their investment decisions and therefore the certainty of delivery.

Figure 1: Purpose of the SIDP

- Sets out clear joint ambition and vision for regional employment and housing growth
- Includes strategic principles to guide development in particular related to design and quality
- Sets out operating principles for housing and land funds
- Identifies key growth areas and corridors for new employment and housing growth
- Within this identifies priority sites for investment and forms the basis of corridor delivery plans
- Acts as the basis for planned investment by WMCA and other partners

It is also worth considering what the SIDP is not. It is not a statutory plan nor a replacement for existing and emerging local authority plans. It is a delivery plan which aims to help all parties to co-ordinate and focus the necessary investment to deliver the priorities set out here and in local plans.

Significant progress has been made through the LEP collaborations, joint working under the WMCA umbrella and by 'duty to co-operate' groups of local authorities to develop joint plans and agreements to plan for and accommodate wider housing needs. However, more needs to be done to bring this work together as a spatial expression for the region. The SIDP aims to fill that gap and Section 3 below addresses key spatial issues and priorities for the region.

The SIDP includes a range of policy principles that will guide WMCA and Homes England (HE) investment. It sets out a prioritised work programme for the public sector and its delivery partners through the articulation of the set of existing and emerging locally produced plans as a single regional spatial expression to guide current and future investment and development decisions. It is supported by a comprehensive sites pipeline with associated infrastructure and delivery plans for key growth areas and corridors being developed.

In Section 5 the SIDP sets out strategic policies and interventions to address barriers to delivery and accelerate housing growth; Section 6 provides a phased implementation plan including identifying the key growth corridors, areas and major sites in the region with snapshot delivery plans for them and how these are and should be supported by the investment plans and decisions of major funders.

The SIDP is a non-statutory document. Its strength will come from wide endorsement, ownership and its use in decision making from the West Midlands Mayor and Combined Authorities, Leaders of the constituent and non-constituent authorities, Homes England, Transport for the West Midlands and the regional LEPs and from commitments by public and private investors and developers to use it confidently to make investment decisions.

2.2 Relationship to other strategies

The SIDP supports and reinforces a range of other strategic documents and plans which underpin economic, productivity and housing growth across the region.

Besides the ambitious local plans of the region's authorities these include:

- ***The Midlands Engine growth strategy and Midlands Connect strategy***, which identify the Midlands as a whole as a £207bn economy which has grown by 18% over 5 years, but which has not yet achieved its full potential. The ambition of the strategies is to close the GVA gap to match or exceed the national average and add £54 billion to the Midlands and UK economies by 2030. The Midlands Engine strategy's five priorities are to:
 - connect the Midlands
 - invest in Strategic Infrastructure
 - grow International Trade and Investment
 - increase Innovation and Enterprise, and
 - shape great places

- The **West Midlands Strategic Economic Plan (SEP)**, which sets out the WMCA area response to the Midlands Engine strategy with the ambition that by 2020, the West Midlands will:
 - o be the fastest growing economy of any city region
 - o have wage levels rising faster than anywhere else in Britain
 - o see continued rapid growth of foreign direct investment

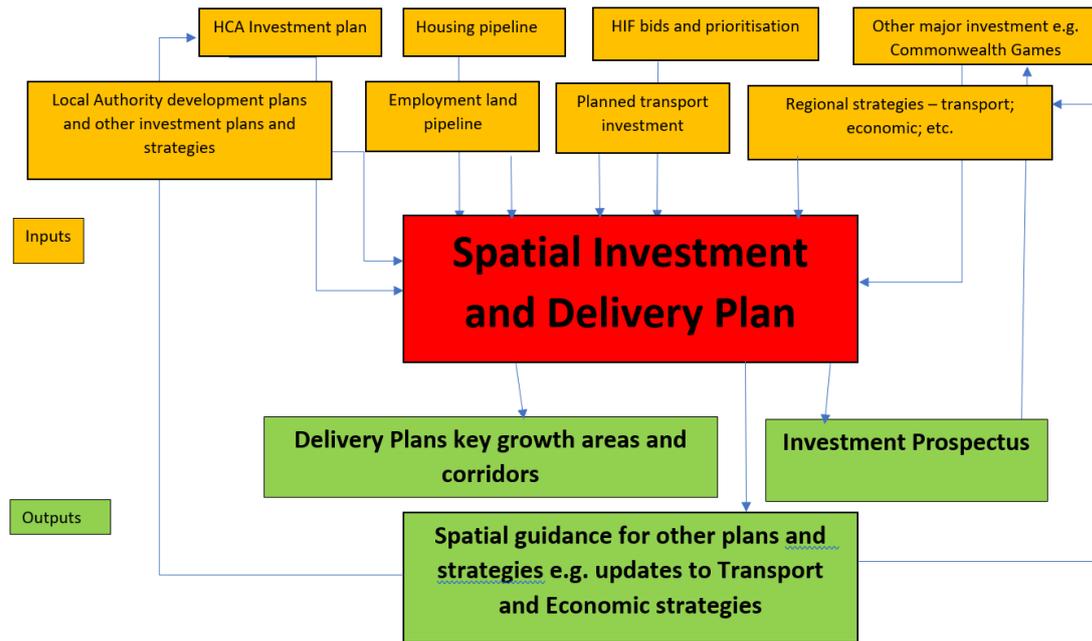
And that by 2030 the West Midlands will have:

- o 1.9m homes in total
 - o 1,600 more hectares of employment land
 - o 500,000 more jobs
 - o a state-of-the-art transport system
- The emerging **West Midlands Industrial Strategy** which will support and promote the ambitions set out in the Midlands Engine and SEP strategies with more detail about how the productivity gap can be closed.
 - A **Regional Skills Plan** which has been developed by WMCA responding to the issues set out in the above three strategies to ensure that people benefit from growth to create sustainable inclusive growth which will help to deliver the ambitions of the SEP and Midlands Connect for real increases in wages and productivity.
 - The West Midlands Transport Strategy – ‘**Movement for Growth**’ – which supports delivery of the SEP and is made up of four strands:
 - o National and Regional
 - o Metropolitan (Metropolitan Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network)
 - o Local
 - o Smart Mobility

Taken together, these strategies promote a vision that by 2031 the West Midlands will have equalised its net contribution to the UK economy through growth in both economy and population. This growth will be supported by enhanced transport infrastructure and provide a better quality of life for residents.

These strategies and in particular the SEP also demonstrate the key relationship between the supply of new homes and supporting job creation and business growth. There will be limited housing growth in some areas without growth in employment and the same is true in reverse – housing growth is needed to support the employment growth aspirations of the SEP. The SIDP if successful in delivering increased housing supply in the right places will therefore have a direct beneficial impact on productivity growth and prosperity for the region and the whole of the UK.

Figure 2 – SIDP where it fits



2.3 West Midlands Housing Deal

At the March 2018 Spring Statement, the WMCA secured the first major Housing Deal with Government providing significant new funding for infrastructure, land remediation and acquisition to support WMCA’s commitment to the delivery of 215,000 homes across the region by 2031. This built on commitments by Government in the second devolution deal to provide £6 million of funding for additional housing delivery capacity and new funding for the Wednesbury to Brierley Hill Metro extension.

The SIDP and its implementation plan will underpin WMCA’s delivery of the Housing Deal. Government commitments as part of the Deal include to:

- back the ambition of the Mayor in capturing increased land value, accelerating build out and increasing the quality and density of new homes through a Land Fund of £100 million
- take forward the Housing Infrastructure Fund bids for five key growth areas in the region including the Commonwealth Games Village at Perry Barr
- work with Homes England and local partners to develop a deal with local Housing Associations to deliver more affordable housing
- develop a new long-term delivery partnership between WMCA and Homes England involving a new joint delivery team, exploring the potential for new local delivery models and co-operation on use of compulsory purchase powers.

The commitments in the Housing Deal frame and support critical elements in the SIDP implementation plan including its early priorities. In particular the SIDP underpins commitments to provide certainty of delivery for the 215,000 new homes in the region by 2031, an improvement in quality and choice of housing provided and

provides a clear guide to all public agencies about where and how investment should be targeted and certainty to private investors that the door is open to those who share the regional ambition and commitment to drive up quality and use innovative methods of construction. Equally investment in infrastructure and land needed to deliver new economic and employment opportunities will be vital to the success of the SIDP. In many areas, strengthening relationships between where people live and where they work will help to integrate activities and cut unsustainable travel requirements.

3) Key Spatial Objectives for the SIDP

This section sets out the key objectives for the SIDP. These are based on existing strategies and plans for the region. The SIDP seeks to set out below the area it relates to and why it addresses issues within that particular part of the wider West Midlands.

A significant amount of strategic work has been undertaken across the wider region and beyond, not all of which relates to the same precise geographical areas. For example, we have already referred to the SEP, the Midlands Connect Strategy and the West Midlands Transport Strategy, all of which have different geographical boundaries both to each other and to this SIDP. Nevertheless, all these strategies identify significant and relevant issues that relate to this SIDP and its objectives so far as they reflect these wider strategies are set out below.

The SIDP is intended to draw together themes and policies from this wider set of strategies and show how they relate to the specific geography of the SIDP itself.

Objective 1 - Define a fit for purpose Geography for the SIDP

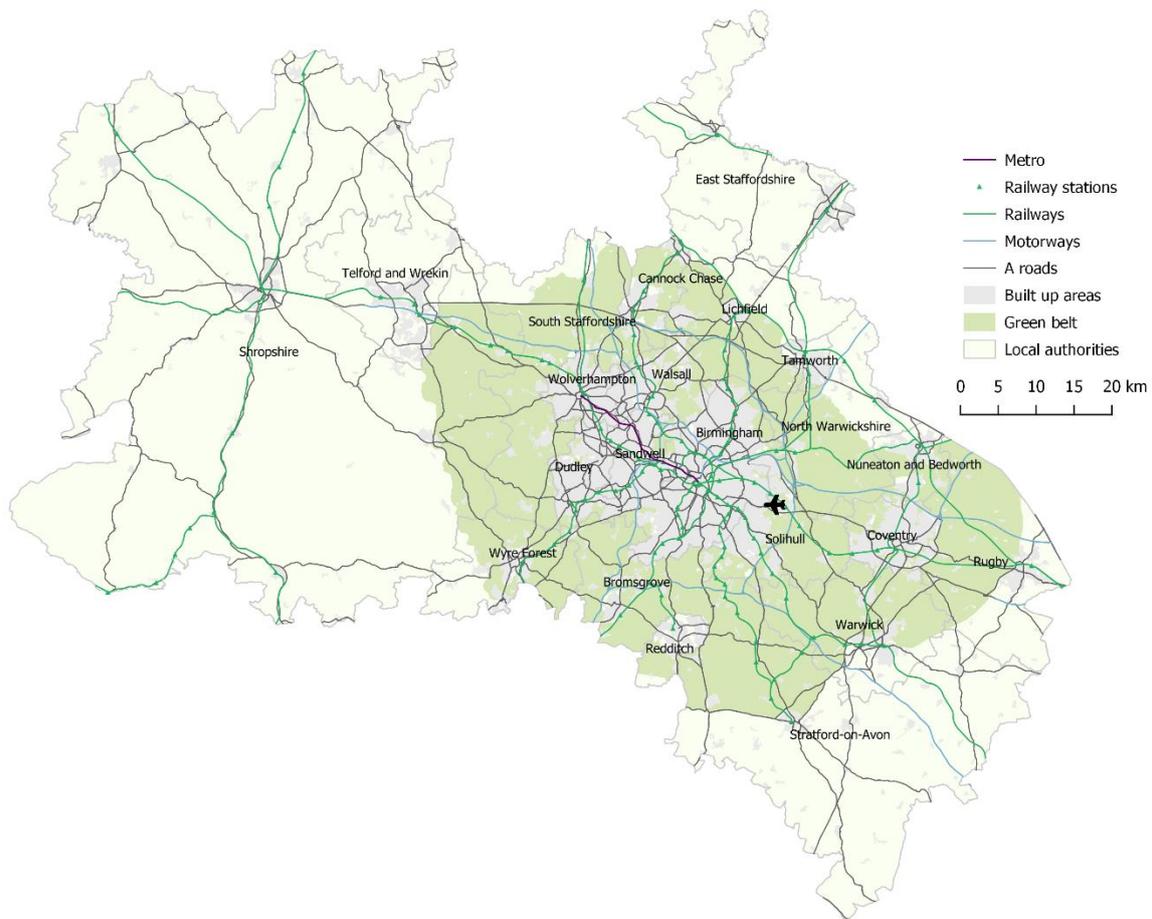
The West Midlands region has a diverse administrative geography in terms of the groupings of local authorities for spatial and economic planning. Travel patterns including commuting to work and school frequently cross administrative boundaries. The region includes three principal Local Economic Partnerships (LEPs) and two principal Housing Market Areas (HMAs), but these are not contiguous and include some authorities that are not constituent or non-constituent members of the Combined Authority. Other non-constituent members of the Combined Authority are parts of different LEP and HMA areas.

The spatial and economic analysis within the SIDP takes a broad view of this geography and so includes:

- 1) all constituent and non-constituent members of the Combined Authority
- 2) all authorities within the three principal LEP areas i.e. Greater Birmingham & Solihull, Black Country and Coventry and Warwickshire LEPs
- 3) all authorities within the two principal HMAs i.e. Greater Birmingham & the Black Country and Coventry & Warwickshire.

Appendix 1 sets out in detail the rationale for choosing the SIDP geography proposed here. This administrative geography is illustrated in the **Map 1** below:

Map 1 – SIDP core area



However, for the purposes of delivery planning and implementation the SIDP focuses on the constituent and non-constituent members of the Combined Authority and the actions they will take to deliver the SIDP’s objectives. That is in line with the SIDP’s principal purpose which is to underpin and accelerate delivery of the critical elements of economic and housing growth that are identified in particular in the Housing Deal commitment to deliver 215,000 homes by 2031.

Objective 2 – Support and inform strategic planning

The SIDP is supported by the existing and emerging Local Plans of the local authorities, the majority of which look forward to at least 2031. There is a programme of plan reviews and future plan making across the region to address in accordance with the National Planning Policy Framework (NPPF) housing need and other strategic issues and to look beyond 2031. Obviously as the NPPF framework changes, local plans will flex and this SIDP seeks to have regard to the backdrop of a ‘living’ planning policy framework. Authorities are working together through well established and effective “duty to co-operate” arrangements which address the complex geography outlined and include those authorities that are not members of the WMCA. These arrangements have not yet resolved all the spatial issues for

local plans, in particular the distribution of unmet housing needs in Birmingham and the Black Country and this SIDP does not seek to circumvent the established and proper channels for doing this. Under 'Objective 3' below the SIDP details the programme of plan making, its objectives and the key issues it needs to address on future land supply and growth, but its principal focus is **deliberately more on speeding up the pace of housing delivery and identifying the decisions and actions required to secure delivery of major sites, Growth Areas and Growth Corridors that are already identified**. There will in addition be a long-term commitment to supporting housing delivery across small sites, which are too numerous to be mentioned in a regional investment plan but are an important source of capacity and supply in the region and which will underpin efforts to speed up delivery. Of equal importance will be investment in existing town centres to support new economic and housing growth.

Objective 3 – Support the delivery of enough new homes of the right type in the right places

A key commitment in the West Midlands Housing Deal was for the constituent and non-constituent authorities to update local plans, as necessary, by the end of 2019 to deliver and accommodate 215,000 new homes by 2030/31. This will also require support from non-member authorities across the region through established duty to co-operate arrangements.

In considering the need for new homes across the WMCA area the SIDP takes account of numbers arising from the Government's proposals in the NPPF consultation for assessing objective need. Across the WMCA area these result in a number of 14,435 homes per annum. This is in excess of the annual supply rate proposed across current Local Plans of 13,248 homes per annum. However, taking account of previous under-performance the annual trajectories to meet existing local plans would require 15,905 homes per annum compared with an average over the last three years of 12,179 homes per annum. So, if across the SIDP area as a whole delivery was raised to a rate already envisaged by adopted and emerging local plans, speeded up to take account of a backlog of previous underperformance, the SIDP ambition could be realised.

This annual rate is 10% higher than objectively assessed need on the basis of the NPPF consultation proposals but 33% higher than current delivery. **The SIDP seeks to raise performance to this level and so to meet the 215,000 homes commitment in the period to 2031.**

The distribution of the overall number is not for this SIDP and is a matter for local authorities to determine through their duties to co-operate to meet wider housing need, and work is already underway across the region to do this. This will require a significant uplift in delivery performance across the SIDP area – an increase of 50% compared with average completions over the past five years. More capacity could be released by reviewing existing assumptions about density on some identified sites, particularly those with good local transport connectivity. However,

there is also a need to identify new sites through local plan making and associated 'duties to co-operate' across the SIDP area. This work which needs to identify how housing need in Birmingham and Coventry which cannot be met within their boundaries is underway.

There is an agreed Memorandum of Understanding in place between Coventry and all the other authorities in the Coventry and Warwickshire HMA under which an average annual target of 890 homes over the plan period to 2031 i.e. 17,800 homes in total is to be met elsewhere in the HMA. These out of Coventry targets are all embedded in the relevant authorities' local plans providing assurance on land supply and certainty of delivery and enforcement via the Housing Delivery Test.

In the case of Birmingham, a similar approach across the HMA is required and much progress has been made. The adopted Birmingham Development Plan identified an average annual target of 1,895 homes i.e. 37,900 in total over the plan period to 2031 to be accommodated elsewhere in the HMA. Policy TP48 in the Birmingham Development Plan also set a time limit of three years from adoption i.e. January 2020 for other authorities to undertake plan reviews and agree commitments towards meeting Birmingham's housing requirement.

Authorities within the Greater Birmingham and Black Country HMA have agreed in their local plans and otherwise to complete reviews to enable commitments for meeting the Birmingham shortfall within the time table set by the Birmingham Development Plan i.e. January 2020.

Further steps towards commitments to meet Birmingham's unmet need will be taken through programme of plan reviews across the Greater Birmingham and Black Country HMA informed by a range of evidence including the recently completed GL Hearn/Wood plc Strategic Growth Study. GL Hearn's work suggested that the shortfall in land supply across the HMA to 2031 was lower at 28,150 homes than the unmet need identified in the Birmingham Development Plan (37,900 homes) and that it was likely that the HMA's housing needs to 2031 could be met in full within the Housing Market Area with a significant contribution coming from development at increased densities. However, this needs to be tested through the plan reviews of draft and emerging local plans. The joint statement by the 14 authorities in the HMA following the study's conclusion states that it provides a through evidence base to take matters forward through the local plan review process that is in place to meet the commitment in the Housing Deal. Identifying additional land to cater for development needs between 2031 and 2036 will include new employment space and this needs to be weighed by local authorities alongside the need for new homes in their local plans.

In addition to reviews of adopted plans Solihull and the Black Country will be completing their post NPPF plans with Solihull's draft plan due to be submitted for examination in Winter 2018/19 and the Black Country's draft plan due to be consulted on in 2019. South Staffordshire Council is also progressing a review of their Local Plan and this will involve the commissioning of joint-evidence on key issues including Housing Need, and a Green Belt review with the Black Country.

The South Staffordshire Local Plan is programmed for consultation in the Summer/Autumn of 2018.

The Telford & Wrekin Local Plan, adopted in 2018, also contains a commitment to work with WMCA local authorities to address housing needs. The TW Plan explains that the Council will consider apportioning some of the Local Plan housing requirement towards meeting the needs of the HMA.

The WMCA recognises that an approach to planning for housing need and land supply co-ordinated across the two main HMAs should be driven at the HMA level in the first instance, while recognising opportunities to accommodate growth in other HMAs through cross-boundary working where there is evidence of existing or potential physical and functional relationships.

The West Midlands approach fully addresses the guidance in paragraph 47 of the existing NPPF intended to “boost significantly the supply of housing” and the approach and policy proposals in the Government’s Housing White Paper and subsequent consultation proposals. Given the complex geography and the Mayor’s lack of any planning powers it is a best practice approach to providing certainty of delivery and assurance on land supply founded on an HMA-based approach and co-ordinated local plans underpinning a strategic Spatial Investment and Delivery Plan.

Of course, all housing requirements will need to be delivered alongside other land uses including employment and social infrastructure. Planning delivery in the right places alongside the right infrastructure, taking advantage of well connected areas to raise densities, will be key to delivering the right homes in the right places.

Objective 4 – Delivering the pipeline of priority Housing sites

The WMCA, supported by local authorities, has developed a comprehensive pipeline of large (>200 homes capacity) housing sites supported by a programme approach to the delivery of smaller sites meeting the objectives of the draft NPPF. This includes detailed information on site capacity, density options, land ownership, planning status, delivery phasing, funding and finance and barriers to delivery including infrastructure requirements. This pipeline will be a key delivery and monitoring tool to underpin investment decisions and the Growth Area delivery plans.

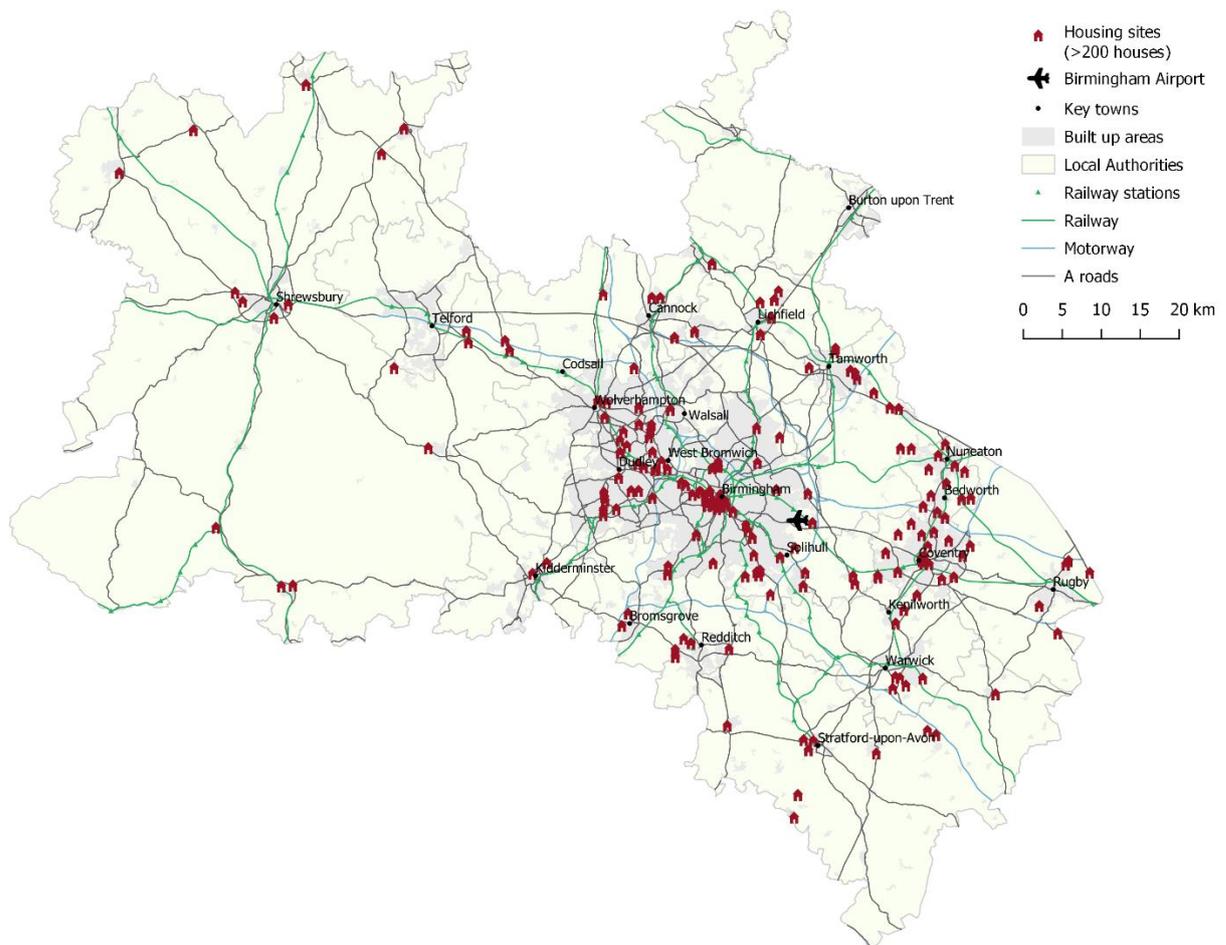
Map 2 below shows the location of the large pipeline sites which includes both allocated sites and those emerging through local plan making. In addition, and in line with the NPPF consultation proposals, it is acknowledged that smaller sites will play a significant role in new housing supply in the region. The role of smaller sites is also crucial to supporting a mixed economy of provision, including small and medium sized builders, in bringing forward sites. Developing a strategic approach to maximising delivery of smaller sites is a priority included in the SIDP implementation plan.

The renewed focus on delivery of homes within the draft NPPF is suitable context for the SIDP. WMCA intends to help share best practice in the delivery of new homes across the region, to support local authorities with joint working e.g. by sharing

resources around CPO, land purchase, direct delivery, preparation of development briefs and masterplans, and deal making. Some local authorities within the region, notably Birmingham City Council, are actively engaged in direct delivery and others are investigating options for this.

There is also scope for the public sector, supported by funding from Homes England and WMCA, to take a longer-term interest in development through its land holdings, enabling increases in land value to be captured following the provision of infrastructure, and recycled to support further housing growth. More details on how these approaches will be supported is included in section 5 below.

Map 2 Major housing sites – planned and emerging



Objective 5 – Delivering a competitive portfolio of employment sites

The SIDP takes a comprehensive approach to land supply and development across the region in considering requirements for and delivery of both employment sites and housing delivery. The plan seeks to align planned housing and employment growth so they are mutually supporting each other. The pipeline developed to underpin the SIDP includes major employment sites as well as housing sites.

Local plans across the region address local requirements and opportunities for employment growth and in some cases wider regional strategic opportunities, including:

- the planned Peddimore development in Birmingham
- the Regional Investment Sites at Aston and Longbridge
- the opportunities at UK Central for up to 775,000 square metres of commercial space
- major opportunities in the Black Country at J10 Cluster in Walsall which form part of the Black Country Enterprise Zone and DY5 Enterprise Zone in Dudley,
- the nationally important Wolverhampton – Staffordshire High Growth Zone including the proposed extension to i54
- Friargate, Whitley Business Park and Whitley South and Ansty Park in Coventry, Warwick and Rugby
- Mira Technology Park in Warwickshire
- the M54 Corridor and Cosford
- A range of growth opportunities in town and city centres (see Objective 6 below).

These and other significant local employment sites are shown on the map below and included in the growth areas and corridors identified in section 5 and actions to support their delivery are included within the snapshot delivery plans there. Success in these will be crucial to delivering the extent of the economic vision set out in the SEP.

The SIDP adopts the definition of Strategic Employment Sites used in previous regional study work i.e. Strategic Employment Sites are business development sites that can bring net additional activity and jobs to the region by:

- attracting nationally or internationally mobile economic activity (including both mobile businesses and the suppliers that serve them)
- providing accommodation that would not otherwise come forward through the local planning system, principally because a) they are large sites, providing at least some 25 hectares and often much more b) they may be in greenfield locations

A September 2015 study of strategic employment sites for the LEPs in the region used market data to assess the demand for strategic sites and the available land supply and how that was constrained. This concluded that the region's main office markets had a healthy pipeline of allocated development sites, and there was no indication that land supply would fall short of demand in the foreseeable future.

In contrast the study found that for large industrial units the planned land supply fell severely short in the three areas of highest demand:

- The M42 corridor to the east of Birmingham
- Areas south and east of Coventry to Rugby
- The Black Country and Southern Staffordshire and the M54 Corridor into Shropshire and Telford

The study concluded that if supply constraints were relieved in these areas this would add to economic growth and employment in the region in the manufacturing

as well as distribution centres, but that larger-than-local policies would be a more effective way to bring forward new sites. The three LEPs and South Staffordshire are jointly funding further work in this area to support WMCA in the development of a regional industrial strategy with the objective of addressing the identified shortfalls and identifying specific opportunities and the policy implications. The outcome of this work should be reflected in a future iteration of the SIDP. In preparing this consultation draft SIDP the focus has been on housing but further work will be carried out on employment land as the wider monitoring approach is developed regionally. It is likely that work will be needed after the strategic employment sites study is complete to look at sites ranging in size from 10ha-50ha.

It is also worth noting the economic contribution of rural areas of the SIPD region; sections 8 and 9 below highlight the role of the countryside and blue infrastructure network but tourism and culture also have key roles to play in supporting economic development across the region.

[Map 3 to be inserted once more information is available for final SIDP]

Objective 6 – Maximise the potential of our city and town centres

The SIDP area is made up of a network of three major cities and numerous towns. The contribution of city and town centres to supporting sustainable growth cannot be under estimated. These centres are suitable locations both for employment and housing growth and contain the vital services on which communities rely. By housing people close to where they work demands on the transport network, particularly for private car use, are reduced. While most centres benefit from good public transport connectivity, enhancing these connections will be crucial to support the levels of growth expected in the city and town centre network across the region.

It is in these centres that the majority of new employment growth will be found, and where retail and leisure opportunities will cluster. Town and City centres support higher densities of development than suburban areas. By building at higher density in sustainable locations demands on Green Belt and green field land release will be minimised. Enhancing the connectivity of centres – including Inter and Intra Regional connectivity (see Objective 7 below) as well as more fine grain local connections to their hinterlands and improvements to public realm – will therefore be a key aim for local authorities in their plan making.

This SIDP promotes the role of City and Town centres as sustainable priority locations for growth.

Objective 7 - Improving connectivity within the West Midlands and with other regions

‘Movement for Growth’, the West Midlands transport strategy sets out an ambitious set of plans to both maintain and enhance the road and public transport network within the framework of both the SEP and the wider ‘Midlands Connect’ strategies.

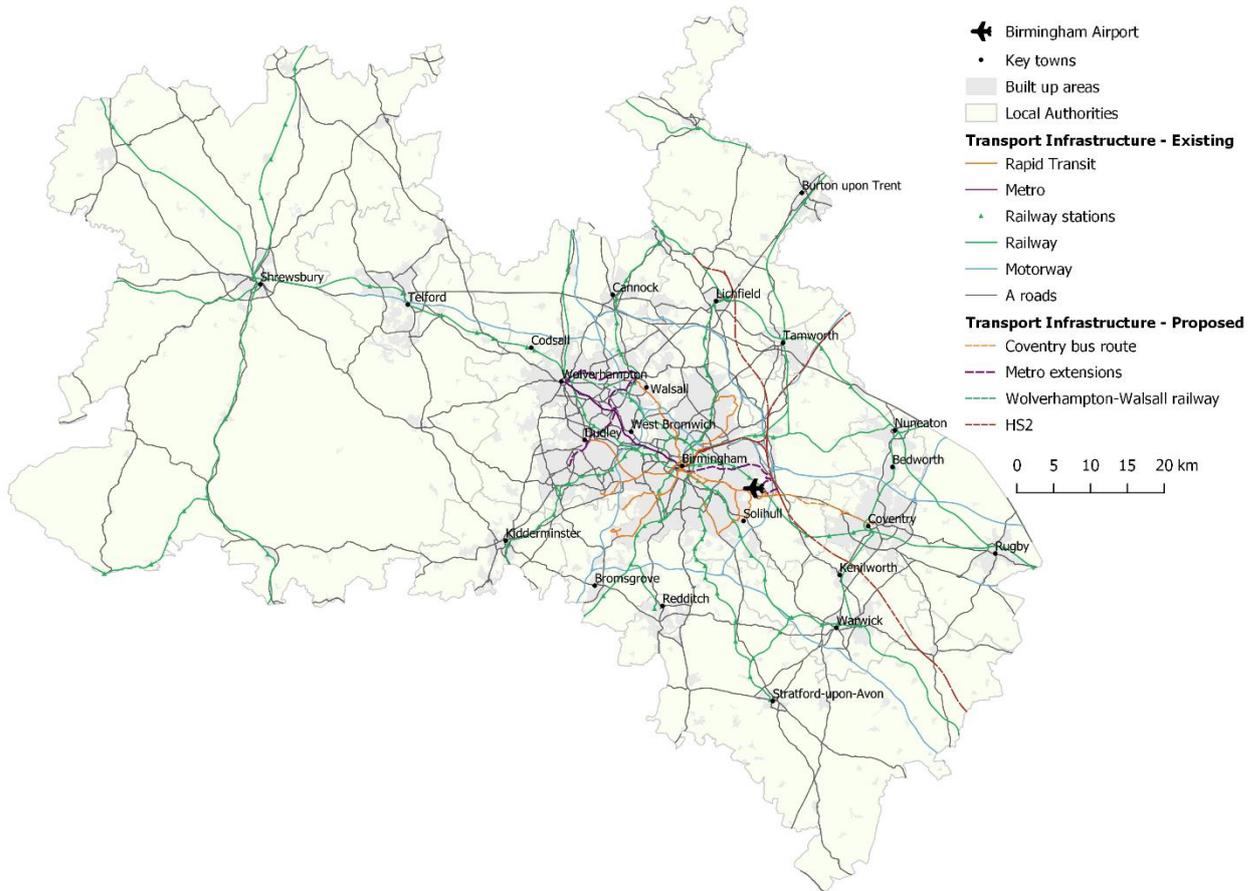
The biggest impact in supporting future growth will be the delivery of HS2 in 2026, offering faster and better connectivity both for Birmingham City Centre and UK Central in Solihull to London and wider UK cities. The HS2 connectivity packages proposed linking both of these key stations to their wider hinterlands will be of critical importance to secure the full benefits from the HS2 investment and to spread these and the opportunities for economic and housing growth throughout the region.

Equally important to accelerating development within the region is the extensive package of public transport improvements proposed in the Movement for Growth strategy including new routes for the Metro service, new Sprint bus services and refined services on local rail, including routes freed up by the advent of HS2 and also lines like Walsall – Wolverhampton where old services can be re-instated to improve East-West connectivity and reduce reliance on private cars.

New growth needs to be targeted primarily at existing urban areas with good public transport or where new public transport links can be supported. This will help to support increased densities and mixed-use development and reduce the need to travel by private car. Nevertheless, many parts of the region still rely primarily on private car use for transport and there will be continued and sustained pressure along key arteries, in particular those where growth opportunities are clustered. The Movement for Growth strategy sets out Transport for the West Midlands' plans to work closely with local authorities and Highways England to support key junction and carriageway improvements where the need has been identified. More detail on this and how these interventions will support housing growth is included in the Growth Area snapshot delivery plans (see Section 5). These plans will be underpinned by a comprehensive sites pipeline across the region developed by WMCA and TfWM based on inputs to date from local authorities to our consultant team in developing the SIDP.

Map 4 below shows the key transport routes, existing and proposed, within the region.

Map 4 – key transport routes



Objective 8 - Building on the Region's environmental strengths

At the heart of the UK, the West Midlands, industrial engine of the nation, also boasts a wealth of natural environmental assets, many of which already add to an excellent quality of life, but some of which need investment and reclamation to fully benefit the region. Green infrastructure is the network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage and open countryside. Green infrastructure provides multiple benefits for the economy, the environment and people. These benefits include: recreation/ health, a home for wildlife, enhancing the attraction of the place, offering walking and cycling routes, as flood storage space helping to tackle climate change and providing areas for local food production.

Some parts of the green network are particularly sensitive for environmental reasons and special care should be taken to mitigate harm to these, which may include investing in the green network outside sensitive areas.

The growth areas identified in sections 4 and 5 include former industrial land and canalside land that, following investment, would enhance the wider green and blue network. Natural England's 'Growth Points Programme' has seen a total of nine new Growth Points in the West Midlands region, and this has placed green infrastructure

firmly on the regional planning agenda. Planning to enhance both the green and blue assets of any development area should be at the heart of local considerations and the role of those areas, both to support local access and to enhance the wider strategic network of Green and Blue infrastructure is vital.

Canals are a vital part of the region's blue infrastructure network and are vitally important assets to support wildlife and biodiversity, leisure and sustainable travel options. Many development sites include canalside areas and wherever new development is proposed opportunities should be taken to enhance both the local and strategic opportunities afforded by the canal and river networks.

Alongside green / blue considerations, within the built environment, quality development will be expected to promote enhancements to public realm and help to promote place making in City and Town centres.

Objective 9 – Tacking infrastructure constraints

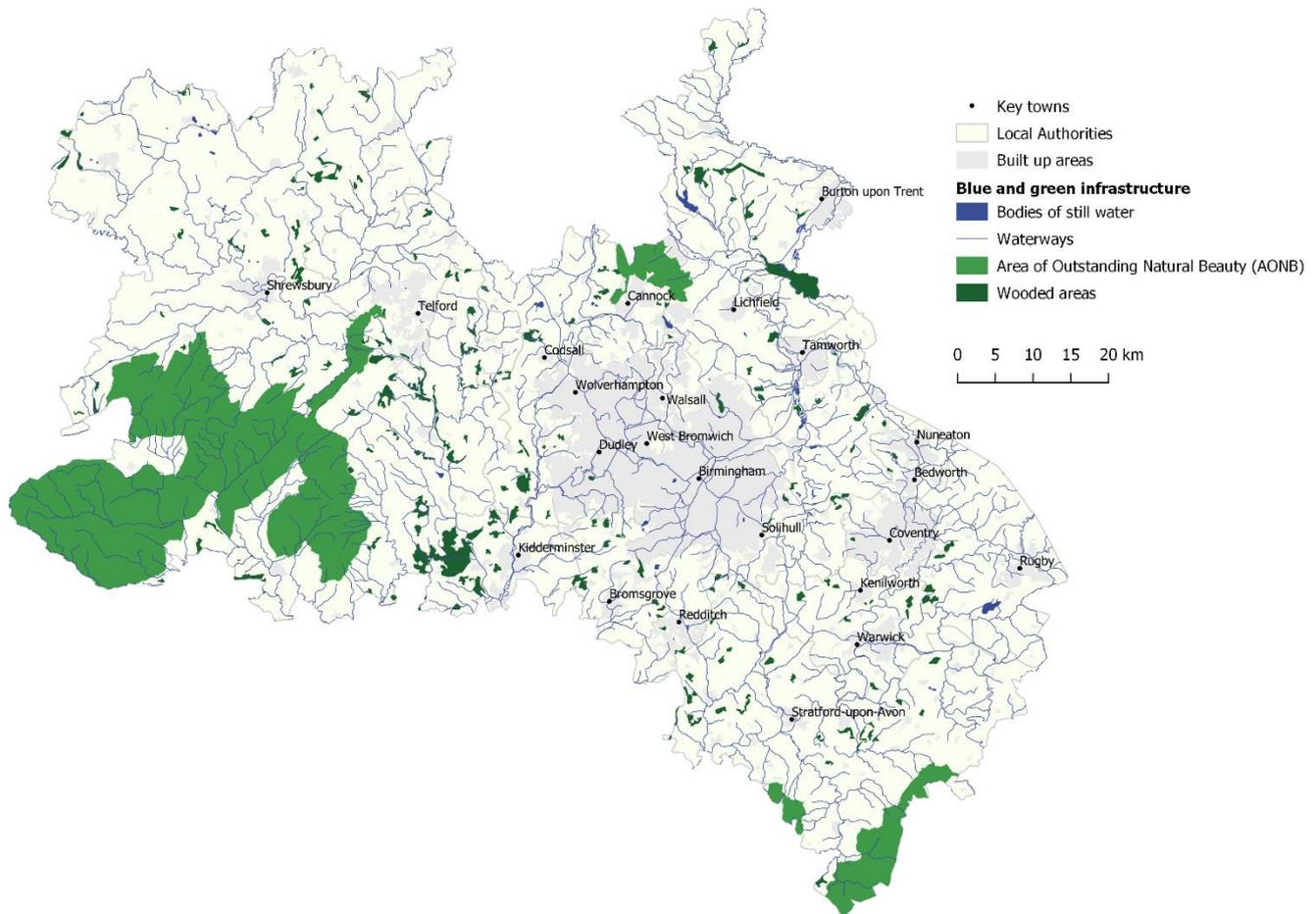
In some areas, development is constrained by the supply of power. New developments that utilise opportunities for local power networks, particularly those based on renewable energy sources will help to alleviate the demands on the existing network and to provide the new power and energy networks required to support growth in a way that reduces damage to the wider environment by underpinning low to zero carbon development. Adequate water and sewage supplies are also considerations when promoting major development sites and so local water providers as well as power and energy suppliers, need to get engaged with this SIDP and identify areas for investment within their own businesses plans. This is a relationship that WMCA and the West Midlands Mayor can broker in partnership with local authorities. This partnership will include a review of major energy infrastructure needs.

Protecting the region's environmental assets is a significant underpinning objective of the SIDP. By optimising development densities on brownfield sites and investing in improving the linkages between built development and the natural environment we can help to protect our precious green belt and wider countryside.

The Regional Canal network is important for leisure and wildlife and parts are not suitable for freight transport. However, better use could be made of the canal network for transport of goods and freight particularly when it is adjacent to major development sites and major sites adjacent to the canal network should consider the use of water borne freight transport to serve their developments where possible.

Local Authorities should work with the Canals and Rivers Trust to enhance the leisure and travel opportunities from the river and canal network wherever possible.

Map 5 Green and Blue Network



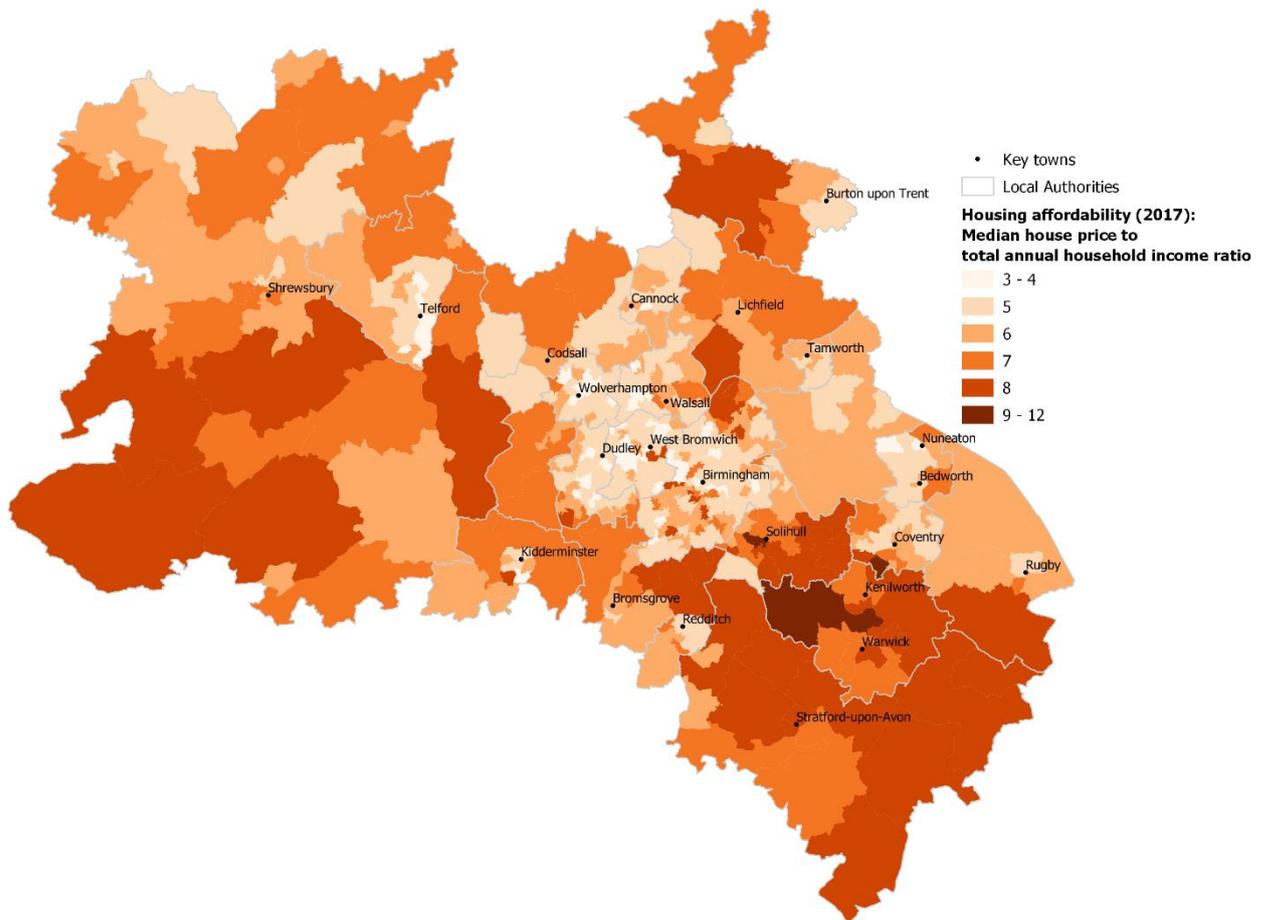
Objective 10 - Supporting people to realise their full potential

While many residents benefit from high quality jobs and lifestyles others in the region are behind. Unemployment in the West Midlands Region is higher than the UK average at 5.1%, with some signs of recent growth. Employment rates are generally lower (74% in the year ending January 2018 compared to 75.6% for the UK as a whole) however employment rates are growing faster in the West Midlands than any other UK region and so the gap is closing somewhat. For the full year to January 2018 employment grew by 1.4% in the West Midlands compared to 0.3% for the UK as a whole although there was a sharp slow down in the final quarter when growth fell to just 0.1% across the region. Inactivity rates are also relatively high but falling alongside growth in the employment rates. As well as providing new homes and job opportunities through growth, there must also be opportunities for individuals and communities to benefit from skills programmes and for small and medium sized businesses to benefit from supply chain investment.

Without a secure, affordable home of their own many families will never realise their full potential, with children potentially experiencing overcrowding and lack of heating

as well as the insecurity of tenure forcing them to move home. As the housing affordability gap in the region widens, this problem will become more acute. Evidence shows the housing affordability gap is growing and so therefore the provision of new affordable homes, both to rent and to buy will be a key part of the solution to meet the needs of vulnerable people, in particular children and young people. Affordability varies from place to place and local plans set out the amount of 'affordable housing' required to be provided in schemes in different parts of the region. **Map 6** below shows the current picture of house prices compared to income levels in the region.

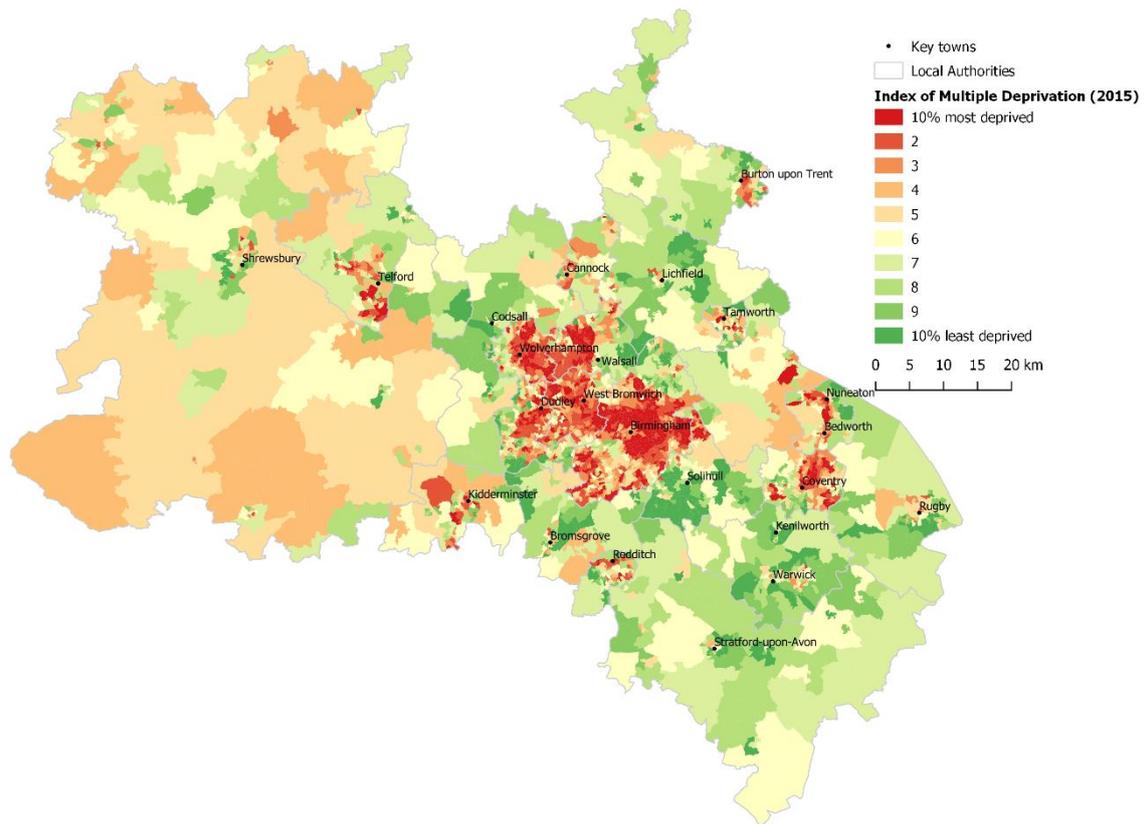
Map 6 – housing affordability



As well as tackling the 'supply side' of new affordable homes within reach of the population, there is also a strong need to tackle the 'demand side' by increasing skills and wage levels among the population particularly in areas where high levels of deprivation exist currently. Deprivation coincides strongly with existing urban centres, where a lot of the new growth and development will be accommodated and so getting the package of investment around skills and local supply chains right, especially where new developments provide opportunities for training, apprenticeships and local jobs, will be one crucial way in which the deprivation picture in the region can be challenged. **Map 7** below shows the existing picture of

deprivation within the West Midlands. This picture will only start to be addressed if the right jobs are provided in the right places so that local people can physically access them and if the right training and support is in place to ensure people can benefit from them. The Local Industrial Strategy for the West Midlands that the WMCA is currently developing in partnership with the Government will include further actions to address the challenges of deprivation and embed inclusive growth.

Map 7 – IMD regional distribution



4) The Spatial Delivery Framework

This section seeks to set out the spatial delivery of key growth areas and corridors, where major development will be focused many of which cross local authority borders. This analysis is based on adopted and emerging local plans and reflects the 10 objectives set out in the previous section.

4.1 Spatial delivery of growth and Key Diagram

The Key Diagram below represents the identified major Growth Areas and Corridors across the region and their link with transport corridors and other key elements of the physical and economic geography of the region. As stated these include the major opportunities for both employment and housing investment which are summarised here. These corridors have been identified by WMCA following a review of local plans and discussion with relevant local authorities. They do not intend to allocate new development sites, but to highlight key areas where change is likely and investment is needed across the SIDP area. It will still remain the job of local plans and local planning authorities to allocate individual sites for development.

Birmingham City Centre is the economic hub of the region – albeit Coventry and Warwickshire have recently been growing at the fastest rate in the country. Birmingham remains a key economic asset with 21,000 companies employing around 220,000 people. The arrival of HS2 in 2026 and one of the region's two new stations – Curzon Street in the city centre – will massively reinforce Birmingham's pivotal role in the economy.

In the period to 2031 Birmingham has identified the potential for the City Centre to accommodate 12,800 new homes, 700,000 square metres of office floorspace and 160,000 square metres of comparison retail floorspace. Across the city as a whole Birmingham is planning for 51,000 additional homes, two Regional Investment sites of 20 and 25 hectares and a 71 hectare employment site at Peddimore.

The HS2 Interchange station and Hub at UK Central in Solihull will provide an international gateway with seamless integration between HS2, Birmingham Airport, the NEC and rail and metro and enable the development of a new urban quarter there. The Growth and Infrastructure Plan for the Hub predicts that it has the potential to create up to 77,500 new jobs, 775,000 square metres of commercial space, 4,000 new homes and £4.1 billion GVA per year.

The region's two other cities, Coventry and Wolverhampton, also offer different and complementary strengths and potential for growth with Coventry's strong cultural offer enhanced by its win as UK City of Culture 2021 and Wolverhampton's potential to enhance its city centre offer and cement its position to be one of the UK's top 20 cities and a leading city in the West Midlands. Coventry is planning a new business centre around Coventry Railway Station with at least 176,000 square metres of new office floorspace which together with complementary retail and leisure facilities will generate up to 15,000 new jobs. In Wolverhampton City Centre land around the Canalside and the new station City Interchange has the potential for 93,000 square metres of new commercial space as well as new homes and leisure developments.

Recently, Warwickshire and Coventry have been the fastest growing economic areas in the country and have significant scope to build upon this. Close to Coventry there are plans for major employment growth with developments at Ansty Park and Whitley South next to the JLR headquarters as well as the expansion of the MIRA technology park, Europe's leading centre for transport research and development near Nuneaton.

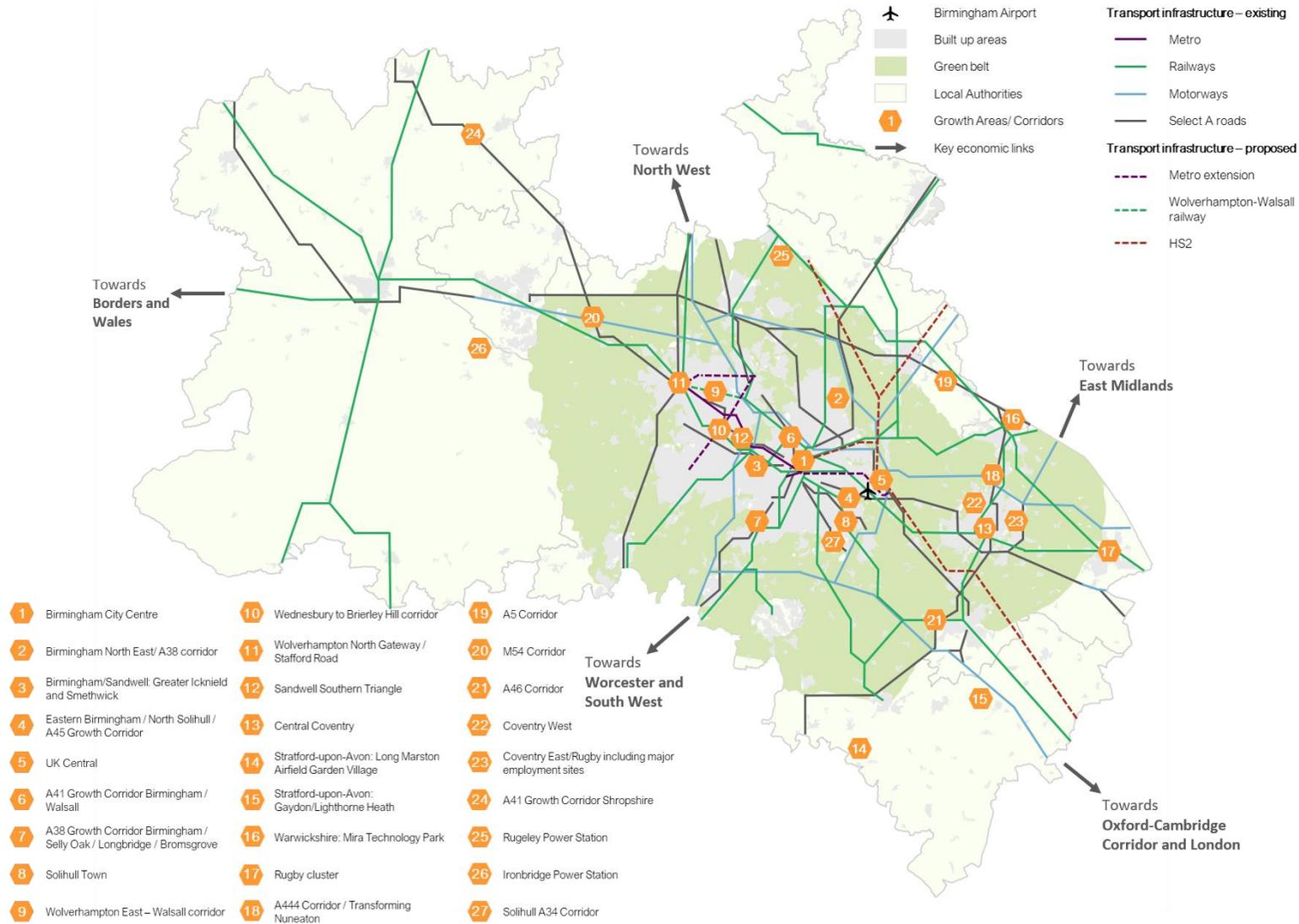
Other major urban centres in the Black Country at Walsall, Dudley, West Bromwich and Brierley Hill offer potential for significant residential and mixed use development supported by new transport infrastructure and investment in land remediation and land assembly. In addition, there are plans for major employment growth at the i54 extension site in Wolverhampton, the M6 Junction 10 cluster in Darlaston and the DY5 Enterprise Zone in Dudley.

Across the region there are proposals underway or agreed in local plans for a number of sustainable urban extensions: at Langley in Birmingham, Eastern Green and Keresley in Coventry, Kings Hill Park in Warwickshire and Rugby Gateway and South West Rugby. There are also plans for garden suburbs and garden villages at Long Marston, Gaydon/Lighthouse and Lodge Farm in Warwickshire and local plans in Warwickshire have identified new greenfield sites for development along the A5, A444 and A46 corridors.

Further west, Shropshire and Telford, which together comprise around 50% of the SIDP area, have the potential to make significant contributions both to employment growth and new housing supply, particularly focused on the M54 corridor. Telford itself, a new town intended to support Birmingham's overspill has not yet reached its planned capacity of 250,000. Key sites include T54, the Telford Investment Cluster and Newport Innovation Park.

WMCA's focus for residential development is on brownfield land along public transport corridors in the region. This will require delivery of the investment programmes in the Movement for Growth strategy which is already organised around a series of corridors to support economic and housing growth.

KEY DIAGRAM



4.2 Growth Corridors and Areas

Detailed discussions with authorities around their existing and emerging local plans and development strategies have enabled identification of a series of Growth Corridors and Areas across the region which provide the opportunity for co-ordinated delivery planning including for land interventions and assembly and transport and other infrastructure investment. These will be used as a basis for WMCA and Homes England investment planning and prioritisation. The SIDP implementation plan contains a Delivery Plan template for the Growth Corridors and Areas which are illustrated in the Key Diagram and listed Table below. Growth Areas and Corridors are based on sites identified in existing local plans. In some cases, they include emerging proposals that are not yet committed in plans or may be under review at draft plan stage but not yet adopted. This list will be kept under review as local plans develop. **Appendix 2** shows some of the key sites either planned for or emerging within these key growth areas and corridors.

Ref		
1	Birmingham City Centre	City Centre focus for retail, office, residential and leisure activity and major hub for financial, professional and business services. Formed by seven quarters with the Core at its heart: Digbeth, Eastside, Gun Quarter, Jewellery Quarter, Southside and Highgate and Westside and Ladywood. Development supported by HS2 and a range of connectivity measures including central Birmingham Metro upgrades.
2	Birmingham North East / A38 corridor	Growth areas including key employment site at Peddimore, the SUE at Langley and Sutton Coldfield Town Centre and associated sites towards Lichfield and Tamworth (with capacity for around 1,000 new homes). Supported by Sprint bus services and a range of road junction improvements.
3	Birmingham/Sandwell: Greater Icknield and Smethwick	Key growth area for Birmingham and Sandwell, over 130 hectares of development opportunities with potential for 5,000 homes and 10,000 square metres of commercial floorspace. Supported by a new secondary school and heat network and suburban rail and bus services; road improvements to A457 required.
4	Eastern Birmingham / North Solihull / A45 Growth Corridor	Numerous sites including major opportunities at Bordesley Park and Washwood Heath (employment) and potential for residential growth supported by Metro extension East to UKC and North Solihull.
5	UK Central	The range of opportunities associated with the HS2 Station, Birmingham International Station Integrated Transport Exchange, NEC and nearby sites identified in Solihull's draft local plan. Supported by HS2 and local connectivity measures.
6	A34 Growth Corridor Birmingham / Walsall	Aston manufacturing hub, Perry Barr/CGV and sites to north along A34 towards Walsall. Supported by new

		Sprint priority bus measures and upgrades to existing transport infrastructure.
7	A38 Growth Corridor Birmingham / Selly Oak / Longbridge / Bromsgrove	New Economic Zone as focus of investment in Life Sciences sector including Birmingham Life Sciences Centre and strengthening of Selly Oak District Centre. Comprehensive regeneration of Longbridge to deliver 1450 new homes, Regional Investment Site and 10,000 jobs.
8	Solihull Town	Includes a number of opportunity sites in Solihull Town Centre (Touchwood, Homer Road Triangle, Mell Square) also includes nearby sites east of Solihull between Lugtrout Lane and Hampton Lane at Moat Lane/Vulcan Road and at Sharmans Cross Road identified in the draft plan.
9	Walsall to Wolverhampton corridor	Wolverhampton City Centre and Eastern Gateway, Willenhall and Walsall town centre clusters, employment sites at M6 J10 / Darlaston employment sites forming part of the Black Country Enterprise Zone. Supported by upgrade to Wolverhampton to Walsall rail link and two new stations at Willenhall and Darlaston.
10	Wednesbury to Brierley Hill corridor	Brierley Hill, Dudley, Dudley Port / Tipton and Wednesbury clusters. A number of smaller sites. Supported by Wednesbury to Brierley Hill Metro extension.
11	Wolverhampton Northern Growth Corridor and Wolverhampton-Staffordshire High Growth Zone	Including Wolverhampton City Centre, i54 and sites along A449 supported by upgrade to Wolverhampton station and local connectivity packages including new Sprint route on A449, tram and rail services.
12	Sandwell: Southern Triangle	Clusters at West Bromwich/ Oldbury, Blackheath/Halesowen and Lye Cradley Heath
13	Central Coventry	A collection of existing and potential sites, including some released by tightening junctions on the Ring Road (A4053) and increasing connectivity between the centre of Coventry and the inner city beyond the Ring Road.
14	Stratford-upon-Avon: Long Marston Airfield Garden Village	Selected by HMG as one of 14 Garden Villages across country in January 2017, Cala Homes as master developer, plan for 3,500 new homes including 35% affordable housing, two primary schools and secondary school and 13 hectares employment area, site allocated in local plan and outline consent for first 400 homes in place
15	Stratford Upon Avon: Gaydon/Lighthorne Heath	290 hectares garden suburb site allocated for residential led development with capacity for 3,000 homes and 105 hectares of employment land, outline planning consent in place for first 2,000 homes
16	Warwickshire, North Warwickshire: Mira Technology Park	336 hectares site, Europe's leading centre for transport research and development, eventually will provide over 150,000 square metres of commercial floorspace, development programme phased until 2025, masterplan and planning permissions in place

17	Rugby cluster	485 ha greenfield site with Urban and Civic / Aviva as master developer. First phase delivered by Crest Nicholson, Morris Homes and Davidsons, total planned delivery 6,200 homes. Homes England loan supporting road infrastructure; first primary school – St Gabriel’s CE Primary School – to open to pupils in September 2018
18	A444 Corridor/Transforming Nuneaton	Growth corridor of sites along A444 allocated in Coventry, Nuneaton and Bedworth plans including regeneration, highways and flood defence schemes in Nuneaton town centre; requires support from A444 Corridor road improvement schemes
19	A5 Corridor	Growth corridor of sites along A5 from Rugby through Nuneaton, continuing into Tamworth, Lichfield and Cannock. Sites allocated in North Warwickshire and Nuneaton and Bedworth plans total 6,080 new homes supported by upgrades to A5. There are sites allocated in and around Tamworth totalling over 4000 homes and a 10ha employment site adjacent to the A5. There are also strategic employment opportunities along the corridor including Tamworth at the A5/M42 junction. To the west there is significant opportunity for growth along the A5 corridor including the Oswestry Innovation park, housing and mixed-use development. Shropshire Council has been successful in securing £9.3m of HIF from Government to unlock the potential of this location.
20	M54 Corridor	Key strategic growth corridor along the M54 around junction 3 and 4 close to the i54 strategic employment and housing site. Potential for significant employment growth focusing on key sectors set out in Shropshire Economic Growth Strategy linked to the advanced manufacturing opportunities to create a hub maximising i54 and RAF Cosford. Shropshire about to commission options study as part of local plan review.
21	A46 Corridor	Growth corridor of sites along A46 including Warwick, Stratford, Kenilworth and South Coventry
22	Coventry West	Sustainable Urban Extensions to the west of Coventry
23	Coventry East/Rugby including major employment sites	Potential opportunities to the East of Coventry for an expanded Ansty Park and and further residential development in Coventry and Rugby Borough
24	A41 Growth Corridor Shropshire	Tern Hill – Clive Barracks – MOD 50ha site available from 2022 for mixed use development (but could be bigger if airfield area is included). Key development opportunity along the A41 corridor
25	Rugeley Power Station	Cannock Chase / Lichfield. SPD aiming to transform decommissioned power station to high quality employment led mixed use scheme over 139 hectares – 55 ha for employment use and 84ha for housing use. Close to Rugeley Trent Valley Station on the West Coast Mainline. Minimum 800 new homes expected here. Large scale employment opportunity to be defined further at local level.

26	Ironbridge Power Station	Shropshire. Major development opportunity, 140ha site. Former power station with potential opportunities will incorporate the comprehensive redevelopment of this significant brownfield site, to deliver a sustainable mixed- use development. This will comprise new residential communities integrated with its surrounding area, employment land and leisure and tourism uses complementary to the Ironbridge Gorge World Heritage Site.
27	Solihull A34 Corridor	Includes land in Shirley and Dickens Heath, identified in the Solihull draft plan allocations 4, 11, 12 &13 and also sites 11 (Powergen) & 10 (Blythe Valley Park) from the Solihull local plan 2013.
28	Key market towns	Across the region an attractive range of market towns and urban settlements can be intensified selectively and appropriate with higher density developments close to public transport nodes in line with guidance set out in the NPPF. These locations can offer sustainable solutions where housing and employment growth are balanced through mixed use schemes where appropriate. May need investment in public realm, local connectivity, walking and cycling schemes to support integration with existing developments and good growth.

5 Approaches and interventions to unlock barriers to development and accelerate delivery

5.1 Introduction

This section sets out policy areas where the SIDP implementation plan (Section 6) will seek to drive change through interventions to unlock barriers to development and accelerate delivery in order to realise the 10 objectives set out in Section 3. Barriers which require a strategic response from partners across the region include:

- insufficient capacity and capability in the public sector delivery agencies
- the need for stronger co-ordination and agreed prioritisation between the public sector delivery organisations
- shortages of skilled construction labour
- insufficient funding for key infrastructure required to support new homes
- contaminated land across the region but particularly concentrated in the Black Country on employment sites allocated for future employment and former employment sites now allocated for housing
- fragmented ownership of land, again a particular problem in the Black Country
- speculation in land and the pursuit of higher value land uses without development coming forward
- unrealistic landowner expectations of value and land banking by private house builders
- the need to maximise and encourage private sector interest and investment in opportunities across the region
- the need to create delivery partnerships and to support private land owners to access public funding opportunities to overcome viability challenges
- ensuring housing supply and development meets the range of housing and employment needs in the region including a sufficient and diverse supply of affordable housing
- the need to provide sufficient suitable infrastructure including 'hard' measures like water, power and flood relief alongside social infrastructure such as schools, health and parks.

We will address these barriers through a comprehensive package of interventions set out below.

5.2 The Joint WMCA/Homes England Delivery Team

At the heart of new public sector approaches to accelerating delivery is the Government's commitment in the Housing Deal to a long term partnership between WMCA and Homes England to work together to deliver the SIDP. This will bring new commercial and delivery resources including opportunities for joint commissioning and a source of central expertise and capacity to support local delivery arrangements, together in a joint team to work with the WMCA Housing and Land Delivery Board and the constituent and non-constituent authorities to the agreed priorities in the SIDP and how they will be supported by the investment plans of the

Combined Authority, Transport for the West Midlands, Homes England and other key partners such as Network Rail, Highways England, HS2 and the utility companies.

In line with emerging Government policy the joint WMCA/Homes England delivery team will adopt a stronger and more active approach in intervening in land markets and identified development opportunities to secure greater pace, quantum and quality in housing and project delivery.

5.3 Accelerating Build Out

Similar delivery barriers to those listed above are identified in the initial report from the Independent Review of Build Out by Sir Oliver Letwin. This report also identified the fundamental driver of build out rates on large sites once planning permission has been secured as the 'absorption rate' i.e. the rate at which newly constructed homes are believed by the housebuilder to be able to be sold successfully into the market without materially disturbing the market price.

The new joint delivery team will seek to work with Government and the Letwin Review to identify and implement pilot approaches that could be tried on key sites or areas in the West Midlands to accelerate build out. Local authorities will be encouraged to adopt a common approach to using past build out performance and history in procurement decisions.

Build out rates will also be accelerated through a diversification of supply and focused small sites programme. In addition, in areas where the public sector has active land holdings authorities may consider holding a longer term stake in land with contracts requiring agreed build out, through development agreements rather than traditional land sales. Homes England expects to move to this model in West Midlands through its joint work on the WMCA delivery team. Supporting the development of local economies alongside the development of new homes will help to ensure build out rates are sustained by similar market absorption rates.

Plainly both WMCA/Homes England and individual local authorities will need to ensure they retain options to CPO powers especially in cases of obvious land banking.

5.4 Brownfield First

WMCA supports the emphasis in existing local plans on maximising housing development on brownfield sites and reducing pressures for green belt release except in exceptional circumstances. Brownfield sites will be prioritised for development including through the investment decisions of WMCA and Homes England when allocating funding for land purchase and land remediation. Allocation of sites, including 'brownfield' green belt sites is a matter for local authorities through their plan making processes.

WMCA will lead work in the region to link up with 'One Public Estate' and help to identify opportunities to re-use existing public sector land, supported by investment

to remediate/ prepare for development where necessary and support the delivery of affordable housing.

There are numerous opportunities across the region to re-use surplus council and healthcare estate but also rail lands / sidings and land adjacent to rivers and canals for other uses including the provision of housing and employment but also new social and community infrastructure, transport provision and parkland.

5.5 Making Best Use of Land

Given overall pressures on land supply in the region development schemes must make the best use of land. Optimising densities will make a major contribution to achieving the Housing Deal target of delivering 215,000 homes by 2031. Local authorities will be encouraged to adopt a consistent approach including a minimum density level of 30 dwellings per hectare for all schemes and higher targets in city and town centre locations and areas well served by public transport. Birmingham City Council has led the way by including a minimum level of 40DPH everywhere outside central areas and this target would be suitable for many other urban parts of the SIDP area. A design led approach to maximising density will be required in all schemes to qualify for WMCA and Homes England investment and to ensure that numbers do not become more important as an objective than quality.

5.6 Design Quality and Placemaking

WMCA and local authorities across the region share support for the highest aspirations for creating great places for local residents and for design quality in new developments including ways in which development can promote good health and healthy living. For example the Black Country Authorities have developed a 'garden city accreditation scheme' aimed at promoting quality design principles in the Black Country. The Mayor will work with local authorities to develop a new Design Charter building on current Homes England standards and work by authorities. This set out good practice for high quality design at higher density. All schemes will be expected to meet the standards in the Charter to qualify for WMCA and Homes England investment.

5.7 Land Intervention and Assembly

The new Land Fund included in the Housing Deal provides further resources to tackle the land remediation issues affecting brownfield sites across the region, particularly in the Black Country. The joint delivery team will review the use of the existing Land Remediation Fund with local partners and agree a new strategic delivery plan and priorities for the funds to maximise their effectiveness.

Remediation issues are often compounded by fragmented land ownership and the new Land Fund will also be used to address these and support land acquisition to assemble deliverable sites including via the effective use of WMCA and Homes

England compulsory purchase powers and how these can be brought to bear to supplement existing local authority CPO powers.

The joint delivery team will also look to intervene to assemble and acquire land for development in identified priority areas especially where this will maximise opportunities to capture and reinvest subsequent increases in land value. The team will also build on and develop the existing Homes England Public Land for Housing programme to facilitate the release of land held by different public authorities for housing development.

The joint delivery team will also look to support authorities with development briefs for sites and groups of sites and with masterplanning and prepare planning applications as needed to support the CPO process, where this is required as the next step to bring forward allocated sites in development plans.

5.8 New Delivery Models and Vehicles

As agreed as part of the Housing Deal the new joint delivery team will work with local authorities to explore the need and potential for new local investment and delivery models and mechanisms. Delivery structures and governance will be reviewed for each of the Priority Growth Corridors and Areas identified in the SIDP.

New and bespoke delivery vehicles are most likely to be needed to support particularly large and complex schemes such as the example of the Solihull Urban Growth Company created to support the UK Central development and to tackle especially difficult issues that cross local authority boundaries such as the land assembly and remediation issues in the Black Country. One objective will be to structure interventions and partnerships that enable authorities to de-risk development especially on difficult, contaminated brownfield sites.

The joint delivery team will also look to work with emerging and existing local authority delivery vehicles, such as Birmingham Municipal Housing Trust, Wolverhampton's housing company, WV Living, and Nuplace, Telford and Wrekin's local housing company, and support their plans to contribute to accelerating housing delivery and more affordable housing.

5.9 Affordable housing

In addition to working with existing Council delivery vehicles, the joint delivery team will work to conclude a new deal on affordable housing with Housing Associations in the region to deliver more affordable homes and increase financial certainty. As part of the approach to maximising delivery of affordable homes authorities will be encouraged to adopt a single open and transparent approach to viability and development negotiations within the context of their own local plans. In addition, WMCA will lead discussions with the leading housing associations to understand where and how they can be supported to invest as direct delivery by the social housing sector will be a crucial source of new affordable housing supply. Affordable

housing is a pressure across the region, including in many rural areas. As well as traditional builder routes, self-build may be another option.

5.10 Estate Regeneration

WMCA and Homes England will look to support investment in new affordable homes on existing estates where these have demonstrated support from local communities and masterplans show existing residents will be included in, and benefit from, the changes proposed. Schemes that offer opportunities to local residents to benefit from new homes and that promote social value, including local employment and training opportunities as well as opportunities for SMEs through local supply chains, will be prioritised for investment resources from WMCA and Homes England. Although estate regeneration does not always lead to a net gain in unit numbers authorities should focus wherever possible in seeking net gains in habitable rooms through Estate Regeneration schemes to ensure these deliver the right type and quality of affordable (and market) homes to meet local people's needs.

5.11 Construction Innovation and Skills

The joint delivery team will further support accelerated build out by exploring the potential for Modern Methods of Construction (MMC) and other opportunities for innovation in West Midlands construction, including supporting work underway by the Black Country LEP and authorities to promote the creation of a new Centre of Excellence for Brownfield Remediation and Construction Skills in Wolverhampton and the development of Springfield Campus as a major new school of the built environment. The team's work together with local authorities in increasing development land supply and establishing a portfolio approach especially to public land will provide supply chain certainty for MMC suppliers and give scale to encourage enterprise and new entrants and drive innovation in this sector. WMCA and Homes England will prioritise investment in schemes that demonstrate innovation in construction and development.

As a key part of delivering both the SIDP and the West Midlands Industrial Strategy the joint delivery team will work with the Skills Advisory Panel to develop a regional construction training programme to train up a new generation of construction workers. This will be supported by the £5 million investment in construction skills from the second West Midlands Devolution Deal and by maximising the region's take up of the construction skills funding available under the National Retraining Scheme.

In line with the recommendations of the Productivity and Skills Commission, more work is needed to join up and co-ordinate local authorities approach to developing skills through s106 agreements and joint commitments to local apprenticeships and training. The focus of these types of agreements should cover both the construction and end user stages, rather than either one or the other.

5.12 Small sites and SME housebuilders strategy

The joint delivery team will work with authorities to develop a strategy to maximise delivery on small sites and to encourage small and medium size housebuilders. Elements in this will include identifying public land opportunities for SMEs including by land assembly, developing a specific funding stream from Homes England resources to provide development finance and other support to SME builders, encouragement to authorities to have a consistent policy approach to providing greater certainty early in the planning process. The team will also explore the best ways to support custom and self build delivery including Community Self Build, which may have a role to play in developing skills as well as de-risking projects. This may be particularly important in rural areas and areas dependent upon small sites.

5.13 Supported and specialist housing

The joint Homes England /WMCA team will work with local authorities to identify key strategic issues in relation to the provision of supported and specialist housing and where necessary plan interventions to speed up provision of this type of new homes. Across the region as a whole the population is young and dynamic, but in many parts, this is not the case, with some areas seeing ageing populations that need provision including down sizing in mainstream housing, as well as co-housing and supported housing options.

6) SIDP Implementation Plan

6.1 Introduction

In previous sections the SIDP has set out:

- the key spatial priorities facing the West Midlands, in particular the need for new employment opportunities, new homes, including affordable homes, and the pressures on the supply of land for employment and residential growth
- the strategic response to these pressures, including the Housing Deal with the Government and the commitment to build 215,000 new homes to meet the needs of the WMCA area by 2031
- a series of policy and delivery interventions to support the acceleration of housing delivery
- the key Priority Growth Corridors and Areas for new development and the major sites within them

Throughout the SIDP emphasises that it is first and foremost about delivery and so this last section sets out an implementation plan. As a delivery and action focused plan the SIDP will require regular review and updating to reflect progress and new developments and issues. So, the SIDP will be reviewed and brought to the WMCA Land and Housing Delivery Leaders Board for agreement every year starting in 2019 as an integral part of WMCA's business plan and budget process.

The implementation plan is in four parts:

- Funding and Investment resources and strategy
- Governance and Delivery
- Priority Actions for 2018/19 – 2019/20 i.e. prior to the 2019 review
- Snapshot Delivery Plans for the Growth Corridors and Areas (which include action planning beyond 2019/20)

6.2 Funding and Investment resources and strategy

6.2.1 Introduction

Effective delivery of the SIDP will require funding and investment support from a wide range of public sector partners and from the private sector. One of its principal aims is to align their investment strategies and decisions to support the priorities identified within the plan. Key public sector agencies include:

- West Midlands Combined Authority
- Transport for the West Midlands
- Homes England
- HS2
- Network Rail
- Highways England
- Local authorities

- Local Enterprise Partnerships

One of the priorities for the WMCA/Homes England joint delivery team is to align further the funding resources available to WMCA, TfWM and Homes England into a joint programme of support for the SIDP objectives. The current position with the investment resources available to these agencies and their investment plans is set out below.

6.2.2 WMCA

The WMCA Investment Programme was agreed as part of the first Devolution Deal with the Government and contained an £8 billion package of measure to help stimulate economic growth in the West Midlands region. Within this £2 billion of resources were to be generated by the WMCA. Overall the Investment Programme supports the most significant transport, infrastructure and regeneration schemes in the region including:

- UK Central Interchange and Infrastructure
- HS2 Connectivity Programme
- Brierley Hill Metro Extension
- Coventry City Centre Regeneration including Ring Road junction reconfiguration
- Coventry UK Central connectivity package
- Land Remediation Fund focused on the Black Country
- Curzon Street Station Masterplan
- Metro Birmingham Eastside Extension
- HS2 – Metro Birmingham Interchange

A summary of the Investment Programme is set out in the following table:

Appendix 2 : WMCA Investment Programme - Funding Summary (£000)



	WMCA Borrowing	DfT	Enterprise Zone	Private (Direct)	DfT Block Grants	Funding Gap / Not Identified	Highway England	Network Rail	Social Growth Fund	Local Authority	Private (Leasehold)	LSP / LSP / OLEV Additional Funding (Not Secure)	Collective Investment Fund	Other	Grand Total
UKC Interchange	588,042					200,000				131				811	804,943
UKC Infrastructure	188,000					22,410	900,000			22,028				3,828	884,348
Curzon Street Station Masterplan				556,200											556,200
Metro Birmingham Eastside Extension	-	128,280							7,940						137,220
HS2 - Metro Birmingham Interchange		492,000	185,900				96,700								774,600
HS2 Connectivity Programme	HS2CP Blisdon Road	15,985													15,985
	HS2CP Centenary Square	28,804		16,714	6,100				7,380						59,128
	HS2CP Metro Edgbaston Extension	30,096	58,350						1,500						89,946
	HS2CP Sprint Programme	212,830	35,080		12,439				8,300	890					279,129
	HS2CP Wolverhampton Metro	27,400							13,900	40,900					81,800
	HS2CP Rail Programme	186,100				40,500		198,500							425,100
	Coventry Station Masterplan	91,000	3,000							25,047	12,987				93,834
	Coventry Very Light Rail	55,000								2,465					57,465
Brierley Hill Metro Extension	303,000	205,000				33,200								541,200	
High Speed Rail									7,485				18,847	26,332	
Home Security	3,000													3,000	
High Speed Supply Chain and Business Support						7,300					342,900			350,200	
SUB-TOTAL: HS2 GROWTH STRATEGY	1,109,226	696,680	796,278	28,539	-	266,540	306,900	198,500	71,962	74,563	342,900	-	-	21,591	4,492,788
Coventry City Centre Regeneration	149,859			307,836											457,695
Coventry UKC North	21,400	98,800		52,900											173,100
Coventry UKC South	156,470	80,850		16,500			65,000		500	8,805					252,125
Collective Investment Vehicle												1,000,000			1,000,000
Land Remediation Funds	200,000														200,000
Devolved Transport Investment					426,000						870,000				1,296,000
E2 Expansion Evolving Curzon			20,000												20,000
Business Innovation	50,000														50,000
Employment, Education & Skills	20,000														20,000
Community Grants	25,000														25,000
SUB-TOTAL: INVESTMENT PROGRAMME OTHER	625,905	149,650	20,000	376,636	426,000	-	65,000	-	500	8,805	-	870,000	1,000,000	-	3,442,516
GRAND TOTAL	2,022,264	1,096,230	776,278	305,535	426,000	266,540	366,900	198,500	71,962	81,368	342,900	870,000	1,000,000	21,591	7,225,364

Commitments of WMCA resources from the programme and a forecast forward plan of programme approvals is set out in the following table:

APPENDIX 1 : WMCA Investment Programme Commitments (As at 13 March 2018)

Scheme (£000)	Total Expected WMCA Funding into Programme	WMCA Funding Approved to be Released	FORECAST FORWARD PLAN OF INVESTMENT PROGRAMME APPROVALS															Timescale to be Confirmed	TOTAL APPROVALS
			2018/19					2019/20					Post 2019/20						
			April	May	June	July to September	October to December	January to March	April to June	July to September	October to December	January to March	2020/21	2021/22	2022/23	2023/24	2024/25		
Approved Investment WMCA Management Board & Assurance Framework:																			
UK Central Interchange	397,600	20,041		9,270						250,200		118,089						397,600	
UK Central Infrastructure	288,440	3,346		9,813						275,281								288,440	
HS2 Connectivity Package	486,740	145,992			20,533	102,870				49,710	64,340			76,795	26,600			486,740	
Brierley Hill Metro Extension	103,000	5,800				97,400												103,000	
Programme Governance	3,023	721		277						281				284	286	289	292	593	3,023
Coventry City Centre Regeneration	149,954	149,954																149,954	
Coventry UK Central North	22,700	200							3,861					18,639				22,700	
Coventry UK Central South	156,500	800							8,000					2,675	52,300	43,875	13,900	156,500	
Land Remediation Funds	200,000	87,854		5,186	5,000	5,000		500		8,000	33,225			32,500	32,460	32,000	32,000	200,000	
Business Innovation	50,000	472							250		3,825			11,383	12,884	11,383	5,000	4,804	50,000
Commonwealth Games	25,000	25,000																25,000	
Sub Total - Approvals to Date and Forecast Based on Approved SOCs	1,882,957	439,979		15,276	14,270	6,325	21,031	200,520	11,861	652,522		64,246	120,764	159,301	116,145	56,032	37,292	5,397	1,882,957
Projects Yet to Enter Assurance Process:																			
HS2 Connectivity Package	119,305	15,985																103,320	119,305
Employment Education & Skills	20,000	-																20,000	20,000
Sub Total - Projects Yet to Enter Assurance	139,305	15,985																123,320	139,305
Total Potential Commitment Against Devolution Grant	2,022,262	455,964		15,276	14,270	6,325	21,031	200,520	11,861	652,522		64,246	120,764	159,301	116,145	56,032	37,292	5,397	2,022,262
Commitment WMCA Approvals		455,964		471,246	485,510	491,835	512,868	713,388	725,249	1,337,771	1,337,771	1,402,011	1,522,775	1,682,078	1,798,221	1,856,254	1,893,548	1,898,942	2,022,262
Devolution Deal 1 Capital Funding Available										748,000									

It should be noted that not all the planned WMCA funding resources are yet secured and it is anticipated that secured resources from the annual devolution grant will be fully committed by Quarter 4 2018/19. A range of actions is underway to deliver additional resource and a review and prioritisation of the programme has also been agreed supported by work to develop a Benefits Register. This process should ensure further alignment between the Investment Programme and SIDP priorities.

From the £200 million programme funding for the Land Remediation Fund £150 million was allocated for schemes in the Black Country to be managed by the LEP with Wolverhampton Council as the Accountable Body and £50 million allocated for schemes elsewhere to be managed by Finance Birmingham with Birmingham City Council as the Accountable Body. Of this, £53m has been allocated to date. A further £100 million commitment to create a Land Fund forms a key element of the Housing Deal.

The joint WMCA/Homes England team is now working on principles for use of the new Land Fund which (subject to discussion and agreement) are set out in Figure 5 below.

Figure 5: Principles for operation of Land Fund

1. To utilise the sites and adopt an approach to investment which achieves development at pace, and ensure these deliver new quality and value benchmarks for new homes in the West Midlands; to adopt and set this within the objective of achieving excellence in 'placemaking', so ensuring quality and value benchmarks continue to rise over time
2. To create new aspirational homes at multiple price-points; and to make more new homes more affordable, especially for young people and families; this supporting a wider regional imperative to retain a skilled and flexible workforce in the West Midlands to drive business growth and productivity
3. To utilise advanced methods of construction as the default, subject to this producing homes which are more cost effective and of higher quality, and with at least equal durability, reparability and longevity as more conventional methods of construction; where possible, to use construction technology which has been created and grown in the West Midlands
4. To ensure the use of land is optimised by driving higher density development in central locations, and along existing and planned public transport corridors and other public transport nodes
5. To encourage, stimulate and invest in new tenures to drive new forms of supply and so stimulate demand by creating new markets, including innovate approaches to existing products such as build to rent
6. To adopt a 'brownfield first' approach to the development of land
7. To support talent and skills development in the region by requiring, wherever possible, that apprentices and graduates resident in the West Midlands are employed in designing and delivering development projects.

6.2.3 Homes England

The November 2017 Budget agreed substantial new funding for housing to strengthen the ability of Homes England to use investment and planning powers to intervene more actively in the land market and accelerate the delivery of new housing. Government and Homes England funding now available includes:

- the Home Building Fund: originally £3 billion with a further £1.5 billion targeted at supporting SME housebuilders
- the Affordable Housing Programme: increased to £9.1 billion to 2020/21 expected to provide 25,000 homes in total
- the Land Assembly Fund: £1.1 billion allocated to Homes England in the November budget to work alongside private developers to develop strategic sites, including new settlements and urban regeneration schemes
- Housing Guarantees: Government has committed to exploring options to create £8 billion of new guarantees to support housebuilding
- Housing Infrastructure Fund: a £5 billion fund for further investment in infrastructure to support housing delivery

Within the West Midlands the joint WMCA/Homes England delivery team will be responsible for developing and recommending allocations from the Home Building

and Land Assembly Funds and Affordable Housing Programme to support the SIDP and its priorities. On affordable housing in line with the Housing Deal commitments this will support a new supply agreement with a consortium of housing associations to create expanded delivery capacity, especially for more challenging sites.

Across all WMCA and Homes England funding programmes the joint delivery team will prepare an investment strategy for agreement setting out investment criteria and requirements for funded schemes. The criteria and priorities in this strategy should also be taken into account in investment decisions by partners providing infrastructure investment and support to housing delivery.

6.2.4 Housing Infrastructure Fund

The Government has announced successful bids under the Marginal Viability stream of the Housing Infrastructure Fund. The successful West Midlands schemes are:

- Coventry: Eastern Green Unlocking Development - £12,727,700
- Shropshire: Western Shropshire Interchange Improvements - £9,321,963
- Wyre Forest: Churchfields Urban Village Highway Infrastructure - £2,700,000
- Stratford: Long Marsden - £13,500,000
- Warwick: Kenilworth School - £9,500,000

The WMCA/Homes England joint delivery team will offer support as requested to the local authorities in the implementation of these schemes.

Unsuccessful bids in the West Midlands were:

- Druids Heath and Acocks Green in Birmingham
- Friar Park in Sandwell
- Caparo Reedswood in Walsall
- Wolverhampton – new City residential quarter
- A38 Improvements in Bromsgrove
- Ring Road Junction 9 in Coventry

The joint delivery team will work with the local authorities concerned to seek to identify other resources and approaches to bring forward the infrastructure investments in these bids.

In addition, Warwickshire County Council secured commitment to progress two significant HIF bids to outline business case stage these were:

- A5 improvements - £24.5m
- Stratford SW relief road - £40m

As part of the Housing Deal the Government announced that the West Midlands Growth Areas bid under the Forward Funding stream of the Housing Infrastructure Fund would be approved for the next stage of co-development. This bid for HIF funding is aimed at providing key elements of infrastructure which are critical to housing delivery and achieving faster and larger trajectories in five of the identified growth areas:

- Perry Barr and the Commonwealth Games Athletes Village (Birmingham)
- Greater Icknield and Smethwick (Birmingham and Sandwell)
- Kings Hill and Westwood Heath (Coventry and Warwickshire including Warwick)
- Coventry Central: Ring Road Junction 7 (Coventry)
- UK Central (UKC) – Balsall Common (Solihull)

The delivery potential and HIF ask for these schemes is detailed in the table below:

Scheme	HIF	Homes
Perry Barr and Commonwealth Games Athletes' Village (CGV)	£158.5m	4,781
Greater Icknield & Smethwick	£31m	4,370
Kings Hill and Westwood Heath	£35.13m	4,415
Coventry Ring Road Junction 7	£10.1m	700
UK Central – Balsall Common	£15m	1,150
Total	£249.73m	15,416

The joint delivery team will work with the local authorities concerned and MHCLG to complete the co-development process, secure funding and proceed with implementation of these schemes.

The joint delivery team will also work with Walsall and Wolverhampton Councils to identify a package of support from the new Land Fund and other sources to deliver the proposals in the Walsall/Wolverhampton Corridor Forward Funding HIF bid.

6.2.5 Transport for the West Midlands and other transport funders

Movement for Growth, the TfWM strategic transport plan, was devised to support the growth ambitions articulated in the WMCA Strategic Economic Plan. The ten year delivery plan to 2026 that was developed from it is based on two overarching principles:

- ensuring all parts of the West Midlands are connected to the two High Speed Rail stations and the significant growth and development that is already happening at their locations
- steering transport investment into priority corridors for new jobs and homes, providing a joined up land use/transport planning approach to support the aims of the Strategic Economic Plan

The plan highlighted 16 priority corridors for investment. There is a high, though not universal, degree of consistency between these corridors and the Priority Growth Corridors and Areas identified in the previous section of the SIDP. However, unlike Movement for Growth, the SIDP extends the spatial analysis to the non-constituent authorities and so across the whole of the region.

The delivery plan includes schemes promoted by TfWM and local authorities, but also by Highways England, Network Rail and HS2. The total capital cost of the 10 year programme is estimated as £7.3 billion of which a total of £3.3 billion has been identified.

The plan explicitly provides that: *“as spatial development plans continue to be reviewed then opportunities for further strategic alignment can be considered.”* It is proposed that the delivery plan should be reviewed by TfWM in consultation with the local authorities and with the other key transport providers, Network Rail, Highways England and HS2 in the light of the priorities set out in the SIDP to include the non-constituent authorities and to update the funding position across the programme.

As a basis for this review TfWM have identified the schemes set out in **Appendix 3** as key priorities for the period to 2026.

WMCA’s current approved transport capital programme for the three years 2018/19 – 2020/21 amounts to £506 million.

6.2.6 Local authorities

As the lead planning and regeneration agents in their areas local authority investment decisions will play a key role in delivery of the SIDP. Aligning of local authority capital programmes and PWLB investment as well as other Funding streams such as lottery and ERDF will be crucial. For example Telford and the Wrekin Council (TWC) has a land deal in place with HMCLG and Homes England. TWC has responsibility for marketing around 400 acres of residential land for Homes England through investing to make ‘shovel ready’ sites. The model has generated £23m of land sales in two years – sites which will deliver 1000 new jobs and 600 homes.

6.2.7 Private investors and other public bodies

Private investors have a crucial role to play particularly those with a large stake in the region such as Birmingham Airport and Jaguar Landrover. Other public bodies including Canals and Rivers Trust and the NHS will also have land and investment decisions which can affect and shape the outcomes set out in the SIDP.

6.3 Governance and Delivery

The WMCA Housing and Land Delivery Board will play the key governance role for the SIDP and its implementation reporting as necessary to the WMCA Board. Investment decisions for WMCA will be taken in accordance with the WMCA Assurance Framework. As set out in the Housing Deal Homes England will also work closely with the Housing and Land Delivery Board. Homes England will

continue to make investment decisions through its own governance processes but will report its programme and significant proposed decisions to the Housing and Land Delivery Board for agreement.

The Housing and Land Delivery Board will be supported by the WMCA Land and Housing Steering Group which Homes England will also attend. The collaboration and co-operation arrangements between WMCA and Homes England, including the operation of the joint delivery team, will be set out in a Memorandum of Understanding between WMCA and Homes England. This will include provision for a joint Programme Board co-chaired by WMCA and Homes England and regular review meetings between the Mayor, the Lead Member for Housing and Land and the Chair of Homes England. This body also needs to consult and co-ordinate efforts with local authorities within the SIDP area but who are not members of the WMCA including Warwick, East and South Staffordshire, Wyre Forest Bromsgrove and Lichfield.

At a more detailed and local level delivery arrangements and structures will be reviewed and agreed for each of the SIDP Priority Growth Corridors and Areas with at least a clear local organisation and nominated owner identified to work with the WMCA/Homes England joint team and take responsibility for overseeing implementation of the local delivery plan.

This review process will be particularly important for the largest and most critical schemes in the region where funders will require assurance that effective delivery vehicles are in place for scheme implementation. WMCA, Homes England and the local authorities concerned will review governance arrangements and delivery vehicle options at UK Central, Curzon Street, Commonwealth Games Village, Coventry City Centre and for the Black Country Growth Corridors.

One important element in supporting and monitoring delivery will be the site pipeline that has been developed. This will be used by the joint delivery team to agree a Land Development Programme of priority sites to bring forward and, as appropriate, support through the new Land Fund. An initial phase of this programme has been identified with the next phase to be agreed by December 2018. The joint delivery team will need sufficient resources to maintain and update the pipeline and the information it contains and enable it to be used as a monitoring as well as delivery tool. This can be based on the existing mapping resources and work in TfWM updated to support the pipeline and SIDP.

In addition and as set out in section 3.3 above WMCA and the joint delivery team will work to support the local authorities in agreeing a detailed programme for the work on plan reviews, preparation of Statements of Common Ground and identifying additional land supply for the period from 2031 – 2036.

6.4 Priority Actions for 2018/19 – 2019/20

Priority actions for this period are set out in the table below:

Action	Detail	Responsibility	Target
Establish new WMCA/Homes England Joint Delivery Team (JDT) including Programme Management Office	To be supported by £6 million capacity funding and co-located in single HQ; to include call off consultancy support for JDT and local authorities	WMCA, Homes England	JDT operational by June 2018; recruitment and procurement complete by December 2018
Agree Memorandum of Understanding between WMCA and Homes England on delivery partnership	Commitment in Housing Deal to long term delivery partnership	WMCA, Homes England	MOU to be agreed by July 2018
Review governance and delivery structures for all Growth Corridors and Areas and agree lead partner agency for JDT	Snapshot Delivery Plans reviewed and finalised as part of exercise	JDT, all local authorities	Complete by December 2018
Identify options for delivery structures/vehicles for major schemes and Black Country	Housing Deal commitment to explore delivery vehicles; consider and review options and governance arrangements at UK Central, Curzon Street, Commonwealth Games Village, Coventry City Centre and Black Country Growth Corridors	JDT, Birmingham CC, Black Country local authorities, Solihull MBC, Coventry CC	Agree preferred options by December 2018 with aim to implement by June 2019 (CGV options by June 2018; implement asap)
Complete co-development of Growth Area Housing Infrastructure Fund schemes	Schemes at CWG Athletes Village, Greater Icknield and Smethwick, UKC Balsall Common, Coventry Ring Road Junction 7, Kings Hill & Westwood Heath	JDT, Birmingham CC, Solihull DC, Coventry CC, Warwick DC	All schemes to receive MHCLG approval by September 2018, initial procurements complete by March 2019
Work with Walsall and Wolverhampton Councils to identify a package of support from the new Land Fund and other sources to deliver the proposals in the Walsall/Wolverhampton Corridor Forward Funding HIF bid	Housing Deal includes specific reference to support for Walsall/Wolverhampton corridor	JDT, Wolverhampton CC, Walsall DC	Agree support package proposals by December 2018
Develop and agree integrated investment strategy for WMCA/Homes England housing funding streams and infrastructure support from key partners	See para 5.2 above on Funding and Investment resources and strategy	WMCA, Homes England, local authorities, TfWM, Highways Agency, Network Rail, utility companies	WMCA, Homes England, TfWM elements, approach and strategy to be agreed in 18/19 business planning and budget process; process for engagement and inclusion of other partners agreed and underway by December 2018

Provide support as required on implementation of successful Marginal Viability Housing Infrastructure Fund schemes	Schemes at Eastern Green in Coventry, Western Shropshire Interchange in Shropshire, Churchfields Urban Village in Wyre Forest	JDT, Coventry CC, Shropshire CC, Wyre Forest DC	Schemes ready to start procurement by December 2018
Identify potential support for unsuccessful Marginal Viability Housing Infrastructure Fund schemes	Schemes at Druids Heath, Acocks Green in Birmingham, A38 in Bromsgrove, Ring Road Junction 9 in Coventry, Friar Park in Sandwell, Caparo in Walsall	JDT, Birmingham CC, Bromsgrove DC, Coventry CC, Sandwell DC, Walsall DC	Complete analysis and identify potential ways forward for all by December 2018
Review TfWM 10 year transport delivery plan to match SIDP priorities, include non-constituent authorities and reflect current funding position	See para 5.2 above	TfWM, JDT, local authorities, Network Rail, Highways England, HS2	Review complete by April 2019
Identify and procure resource to maintain and update site pipeline effectively	Base on existing mapping resource in TfWM updated to support pipeline and SIDP	JDT, TfWM, local authorities	Procure resource by September 2018
Identify and action priority Land Development Programme from Growth Corridors and pipeline to start on site in 18/19	Includes Goscote Lane and Royal Hospital in Wolverhampton/Walsall Growth Corridor; Yardley Brook, Hall Green/Spring Road in E Birmingham/N Solihull Corridor; Cradley Heath in Greater Icknield/Smethwick Corridor; potential for over 2,000 homes	JDT, Birmingham CC, Sandwell CC, Walsall DC, Wolverhampton CC	All Land Fund approvals complete by December 2018; all to start on site before end of 2019
Identify next phase of Land Development Programme	Programme to be developed from sites pipeline	JDT	Programme identified by December 2018; Land Fund approvals complete by June 2019
Agree detailed programme for plan reviews, Statements of Common Ground and work on land supply 2031 - 2036	Existing commitments to plan reviews in place, G L Hearn work supports further work across Greater Birmingham HMA, MOU already agreed in Coventry and Warwickshire	Local authorities, JDT	Programme of plan reviews to be complete by December 2019
Develop new supply agreement with consortium of housing associations to create expanded delivery capacity, especially for more challenging sites	HMG/Homes England commitment in West Midlands Housing Deal	JDT, regional Housing Associations	Agreement in place including funding by December 2018; first starts on site April 2019
Identify and implement opportunities to support Letwin review and pilot its recommendations	Letwin review analysis due end of June 2018 with final report and recommendations for November budget	JDT	Engage with review team with objective of identifying regional actions for inclusion in final report

Work with local authorities to develop key design and place making principles to drive up quality of housing and development across the region	Work to build on existing good practice and research by local authorities and LEPs and current Homes England standards	JDT, local authorities, LEPs	Complete draft Mayor's Design Charter for consultation by September 2018; final Design Charter to be agreed February 2019
Prepare business case for Regional Centre of Excellence for land remediation and modern construction methods	Build on plans for development of Springfield Campus in Wolverhampton as major new school of the built environment	JDT, University of Wolverhampton	Business Case complete by September 2018
Agree small sites and SME housebuilders strategy	Strategy to include planning and public land approaches and identify funding stream from Homes England resources; these to be kept under review as local authorities plans emerge.	JDT, all authorities	Strategy and funding to be agreed by December 2018

6.5 Growth Area and Corridor Delivery Plans

Delivery Plans for each of the key growth areas and corridors will be developed by WMCA in partnership with lead local authorities and will be reviewed annually. The template below shows what information is expected based on the example – Greater Icknield and Smethwick.

Growth Area/Corridor Delivery Plan EXAMPLE: GREATER ICKNIELD AND SMETHWICK GROWTH AREA [to be replaced by updated template developed by David Warburton]

DESCRIPTION/OPPORTUNITY

There are over 130 hectares of new development opportunities on brownfield land within the Greater Icknield and Smethwick Growth Area. It is the joint intention of Birmingham and Sandwell Councils to deliver an ambitious programme of housing growth across the area creating exemplar sustainable neighbourhoods and a destination of choice for families.

Housing growth in the area has the potential to deliver over 5,000 new homes. There will be an emphasis on family homes, creating an offer that will enhance the quality and range of housing. The location of the area, alongside its high quality transport connections and waterside development sites, provide the opportunity for quality innovative design which enables high densities and attractive spaces to be achieved.

MAP

KEY DEVELOPMENT OPPORTUNITIES AND SITES

There are seven key development opportunities in the Growth Area:

1. Icknield Port Loop

Icknield Port Loop is the 27 hectare primary site for delivering growth and regeneration in the area. Centred on a canal loop that offers waterside development opportunities next to the major recreational asset of Edgbaston Reservoir it should deliver around 1,400 new homes aimed predominantly at families, together with a mix of commercial and community uses.

The development is being delivered by Places for People and Urban Splash in association with Birmingham City Council and the Canal & River Trust who have come together in the Icknield Port Loop LLP. Outline planning permission for 1,150 units was granted in 2013, though this number is likely to be exceeded. The first phase of development with 297 homes and two new public parks received full planning permission in December 2017. A new 25m 8 lane swimming pool is currently being built on part of the site by Birmingham Community Leisure Trust.

2. City Hospital

This opportunity will be released by the development of the new Midland Metropolitan Hospital nearby in Sandwell. Over 11 hectares of land will be available for new build, primarily for family homes. The site has been acquired by Homes England and leased back to the NHS Trust pending the move to the new hospital. Part of the existing hospital site has been retained by Sandwell and West Birmingham NHS Trust for health related uses.

3. Spring Hill/Soho Loop

This is a 4 hectare canalside site between Icknield Port Loop and City Hospital. Outline planning consent for 500 homes on the site was granted to its previous owners in 2015. In June 2017 the site was acquired by Apsley House Capital and Galliard Homes who plan to bring forward proposals for up to 800 homes.

4. Leadsam Street

This 3.5 hectare site offers potential to extend the successful Brindley place development out from Birmingham City Centre along the canal. Via a mix of conversion of former industrial buildings and new build there is potential for around 210 homes depending on the overall mix of uses which could also include hotel, leisure and other business uses. The site is in mixed ownership of the Schools of King Edward VI in Birmingham and Birmingham City Council.

5. Grove Lane

The opportunity here is to develop a new residential community close to the new Midland Metropolitan Hospital. In addition there are opportunities for some commercial development to support the supply chain opportunities created by the hospital development. There are a number of development sites within the area, in particular the Heartlands Furniture site with potential for up to 300 homes and land south of Cranford Street with opportunities for 270 homes and commercial uses.

The potential development land around Grove Lane is in mixed private ownerships. Sandwell Council has received Homes England funding from the Large Sites and Housing Zones Capacity Fund to carry out more detailed work on the viability of delivering land use change and housing development, including reviewing remediation and infrastructure costs, producing development appraisals and options for land assembly.

6. Windmill Eye

There is potential for at least 450 new homes within this predominantly residential area north of Cape Hill Town Centre. Four main sites have been identified along with potential for a number of smaller sites. The land is in mixed private ownerships and further work is required to identify interventions required to support delivery.

7. Brindley Canalside

There is an opportunity for delivering 750 new homes on three sites alongside the Birmingham Canal to complement the recent development of Brindley Urban Village. The Brindley II scheme has planning consent for 155 homes and has been acquired by a housebuilder following major remediation investment by Homes England. The other two sites are currently occupied and relocation of existing uses will be necessary prior to clearance and remediation.

Outputs from development programme to 2031

Homes: 4,000	Jobs: 1,500	Employment Floorspace: []
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Other: New swimming pool and leisure facilities; new secondary school; development of heat network; major improvements to A457 improving connectivity to Birmingham City Centre and M5

BARRIERS AND CONSTRAINTS TO DELIVERY

Remediation: All opportunities are brownfield development. Significant requirements for remediation on almost all sites; in many cases public investment required to make development viable.

RAG status



<p>Ownership and development partners: issues to resolve at Ledsam Street by Birmingham City Council. Nearly all Sandwell sites require strategy and investment for land assembly and in some cases relocation of existing occupiers and strategy to secure development partners</p>		
<p>Heritage: Some Birmingham sites require strategy and agreement for retention and reuse of heritage buildings.</p>		
<p>Planning: 439 homes with full planning consent; further 1443 with outline consent; nearly all sites allocated in DPDs. Further full applications required on all sites including proposed density increase at Soho Loop; Homes England developing scheme at City Hospital</p>		
<p>Infrastructure:</p> <ul style="list-style-type: none"> • Improvements required to A457 to provide better access to Birmingham City Centre, part funded by Local Growth Fund but requires additional funding and business case approval • New secondary school required in Icknield Port Loop area • Development of heat network required • Housing Infrastructure Fund Growth Area bid for £31 million submitted and would fund currently identified infrastructure requirements; business case to be developed. 		
<p>LEAD BODY AND GOVERNANCE/DELIVERY ARRANGEMENTS Birmingham (BCC) and Sandwell (SMBC) Councils currently take the lead in managing delivery of their respective elements of the development plan. The proposed WMCA/Homes England joint delivery team will provide additional support including with a detailed delivery programme across the Growth Area.</p>		
<p>OUTLINE ACTION PLAN 2018/19 – 2019/20:</p>	<ul style="list-style-type: none"> • WMCA and authorities to complete business case development for infrastructure included in Housing Infrastructure Fund bid (A457, school and heat network) and secure necessary approvals • As necessary BCC to liaise with and submit proposals to Department for Education and Education Funding Agency for new secondary school • Authorities with partners as appropriate to secure planning and other necessary consents for and commence procurement of secondary school and heat network • BCC to secure necessary consents for A457 works • Homes England to submit application and secure planning permission for City Hospital site and agree and implement strategy for securing development partners • Icknield Port Loop LLP to deliver first phase of Icknield Port Loop and submit planning applications for further phases • Apsley/Galliard to submit planning application and secure full planning consent for Soho Loop • Mar City to deliver Atlas Metals site development at Grove Lane 	

	<ul style="list-style-type: none"> • SMBC with support from WMCA/Homes England to prepare detailed land assembly and remediation strategy for opportunity sites, begin acquisition programme and, as appropriate, commence CPO processes and apply for and secure remediation funding
<p>2020 – 2025</p>	<ul style="list-style-type: none"> • BCC with partners as appropriate to complete construction of secondary school and Dudley Road improvements • BCC and SMBC with partners as appropriate to complete main stages of heat network • BCC to agree and implement strategy for securing development partner for Ledsam Street • Icknield Port Loop LLP to complete first phase and secure full planning consent for and commence further phase(s) of Icknield Port Loop • Homes England with development partner to commence first phase of City Hospital development • Apsley/Galliard to commence Soho Loop development • SMBC with support from WMCA/Homes England to complete land assembly using CPO as necessary, proceed with remediation programme and agree and implement strategy for securing development partners • SMBC and Homes England with partners as appropriate to secure planning consents and commence initial development on opportunity sites

Appendix 1 – Geography for SIDP

The Greater Birmingham HMA is the largest outside London and overlaps with the Coventry and Warwickshire HMA and authorities from other HMAs are involved in joint planning on land supply as well as three main LEPs.

The spatial and economic analysis within the SIDP takes a broad view of this geography and so includes:

- 1) all constituent and non-constituent members of the Combined Authority
- 2) all authorities within the three principal LEP areas i.e. Greater Birmingham & Solihull, Black Country and Coventry & Warwickshire LEPs
- 3) all authorities within the two principal HMAs i.e. Greater Birmingham and the Black Country and Coventry and Warwickshire

The Table below sets out which local authorities are included and on what basis.

SIDP Proposed Geography

	WMCA		Local Economic Partnership areas				Housing Market Areas		
	Constituent	Non-constituent	GBSLEP	BCLEP	CWLEP	Other LEP	GBBCHMA	CWHMA	Other HMA
Birmingham	●		●				●		
Solihull	●		●				●		
Coventry	●				●			●	
Dudley	●			●			●		
Sandwell	●			●			●		
Walsall	●			●			●		
Wolverhampton	●			●			●		
Warwickshire		●			●			●	
North Warwickshire		●			●			●	
Nuneaton and Bedworth		●			●			●	
Rugby		●			●			●	
Stratford on Avon		●			●		●	●	

Cannock Chase		●	●				●		
Redditch		●	●				●		
Tamworth		●	●				●		
Shropshire		●				●			●
Telford and the Wrekin		●				●			●
Bromsgrove			●				●		
Lichfield			●				●		
South Staffordshire						●	●		
Warwick					●			●	
East Staffordshire			●						●
Wyre Forest			●						●

The SIDP includes authorities that are not members of the Combined Authority due to the functional economic and housing relationships that exist with WMCA members. These are Bromsgrove, Lichfield, South Staffordshire, Warwick, East Staffordshire and Wyre Forest. The reason for including each is explained below:

Local Authority	Reason in SIDP
Bromsgrove	Member of Greater Birmingham and Solihull LEP and GBBC Housing Market Area. Functional planning relationship with Redditch.
Lichfield	Member of Greater Birmingham and Solihull LEP and GBBC Housing Market Area.
South Staffordshire	Member of GBBC Housing Market Area. Functional economic relationship with Black Country.
Warwick	Member of Coventry Warwickshire LEP and CW Housing Market Area.
East Staffordshire	Member of Greater Birmingham and Solihull LEP.
Wyre Forest	Member of Greater Birmingham and Solihull LEP.

Appendix 2 – Growth Areas and Corridors with detail of key sites

As referred to in section 4.2 these sites listed which are either planned for or emerging through plan reviews have informed the identification of key growth corridors and areas for the SIDP

Ref		
1	Birmingham City Centre	City Centre focus for retail, office, residential and leisure activity and major hub for financial, professional and business services. Formed by seven quarters with the Core at its heart: Digbeth, Eastside, Gun Quarter, Jewellery Quarter, Southside and Highgate and Westside and Ladywood. Development supported by HS2 and a range of connectivity measures including central Birmingham Metro upgrades.
	Birmingham: Curzon	141 hectares, 30 strategic development opportunities by Curzon HS2 station – opportunity for 4,000 new homes, 600,000 square metres of commercial floor space
	Birmingham: Paradise	7 hectares between Chamberlain and Centenary Squares - mixed use commercial, retail, hotel and leisure development in City Centre; due for completion in 2025
	Birmingham: Smithfield	14 hectares site with potential to deliver 300,000 square metres of new floorspace and 2,000 new homes with investment value of over £500 million
	Birmingham: Arena Central	3 hectares site for mixed use development underway delivering 46,000 square metres of office, 51,000 square metres of retail, 65,000 square metres of retail, 97 homes
	Birmingham: Snow Hill 3	5 hectares site for mixed use development underway delivering 38,000 square metres office, 10,400 square metres conference
	Birmingham: Masshouse	Next phases of development due to deliver 826 new homes
	Birmingham: Eastside Locks	5 hectares site with first phase underway overall delivering 68,500 square metres office, 80 homes
2	Birmingham North East / A38 corridor	Growth areas including key employment site at Peddimore, the SUE at Langley and Sutton Coldfield Town Centre and associated sites towards Lichfield and Tamworth (with capacity for around 1,000 new homes). Supported by Sprint bus services and a range of road junction improvements.
	Birmingham: Peddimore	71 hectares site for 265,000 square metres of industrial development, creating up to 10,000 jobs and making a £350 million contribution to the local economy
	Birmingham: Langley	Langley Sustainable Urban Extension to provide 6,000 homes, and associated supporting infrastructure including new education, medical, retail and sporting facilities.
	Birmingham: Sutton Coldfield Town Centre	BDP growth area with policy to support mixed use residential, retail and office developments including up to 30,000 square metres of comparison retail and 20,000 square metres of office floorspace

3	Birmingham/Sandwell: Greater Icknield and Smethwick	Key growth area for Birmingham and Sandwell, over 130 hectares of development opportunities with potential for 5,000 homes and 10,000 square metres of commercial floorspace. Supported by a new secondary school and heat network and suburban rail and bus services; road improvements to A457 required.
	Birmingham: Icknield Port Loop	27 hectares primary site for delivering growth and regeneration. Should deliver 1,400 new homes and mix of commercial and community uses including a new swimming pool.
	Birmingham: City Hospital	Released by development of Midland Metropolitan Hospital in Sandwell. 11 hectares available for new build primarily family homes. Freehold acquired by Homes England. Should deliver at least 750 new homes. Part of site retained for further health related development.
	Birmingham: Spring Hill/Soho Loop	4 hectares canalside site. Proposals to be brought forward for up to 800 homes.
	Birmingham: Leadsam Street	3.5 hectares site with potential for 210 homes and mix of other uses.
	Sandwell: Grove Lane	Opportunity to develop new residential community close to new hospital. Several development sites including Heartlands Furniture with potential for 350 homes and Cranford Street with potential for 270 homes.
	Sandwell: Windmill Eye	Potential for at least 450 new homes north of Cape Hill Town Centre. Four main sites identified with potential for smaller sites.
	Sandwell: Rolfe Street/ Brindley Canalside	14.5 hectare housing allocation covering Rolfe Street and Rabone Lane area. Opportunity for delivering 750 new homes along the Birmingham Canal to complement recent development of Brindley Urban Village.
4	Eastern Birmingham / North Solihull / A45 Growth Corridor	Numerous sites including major opportunities at Bordesley Park and Washwood Heath (employment) and potential for residential growth supported by Metro extension East to UKC and North Solihull.
	Birmingham: Wheels site	Bordesley Park AAP policy to promote comprehensive and coordinated development of the Wheels site to deliver up to 100,000 square metres of floor space and up to 3,000 jobs
	Birmingham: Bordesley Park	AAP policy supporting 750 new homes with Cherrywood Road area having greatest potential for new housing
	Birmingham: Washwood Heath	Former Alstom and LDV sites to be used for HS2 Depot and Network Control Centre with 640 new jobs; residual land could create potential for up to 130,000 square metres of new floorspace and 2,300 jobs
	Birmingham: Eastern Triangle	BDP policy to deliver over 1,000 new homes across various sites with focus on Stechford, the Meadway and Shard End
	Solihull: North Solihull Regeneration Area	Investing in North Solihull regeneration programme to improve Chelmsley Wood, Smith's Wood and Kingshurst through new affordable homes, schools, village centres and community facilities (includes allocations 5, 7, 14 & 15 from the DLP and remaining site 3 (Simon Digby) from the Solihull Local Plan 2013 (SLP).

5	UK Central	The range of opportunities associated with the HS2 Station, Birmingham International Station Integrated Transport Exchange, NEC and nearby sites identified in Solihull's draft local plan. Supported by HS2 and local connectivity measures.
	Solihull: Birmingham International Station Integrated Transport Exchange	£286 million scheme to transform Birmingham International Station creating a multi-modal hub with seamless connections to Birmingham Airport and the new HS2 Interchange Station by 2025; would create 2,500 new jobs and generate £145 million GVA
	Solihull: UK Central Arden Cross	140 hectares mixed use development between NEC/Birmingham Airport campus and the HS2 interchange with potential for 2,000 homes
	Solihull: Wider UK Central hub	UGC growth framework identifies potential for 4000 new homes, 775,000 square metres of commercial space and £4.1 billion GCA per year
	Solihull: Balsall Common	Three sites allocated in draft Local Plan with potential for more than 1,000 new homes (includes DLP allocations 1, 2 & 3 and SLP site 19); requires A452 bypass supported by WMCA FF HIF bid.
6	A34 Growth Corridor Birmingham / Walsall	Aston manufacturing hub, Perry Barr/CGV and sites to north along A34 towards Walsall. Supported by new Sprint priority bus measures and upgrades to existing transport infrastructure.
	Birmingham: Aston Manufacturing Hub	Regional Investment Site in Aston, being brought forward by Birmingham Council and Homes England, potential for 50,000 square metres of commercial space and 3,000 jobs
	Birmingham: Commonwealth Games Village/Perry Barr	46 hectares package of sites including proposed CGV, supported by WMCA FF Growth Areas HIF bid. CGV is first phase with 1,200 homes, potential for 3,000 homes in total.
7	A38 Growth Corridor Birmingham / Selly Oak / Longbridge / Bromsgrove	New Economic Zone as focus of investment in Life Sciences sector including Birmingham Life Sciences Centre and strengthening of Selly Oak District Centre. Comprehensive regeneration of Longbridge to deliver 1450 new homes, Regional Investment Site and 10,000 jobs.
	Birmingham: Battery Park site	4 hectares site to be developed as new Life Sciences Park by Birmingham Health Partners
	Birmingham: Former Selly Oak hospital	Delivery of over 700 new homes with first phases complete
	Birmingham/Bromsgrove: Longbridge	Joint AAP in place setting out comprehensive regeneration plan
	Longbridge Regional Investment Site	Regional Investment Site in Longbridge, being brought forward by St Modwen, potential for 100,000 sq. m of commercial space and 6,000 jobs.
8	Solihull Town	Includes a number of opportunity sites in Solihull Town Centre (Touchwood, Homer Road Triangle, Mell Square) also includes nearby sites east of Solihull between Lugtrout Lane and Hampton Lane at Moat Lane/Vulcan Road and at Sharmans Cross Road identified in the draft plan.

9	Wolverhampton to Walsall	Wolverhampton City Centre and Eastern Gateway, Willenhall and Walsall town centre clusters, employment sites at M6 J10 / Darlaston employment zone. Supported by upgrade to Wolverhampton to Walsall rail link and two new stations at Willenhall and Darlaston.
	Wolverhampton Canalside and City Interchange	9.2 hectares to east of city centre with residential, leisure and commercial developments. £130 million investment underway to create integrated transport hub. Potential for 32,000 square metres of commercial and retail floorspace and 250 new homes
	Wolverhampton Springfield Campus	4.9 hectares site. Aim to transform Grade 2 listed former brewery into an architecture and built environment super-campus; opportunities for investor, co-developer, development funding and sponsor
	Wolverhampton Royal and St Georges	(Royal only - 5 hectares site owned by Homes England; together with bus depot site will provide 339 new homes; site remediation complete and environmental improvements including city centre link planned; Homes England planning application submitted)
	Wolverhampton Cable Street	8 hectares cleared former industrial site with extensive canalside frontage allocated for housing in AAP one mile from Wolverhampton City Centre; potential for 265+ new homes
	Wolverhampton Westside	
	Wolverhampton Heath Town	Portfolio of development sites totalling 55 hectares within and adjoining Heath Town Estate, one mile east of Wolverhampton City Centre allocated for housing in Heathfield Park Neighbourhood Plan, comprehensive Heath Town Master Plan in place, potential for 365 homes
	Wolverhampton: Bilston Urban Village	42.8 hectares in woodland setting with 11 hectares prepared for new residential development; on Metro with links to Wolverhampton and Birmingham city centres; allocated for mixed use in AAP
	Walsall: Goscote	9 hectares site proposed for housing in emerging Walsall Site Allocations document, potential for 395 homes
	Walsall: Former Reedwood Caparo site	6.5 hectares site allocated for housing in Walsall's emerging Site Allocation Document, one mile north west of Walsall Town Centre, potential for 310 homes
	Walsall: J10 Cluster	Highways England J10 widening to start in 2018 opens up 45 hectares of land in Darlaston area of Black Country Enterprise Zone; potential to create 2,500 jobs
10	Wednesbury to Brierley Hill corridor	Brierley Hill, Dudley, Dudley Port / Tipton and Wednesbury clusters. A number of smaller sites. Supported by Wednesbury to Brierley Hill Metro extension.
	Dudley: DY5 Enterprise Zone	70 hectares of land in DY5, Dudley's Business and Innovation Enterprise Zone, based in centre of Brierley Hill; new Metro link will support connections to industrial sites and plans to reinvigorate existing Waterfront office complex and expand floor space by 100,000 square metres

	Dudley: Dudley Town Centre	Five parcels of land in total 86 hectares in Dudley Town Centre with potential for 300+ new homes
	Dudley: Metro Corridor	Development opportunities along corridor of funded Brierley Hill metro extension, at least 100 hectares of land available for substantial residential developments especially close to new Metro stops
	Sandwell: Bescot Friar Park	27 hectares site allocated for housing, partly remediated, at northern edge of Sandwell within a mile of Junction 9, M6, potential for 700 homes
	Dudley: Lye Garden City	73 hectares site around Lye District Centre between Stourbridge and Merry Hill, allocated for mixed use, potential for 1,000 homes
	Dudley: Thorns Road (North)	8.5 hectares site, part cleared, detailed in draft Dudley Site Allocations Document, potential for 230 homes
	Dudley: Brierley Hill Leisure Plateau	6.9 hectares site, predominantly Merry Hill Shopping Centre Car Park, detailed in Brierley Hill AAP, potential for 300 homes
	Dudley: Coseley Park	83 hectares site in draft Dudley Site Allocations Document, partly vacated and cleared industrial land, potential for 620 homes
	Sandwell: Dudley Port Garden City including Newcomen Drive and Rattlechain	23 hectares across four sites with potential for 700+ new homes. Allocated for housing in Sandwell Site Allocations and Delivery DPD, less than 1.5 miles from Dudley Port Station and new Wednesbury to Brierley Hill Metro Line.
11	Wolverhampton Northern Growth Corridor and Wolverhampton-Staffordshire High Growth Zone	Including Wolverhampton City Centre, i54 and sites along A449 supported by upgrade to Wolverhampton station and local connectivity packages including new Sprint route on A449, tram and rail services.
	Black Country EZ (Wolverhampton sites)	
	ROF Featherstone South Staffordshire	
	Four Ashes Strategic Employment site	
	Housing growth zone	Reference GL Hearn Growth Study recommendations
	Wolverhampton: i54 Western Extension	40 hectares site extension to one of largest strategic employment sites in UK, potential for 170,000 square metres of manufacturing floorspace, investment value of £600 million
12	Sandwell: Southern Triangle	Clusters at West Bromwich/ Oldbury, Blackheath/Halesowen and Lye Cradley Heath
	Sandwell; West Bromwich Housing Sites (including the Lyng and St Michaels Square)	23ha across 7 sites with the potential to deliver 1400 units including; Lyng Phase II 14ha occupied industrial with the potential to deliver 600 units within 0.25 miles of West Bromwich Town Centre, and, St Michaels Square, 2.36 ha, town centre location, currently part occupied part vacant retail and office space, potential for 403 units.
13	Central Coventry	A collection of existing and potential sites, including some released by tightening junctions on the Ring Road (A4053) and increasing connectivity between the

		centre of Coventry and the inner city beyond the Ring Road.
	Coventry: Friargate	£100 million new business centre next to Coventry station. Total 320,000 square metres of development, including up to 235,000 square metres of Grade A offices, 15,000 new jobs once complete: looking for co-investment and development finance opportunities on a building by building basis
	Coventry Ring Road Junction 7	Opportunity to remodel junction and link with Sponend housing estate to provide around 700 new homes requires investment through WMCA HIF FF bid
	Coventry: Coventry City Centre South	56,000 square metre retail scheme supported by £99 million grant from WMCA, 2,000 jobs projected
14	Stratford-upon-Avon: Long Marston Airfield Garden Village	Selected by HMG as one of 14 Garden Villages across country in January 2017, Cala Homes as master developer, plan for 3,500 new homes including 35% affordable housing, two primary schools and secondary school and 13 hectares employment area, site allocated in local plan and outline consent for first 400 homes in place
15	Stratford Upon Avon: Gaydon/Lighthorne Heath	290 hectares garden suburb site allocated for residential led development with capacity for 3,000 homes and 105 hectares of employment land, outline planning consent in place for first 2,000 homes
16	Warwickshire, North Warwickshire: Mira Technology Park	336 hectares site, Europe's leading centre for transport research and development, eventually will provide over 150,000 square metres of commercial floorspace, development programme phased until 2025, masterplan and planning permissions in place
17	Rugby cluster	485 ha greenfield site with Urban and Civic / Aviva as master developer. First phase delivered by Crest Nicholson, Morris Homes and Davidsons, total planned delivery 6,200 homes. Homes England loan supporting road infrastructure; first primary school – St Gabriel's CE Primary School – to open to pupils in September 2018
	Rugby: Holton Radio Station	485 hectares greenfield site with Urban and Civic/Aviva as master developer, first phase delivered by Crest Nicholson, total planned delivery 6,200 homes, Homes England loan supporting road infrastructure
	Rugby: Rugby Gateway	120 hectares sustainable urban extension in Rugby, outline planning permission for 1,300 homes, site owned by Taylor Wimpey and Bloor Homes
	Rugby: South West Rugby Sustainable Urban Expansion	390 hectares site allocated in local plan for up to 5,000 new homes, multiple land ownerships, draft SPD produced in 2016
	Rugby: Lodge Farm	105 hectares site allocated in local plan for garden village development of 1,500 homes
18	A444 Corridor/Transforming Nuneaton	Growth corridor of sites along A444 allocated in Coventry, Nuneaton and Bedworth plans including regeneration, highways and flood defence schemes in

		Nuneaton town centre; requires support from A444 Corridor road improvement schemes
	Nuneaton town centre	2.76 ha of development unlocked by flood defence and highway schemes will deliver c. 150 homes and 386 indirect jobs.
	Coventry: Whitmore Park	Site allocated in development plan for mixed employment and residential including 1,190 homes
	Nuneaton and Bedworth: Woodlands	Site allocated in development plan for 689 homes
	Nuneaton and Bedworth: Arbury	85 hectares site allocated in development plan for 1,525 homes
	Nuneaton and Bedworth: Hospital Lane	22 hectares site allocated in development plan for 398 homes
	Nuneaton and Bedworth: Bulkington East	23 hectares site allocated in development plan for 398 homes
	Nuneaton and Bedworth: Sterling Gate	Planning application for 575 homes on 27 hectares site allocated in development plan
	Nuneaton and Bedworth: Golf Drive	33 hectares site allocated in development plan for 621 homes
	Nuneaton and Bedworth:	33 hectares site allocated in development plan for 360 new homes
19	A5 Corridor	Growth corridor of sites along A5 from Rugby through Nuneaton, continuing into Tamworth, Lichfield and Cannock. Sites allocated in North Warwickshire and Nuneaton and Bedworth plans total 6,080 new homes supported by upgrades to A5. There are sites allocated in and around Tamworth totalling over 4000 homes and a 10ha employment site adjacent to the A5. There are also strategic employment opportunities along the corridor including Tamworth at the A5/M42 junction. To the west there is significant opportunity for growth along the A5 corridor including the Oswestry Innovation park, housing and mixed-use development. Shropshire Council has been successful in securing £9.3m of HIF from Government to unlock the potential of this location.
	Nuneaton and Bedworth: North Nuneaton Sustainable Urban Extension	200 hectares site to north of Nuneaton allocated for sustainable urban extension of 3331 homes
	North Warwickshire: Old Holly Lane, Atherstone	33 hectares site allocated in development plan for 530 homes
	North Warwickshire: Whitington Lane, Atherstone	71 hectares allocated in development plan for at least 1280 new homes
	Tamworth: Birch Coppice Business park	Extension to major employment area on former colliery site
	North Warwickshire: Polesworth and Dordon East	Strategic allocation in development plan for at least 2,000 homes
	North Warwickshire: Robey's Lane	Allocation of 66 hectares for 1,191 homes

	North Warwickshire: Nuneaton Road	30 hectares site allocated in development plan for at least 400 homes
	North Warwickshire: Ansley Common	17 hectares site allocated in development plan for at least 450 homes
	Tamworth: Land south of the A5	10ha site for B1, B2, B8 uses with outline planning permission
	Tamworth: Former Golf Course	60ha site for 1,100 homes with outline planning permission. Reserved matters approval for 472 of those
	Tamworth: North of Tamworth	Over 2,000 homes
	Tamworth: Dunstall Lane SUE	54 hectares site for 800 homes with outline planning permission
20	M54 Corridor	Key strategic growth corridor along the M54 around junction 3 and 4 close to the i54 strategic employment and housing site. Potential for significant employment growth focusing on key sectors set out in Shropshire Economic Growth Strategy linked to the advanced manufacturing opportunities to create a hub maximising i54 and RAF Cosford. Shropshire about to commission options study as part of local plan review.
21	A46 Corridor	Growth corridor of sites along A46 including Warwick, Stratford, Kenilworth and South Coventry
	Warwickshire: Kings Hill and Westwood Heath	Greenfield sites allocated in the Warwick District Local Plan for up to 4,400 homes with 1,800 to be delivered in current Plan period to 2029. Lioncourt Strategic Land preparing outline planning application for submission in Q1 2018 for up to 2500 homes, primary school, secondary school. Requires development of A46 link road supported by WMCA FF HIF bid
	Warwick: Myton Green	Planning consent for 735 new homes due to start in 2018
	Warwick: Harbury Lane	Site allocated for development of 1,605 new homes
	Warwick: Gallows Hill	Planning consent for 425 new homes with detailed application for first phase of 260
	Warwick: The Asps	Planning consent for 900 homes granted on appeal
	Stratford Upon Avon: Canal Quarter	20 hectares prime canal side land allocated for residential development, potential for 1,000 homes and 9,000 square metres of commercial floorspace
	Stratford upon Avon: West Stratford	Planning consent for 800 new homes with detailed consent for first 200, relief road required
22	Coventry West	Sustainable Urban Extensions to the west of Coventry
	Coventry: Keresley SUE	Sustainable Urban Extension allocated in development plan for 3,100 homes; existing outline planning consent for 800 homes in south of area
	Coventry: Eastern Green	Sustainable Urban Extension allocated in development plan for 2,250 homes; 15 hectares of employment land to be developed in tandem with this; new A45 junction to be funded via approved MV HIF bid
23	Coventry East/Rugby including major employment sites	Potential opportunities to the East of Coventry for an expanded Ansty Park and and further residential development in Coventry and Rugby Borough

	Coventry: Walsgrave Hill Farm	Site allocated in development plan for 900 new homes with opportunities to link in with Highways England funding for the Clifford Bridge junction improvements, which would improve accessibility to the University Hospital.
	Coventry: Whitley Business Park	30 hectares site adjacent to JLR headquarters allocated for B1, B2 and B8 uses
	Coventry: Baignton Fields	25 hectares site south east of JLR headquarters allocated for B1, B2 and B8 uses
	Rugby: Prologis Ryton	57 hectares site with planning consent, part completed industrial park
24	A41 Growth Corridor Shropshire	Tern Hill – Clive Barracks – MOD 50ha site available from 2022 for mixed use development (but could be bigger if airfield area is included). Key development opportunity along the A41 corridor
25	Rugeley Power Station	Cannock Chase / Lichfield. SPD aiming to transform decommissioned power station to high quality employment led mixed use scheme over 139 hectares – 55 ha for employment use and 84ha for housing use. Close to Rugeley Trent Valley Station on the West Coast Mainline. Minimum 800 new homes expected here. Large scale employment opportunity to be defined further at local level.
26	Ironbridge Power Station	Shropshire. Major development opportunity, 140ha site. Former power station with potential opportunities will incorporate the comprehensive redevelopment of this significant brownfield site, to deliver a sustainable mixed-use development. This will comprise new residential communities integrated with its surrounding area, employment land and leisure and tourism uses complementary to the Ironbridge Gorge World Heritage Site.
27	Solihull A34 Corridor	Includes land in Shirley and Dickens Heath, identified in the Solihull draft plan allocations 4, 11, 12 &13 and also sites 11 (Powergen) & 10 (Blythe Valley Park) from the Solihull local plan 2013.
28	Key market towns	Across the region an attractive range of market towns and urban settlements can be intensified selectively and appropriate with higher density developments close to public transport nodes in line with guidance set out in the NPPF. These locations can offer sustainable solutions where housing and employment growth are balanced through mixed use schemes where appropriate. May need investment in public realm, local connectivity, walking and cycling schemes to support integration with existing developments and good growth.

Appendix 3 – Major Transport Schemes up to 2026

Principal Mode1	Scheme	Year of Construction Start	Year of Construction End	Est. Capital Cost (£M)	Percentage Funded
Active (Walking & Cycling)	Birmingham Cycle Revolution (A34)	2017	2018	£7M	100%
	Birmingham Cycle Revolution (A38)	2017	2018	£7M	100%
	A45 Coventry Road to Solihull Town Centre Cycle Route	2018	2024	£2M	14%
	Birmingham - UKC Cycle Network	2019	2021	£2M	8%
Highways	A38 Peddimore/Langley Access Junction	2018	2019	£20M	100%
	A45 / Damson Parkway Jun Improvements	2019	2020	£30M	100%
	A45 Bridge	2018	2019	£35M	100%
	M6 - J10 - Junction Improvement	2019	2021	£65M	100%
	A46 - Creating an Expressway and Junction Improvements at Walsgrave and Binley	2020	2023	£120M	95%
	A457 Dudley Road	2018	2021	£40M	74%
	Link Road Phase 3: University of Warwick - UKC	2023	2026	£80M	59%
	Link Road Phase 2: Stoneleigh Junction - University of Warwick/Westheath Housing	2021	2023	£70M	49%
	Link Road Phase 1: A46 Stoneleigh Junction	2018	2020	£32M	11%
Metro	Metro: Birmingham Eastside/HS2 Extension	2019	2022	£137M	100%
	Metro: Centenary Square/Five Ways Extension	2018	2019	£148M	100%
	Metro: Wednesbury to Brierley Hill Extension	2019	2023	£343M	100%
	Metro: East Birmingham to Solihull Tramway	2021	2026	£368M	25%
Multi Modal	Sutton Coldfield Interchange and City Link	2019	2023	£22M	90%
	UKC Interchange	2019	2026	£672M	71%
	Coventry Rail Station Masterplan (Covering a mixture of measures)	2016	2020	£82M	48%
	UK Central Infrastructure Package	2023	2027	£656M	40%
	University Station	2019	2021	£28M	39%
	WMCA Area Park and Ride expansion programme	2018	2020	£10M	72%
		2020	2021	£10M	0%
	Birmingham Int Integrated Transport Hub (CEF)	2024	2025	£200M	25%
	Perry Barr 'Commonwealth Games' (Athletas Village, Interchange, Rail Station and Regeneration)	2020	2024	£90M	9%
	Rail	Curzon St Masterplan	2021	2038	£557M
Longbridge Connectivity Scheme		2020	2021	£10M	100%
Wolverhampton Interchange		2016	2019	£119M	100%
Water Orton Local Enhancements		2022	2028	£55M	73%
Camp Hill Line: Local Enhancements		2022	2026	£40M	70%
Walsall to Wolverhampton Local Enhancements (new stations at Willenhall and Darlaston)		2019	2021	£18M	70%
Coventry VLR: University of Warwick to City Centre via Coventry Station (Phase 1)		2020	2022	£55M	67%
Midlands Rail Hub: Snow Hill Enhancements (Platform 4 Reinstatement, signalling and Rowley Regis Turnback)		2021	2026	£10M	34%
Snow Hill Lines (Platform 4 Reinstatement and Signalling Works & Rowley Regis Turnback local enhancement)		2021	2026	£10M	34%
Midlands Rail Hub: Water Orton and Kingsbury Area Remodelling		2022	2028	£50M	30%
Midlands Rail Hub: Bordesley Chords and line into Moor Street		2025	2030	£200M	25%
Aldridge station and electrification		2027	2029	£39M	11%
Solihull Station Long Term Capacity and Public Transport		2025	2036	£12M	0%
Rapid Transit		SPRINT: Birmingham City Centre to Airport/Solihull (A45)	2020	2021	£50M
	SPRINT: Sutton Coldfield to Birmingham City Centre via Langley	2019	2022	£27M	90%
	SPRINT: Hall Green to Interchange via Solihull	2024	2026	£32M	90%
	SPRINT: Walsall to Birmingham (A34)	2020	2023	£33M	90%

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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