



WEST MIDLANDS
COMBINED AUTHORITY

Spatial Investment & Delivery Plan

Revised Draft

For Housing & Land Delivery Board
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Contents

Executive Summary

1 Introduction

2 The role and purpose of the SIDP

3 The West Midlands today

4 The geography of the SIDP

5 Our objectives

6 Spatial investment

7 Delivery Plan

Appendices:

A: The Geography of the SIDP

B: Growth Corridors and Strategic Opportunities

Executive Summary

TO BE DRAFTED WHEN CONTENT AGREED

1.0 Introduction

The Spatial Investment and Delivery Plan (SIDP) has been prepared by the West Midlands Combined Authority (WMCA) in collaboration with its constituent and non-constituent organisations. It is one of the key requirements of the Housing Deal agreed with Government in March 2018.

The SIDP describes the challenges and opportunities which we face as we seek to deliver housing and jobs in the West Midlands through growth and regeneration. It highlights key facts and statistics which will influence our decisions and commits us to monitoring the outcomes of our actions. It also brings together in one place, the strategic development proposals of a number of adopted and emerging statutory development plans which provide the basis for our work. As such it is an important evidence base which will help people to understand why we are using our money, land and powers in the ways that we do.

The information summarised in the SIDP has been used to shape the work programme of the Housing & Land Delivery Board. This, in turn, provides a very clear indication of the work streams on which we will be focusing and where our investment and programmes will be concentrated to best effect during this time. It will also be used to help make decisions on individual projects.

In terms of where these work streams will be focused, we have used the draft version of the SIDP (agreed by the Housing & Land Delivery Board in July 2018) together with additional evidence to identify key locations in which we will focus our efforts over the next 12 months e.g. specific town centres and growth corridors. These are summarised in the SIDP and recent reports to the Housing & Land Delivery Board provide more detail.

We intend to review the SIDP on a regular basis, not least at the end of 2019 when our constituent and non-constituent authorities will have completed the preparation or reviews of their local plans. This commitment is another key requirement of the Housing Deal.

Although the requirement for the SIDP is enshrined in the Housing Deal, we will also use it to support our other work streams. WMCA is committed to an inclusive growth agenda and this means that we need to take a holistic view of growth and regeneration incorporating social, economic and environmental considerations. We will also take account of other key policy documents which have been or are being prepared by ourselves, Government and other agencies.

As an organisation, set up by Government at the request of the local authorities, WMCA is fully committed to partnership working and collaboration. Our vision is to create a happier, healthier and more prosperous West Midlands and the SIDP in an important tool in that process.

2.0 The Role and Purpose of the SIDP

Devolved governance and leadership

Today, the West Midlands has a new tool to address its challenges and opportunities in the form of a new strengthened and devolved governance and leadership structure for the whole region. The West Midlands Combined Authority (WMCA) brings together one Mayor, eighteen local authorities and four Local Enterprise Partnerships, all working collectively and collaboratively for the benefit of the whole region to address its challenges. These organisations are committed to delivering the new employment, housing and the inclusive growth which lies at the heart of a shared ambition. Two key documents shaped our early work: the report of the Land Commission and the Land Delivery Action Plan.

The Land Commission

Working with political Leaders of individual local authorities and the local economic partnerships (LEPs), WMCA set up a Land Commission in September 2016. As one of its tasks, the Land Commission reviewed the scale and pace of housing and employment land delivery within the West Midlands region and concluded that action was needed to identify future priorities and focus investment. Having investigated the root causes of the failure to provide homes and jobs at the necessary pace, the Land Commission reported in February 2017. The report concluded that delivery was being constrained, not by a lack of planning or up-to-date plans but by a lack of co-ordinated effort to remedy major development barriers including across a broad West Midlands geography.

The Land Delivery Action Plan

In response to the Land Commission's findings, WMCA's Housing & 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)
- a determination to secure new funding for infrastructure to unlock major housing and employment opportunities
- collaborative work with local partners to develop a Spatial Investment & Delivery Plan for the region, and
- the delivery of 215,000 new homes by 2031.

The Housing Deal (March 2018)

Following the publication of the Land Delivery Action Plan, WMCA agreed with Government a Housing Deal (March 2018). This required WMCA and the local authorities to plan for, and secure, the delivery of 215,000 dwellings in return for significant funding. The SIDP is a requirement of the Housing Deal: it forms a commitment to help provide confidence to both Government and private sector

investors about the shared mission and ambition of public authorities in the region. This will help to underpin their investment decisions and, therefore, the certainty of delivery.

In Government's Spring Statement (March 2018), WMCA secured the first major Housing Deal of any combined authority. This provided significant new funding for infrastructure, land remediation and acquisition to support WMCA's commitment to the delivery of 215,000 new homes across the region by 2031. This in turn 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.

Notable commitments by Government, agreed as part of the Housing Deal, were to:

- support the ambition of the Mayor in capturing increased land value, accelerating build out rates and increasing the quality and density of new housing development by providing 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 housing packages with local Housing Associations which will 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 of the SIDP implementation plan including its early priorities. In particular the SIDP underpins commitments to provide certainty on delivery for the 215,000 new homes in the region by 2031, and an improvement in the quality and choice of housing provided. It also 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 same regional ambition and commitment to drive up quality and use innovative methods of construction. Investment in infrastructure and land needed to deliver new economic and employment opportunities will be vital to the success of the SIDP so public sector activity will be aligned with this. In many areas, strengthening relationships between where people live and where they work will help to integrate activities and reduce unsustainable travel requirements.

Relationship of the SIDP to other strategies

The SIDP supports and reinforces a number of other strategic and local plans and strategies which underpin economic, productivity and housing growth across the region. Taken together, these strategies and plans promote a vision for the West Midlands through which, by 2031, the region 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.

The Midlands Engine Growth Strategy

The Midlands Engine Strategy identifies the Midlands, as a whole, as an economy of £207bn which has grown by 18% over 5 years but which has not yet achieved its full potential. The ambition 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 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 Midlands Connect Strategy

Closely linked to the Midlands Engine Strategy, the Midlands Connect Partnership has produced a 25 year strategy, establishing a rolling programme of strategic road and rail improvements. This comprehensive long term approach will give much-needed certainty to businesses, communities and investors whilst also improving quality of life, improving skills and enhancing access to new opportunities – both within the Midlands and beyond.

The Strategy recognises that the Midlands has untapped economic potential. It recommends that, if we can improve transport connectivity between towns and cities within the Midlands and with key centres elsewhere, then we could boost economic growth to the benefit of both the Midlands and UK plc

West Midlands Strategic Economic Plan

The West Midlands Strategic Economic Plan (SEP) sets out the response of the WMCA area to the Midlands Engine strategy with the ambition that by 2020 the West Midlands will:

- be the fastest growing economy of any city region
- have wage levels rising faster than anywhere else in Britain, and
- see continued rapid growth of foreign direct investment.

In terms of specific outputs, the SEP's ambition is that by 2030 the West Midlands will have:

- 1.9m homes in total
- 1,600 more hectares of employment land
- 500,000 more jobs
- a state-of-the-art transport system

West Midlands Industrial Strategy

The draft *West Midlands Industrial Strategy* was the subject of public consultation in late 2018. The intention is that, in its final form, the strategy will support and

promote the ambitions of the Midlands Engine Strategy and SEP, providing more detail on how the productivity gap can be closed.

Regional Skills Plan

A Regional Skills Plan has been developed by WMCA 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.

Movement for Growth

'*Movement for Growth*' is the transport strategy for the West Midlands. It addresses the transport needs of the region at the following levels:

- national and regional
- metropolitan (including the metropolitan rail and rapid transit network, key route network, strategic cycle network)
- local networks
- smart mobility

Statutory development plans

Statutory development plans are prepared by local authorities across the WMCA's geographical area. Amongst other matters, they make provision for new homes and jobs, identify essential infrastructure requirements and set out policies to manage development. They are an essential part of the delivery process and the Housing Deal includes a requirement for Local Authorities to prepare or revise their Local Plans before the end of 2019.

Strategic planning for delivery

The relationship between homes and jobs

These plans and strategies and, in particular, the SEP and the emerging Industrial Strategy emphasise the critical relationship between the supply of new homes, job creation and business growth. The SIDP needs to provide a framework which delivers increased housing supply in the right places so that there is a direct beneficial impact on productivity growth and prosperity for the region and the whole of the UK. It recognises that there is a need to identify key locations for employment and housing growth, the essential transport and other necessary infrastructure and a development pipeline of key sites which would support this.

As WMCA has no devolved planning powers, it is imperative that the SIDP has a clearly articulated role and purpose which does not impinge upon the statutory responsibilities of the local authorities. The separation of these two roles is reflected in the Housing Deal which clearly places upon WMCA the responsibility to deliver new homes but requires the local authorities to prepare or review their plans by 2019. Both functions are required to deliver the target of 215,000 dwellings by 2031.

First and foremost, the SIDP is not a statutory development plan. Instead, it is a spatial investment and delivery plan which aims to help all parties to co-ordinate and

focus the necessary investment to deliver the spatial priorities set out in statutory development plans. Its strength will come from wide endorsement, ownership and use in decision-making by WMCA, Leaders of the constituent and non-constituent authorities, Homes England, Transport for the West Midlands and the regional LEPs.

The SIDP as a delivery document

The over-riding role of the SIDP 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. With this in mind, WMCA and the local authorities have agreed that the purpose of the SIDP should be to:

- set out clear joint ambition and vision for regional employment and housing growth
- identify key growth areas and corridors for new employment and housing growth
- within these areas, identify priority sites for investment and corridor delivery plans
- include strategic principles to guide development in particular related to design and quality
- act as the basis for planned investment by WMCA and other partners, and
- set out operating principles for housing and land funds.

The spatial dimension of the SIDP

Significant progress on joint planning across the region has already 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. But the lack of a region-wide perspective remains. By bringing together key provisions of adopted and emerging statutory plans, the SIDP can fill this gap, providing a single spatial expression to guide current and future investment and development decisions across the region as a whole.

On that basis, a key purpose of the SIDP is to fill this gap and thereby provide a region-wide illustration of the amount and location of new development and its infrastructure needs. In doing so, it brings together current and previous work on regional, sub-regional and local planning and economic development. This allows key spatial issues and agreed priorities to be highlighted across the region and assists an understanding of their inter-relationships.

The delivery elements of the SIDP

In terms of delivery, the role of the SIDP is to co-ordinate investment by both public and private sectors so that maximum benefit can be derived. The SIDP includes a range of policy principles that will be used to guide investment by WMCA and Homes England as they bring together a series of funding opportunities on both public and private sector land. The SIDP also creates a prioritised work programme for the public sector and its delivery partners through the articulation of key infrastructure requirements. In line with the requirements of the Housing Deal, this work is also

supported by a comprehensive sites pipeline with associated infrastructure and delivery plans for key growth areas and corridors being developed.

A key element of the SIDP is its articulation of strategic policies and interventions to address barriers to delivery and accelerate housing growth. Linked to this is an implementation plan which identifies the key growth corridors, strategic opportunity areas and major sites in the region. '*Strategic Investment Frameworks*' for each of these areas or sites, to be prepared in collaboration with the local authorities, will indicate how these are and should be supported by the investment plans and decisions of major funders.

3 The West Midlands Today

Economy and productivity

The West Midlands today is on the rise. Economic and productivity growth are strong and founded on key sectors which are globally competitive. In terms of employees, the 'digital and tech' sector is already 90,000 strong and expected to grow a further 20% by 2025. The region is also a proud national leader in sectors such as automotive, aerospace and rail with some 149,500 employees.

In terms of business start-ups, the West Midlands has more than any region outside London. It also has the fastest growing economy of any UK city region with wage levels rising more quickly than anywhere else in Britain. World class businesses are already relocating to Birmingham City Centre which is recognised as a fast growing hub for financial, professional and business services.

The West Midlands is a hotbed of innovation and new ideas with Europe's fastest growing transport technology cluster. It is home to the Centre for Railway Research & Education, the Advanced Propulsion Centre and the National Automotive Innovation Centre, three critical investments which signal the region's potential to lead future generations in transport technology.

A young and growing population

Alongside strong 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 other world-class research institutions, Birmingham, Coventry and Wolverhampton are brimming with bright graduates from around the world. 65,000 students graduate in the region every year, many staying to create businesses and new opportunities, in recognition of the potential which exists.

Unequalled connectivity

The region also has superb transport links and lies at the heart of the country's motorway and rail network: 90% of the population live 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.

And there is more investment 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 - 45 minutes from Birmingham City Centre and just 38 minutes from Birmingham International – 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.

An enviable quality of life

Our quality of life balances beautiful, wide open green spaces and wildlife with internationally recognised art, culture, music, leisure and drama. The region benefits from high quality green spaces, an extensive canal network, schools and healthcare facilities. Together with the affordability of homes and employment space relative to the UK average, our residents and businesses can enjoy a good quality of life. Our plans for securing successful growth in the region will therefore continue to be underpinned by the provision of new social, environmental and cultural infrastructure, especially to support our growing, young and diverse communities.

Our urban centres

Birmingham City Centre is the economic hub of the region although 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 terms of new homes, in the period to 2031, Birmingham has identified the potential for the City Centre to accommodate some 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 some 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, rail and metro, enabling the development of a whole new urban quarter. 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, offer different and complementary strengths. They too have potential for growth, not least through Coventry's strong cultural offer enhanced by its status as UK City of Culture 2021 and the potential of Wolverhampton to enhance its city centre offer, and cement its position as one of the UK's top 20 cities. 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, Coventry and Warwickshire 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.

Our rural areas and suburban centres

Across the region there are proposals underway or agreed in Local Plans for a number of sustainable urban extensions e.g. at Langley in Birmingham; Eastern Green and Keresley in Coventry; Kings Hill Park in Warwickshire; Rugby Gateway and South West Rugby. There are also plans for garden suburbs and garden villages at Long Marston, Gaydon/Lighthorne and Lodge Farm in Warwickshire. Local Plans in Warwickshire have also identified further greenfield sites for new 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 developed with the intention of supporting 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.

4 The Geography of the SIDP

We have an ambition for the West Midlands as a whole. We want to improve the lives of everyone who lives and works in this widely defined area and we acknowledge that the impact of our actions will be experienced outside our operational area. The administrative geography of the West Midlands, however, is complex. Plans and strategies have evolved over a number of years and, not unreasonably, have been created to suit the particular task in hand. As a result, we have geographies which are organised around matters such as:

- the administrative areas of individual local authorities
- the boundary of the former West Midlands County Council (i.e. the even metropolitan authorities)
- the boundaries of the Local Economic Partnerships
- the Housing Market Areas, and/or
- specific topics e.g. transport, economic development.

Full details of these various geographies are set out in Appendix A but it is recognised that the establishment of WMCA introduces another set of boundaries. It is important, therefore, to be clear about the area within which the SIDP applies and WMCA operates.

The spatial and economic analysis within the SIDP takes a broad view of the WMCA's geography and includes:

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

The operational area of WMCA, however, is more tightly defined. Our constitution makes it very clear that we must focus our operations within the administrative boundaries of our constituent and non-constituent local authorities. These are the areas within which the vast majority of our money, land and powers will be deployed.

The fact that the three local economic partnerships are also part of WMCA, however, means that four additional authorities come into our purview. These areas will not be the focus of any activity by WMCA (unless there are agreed exceptional cross boundary projects with constituent or non-constituent authorities) but their close geographical relationship means that...

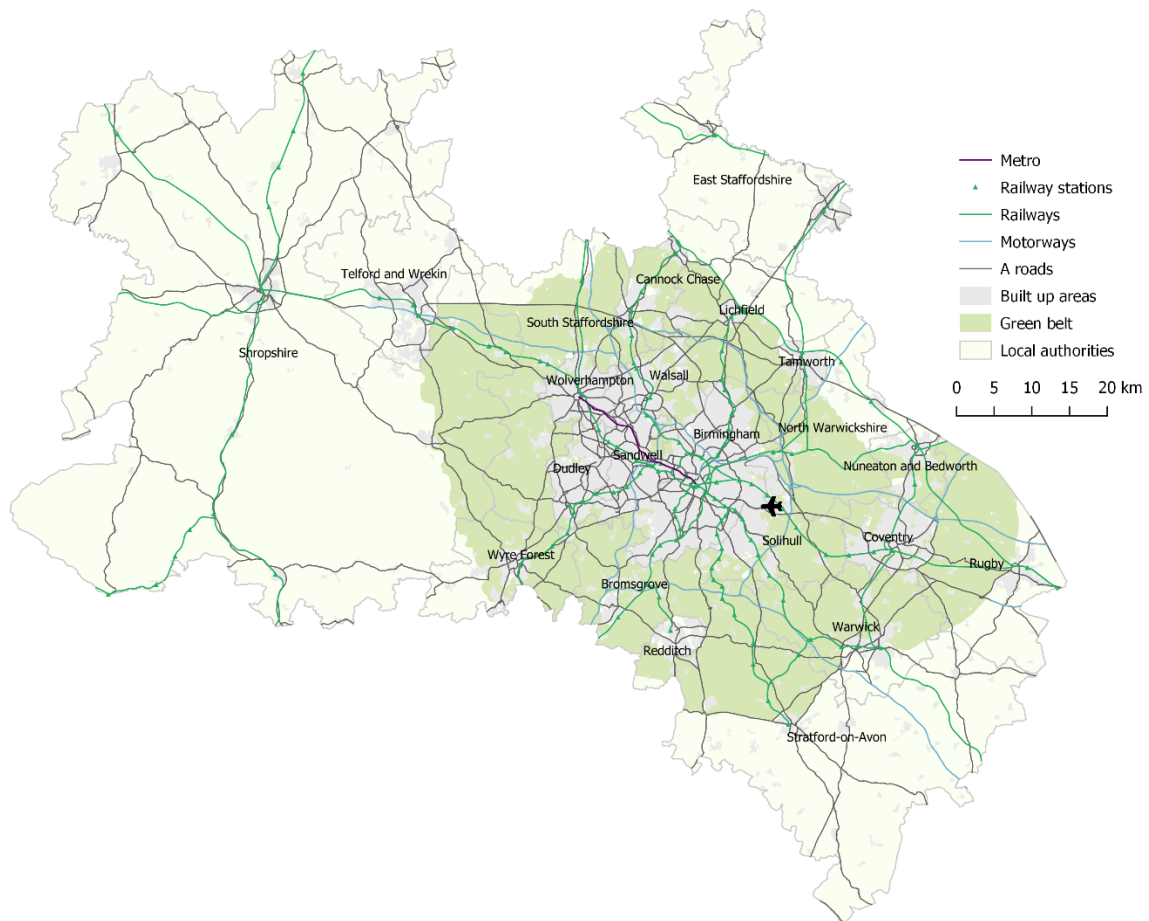
However, for the purposes of delivery planning and implementation the SIDP focuses on the constituent and non-constituent members of the Combined Authority and the actions they will take to deliver the SIDP's objectives. That is in line with the SIDP's principal purpose which is to underpin and accelerate 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.

In preparing the SIDP, therefore, we acknowledge these varied geographical and administrative areas. For example, we have already referred to the SEP, the LIS, the Midlands Engine and Midlands Connect Strategies and the West Midlands 'Movement for Growth' 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 draws together relevant themes and policies from all of these documents in so far as they relate to our overall ambition of improving the quality of life in the West Midlands and identifies specific objectives which we can use in our operational area .

Fig 1: Area covered by SIDP

[PLAN TO BE RE-DRAWN IN LINE WITH TEXT]



5 Our objectives

The region's progress and opportunities bring new challenges to overcome, not least delivering genuinely inclusive growth, high quality jobs, real skills progression and a pipeline of development that benefits all of 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 therefore be vital if the region and its people are not to be disadvantaged.

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 that a wide range of affordable housing is available to meet the many types of housing need including those of the aspirational young people whose talents and skills need to be retained in the region. Affordable housing needs vary across the region and housing supply needs to be directed towards the particular needs of particular groups.

We have developed a series of objectives which set out our approach to overcoming the challenges that we face. They recognise the collaborative arrangements that we are putting place with the local authorities, LEPS, other agencies and the private sector.

Objective 1 – The SIDP will support and inform strategic planning

The majority of adopted and emerging Local Plans look forward to at least 2031. A programme of local plan reviews and future plan-making across is being undertaken in accordance with the provisions of the National Planning Policy Framework 2018 (NPPF). The revised NPPF requires local plans to consider housing need and other strategic matters in plans which cover at least a 15 year period i.e. beyond 2031. In the light of this on-going work programme, the SIDP seeks to have regard to the backdrop of a 'living' planning policy framework.

Local 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 of the spatial issues relating to Local Plans and, in particular, the distribution of unmet housing needs in Birmingham and the Black Country. The SIDP does not seek to address this matter: responsibility for determining the spatial distribution of housing and other matters rest with the local authorities and they have established and proper channels for doing this.

The principal focus of the SIDP instead is increasing the pace of housing delivery and identifying the decisions and actions required to secure delivery of the major sites, growth areas and growth corridors which have already been identified through the statutory planning process. The SIDP also confirms a long-term commitment on the part of WMCA to support housing delivery across a multiplicity of 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. Simultaneous development of these sites will also underpin measures to speed up delivery. WMCA's programme of targeted investment in defined town centres, growth corridors and strategic opportunity areas will further support economic and housing growth identified in Local Plans.

Objective 2 – The SIDP will support the delivery of essential new homes of the right type in the right places

A key commitment in the West Midlands Housing Deal was that of 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 2031. It is anticipated that this will also require the support of non-member authorities in other parts of the region; decisions on such matters will be made through established '*duty to co-operate*' arrangements.

If this target is to be achieved, the annual rate of delivery will need to be raised from approximately 12,500 homes to 16,600 homes per annum. WMCA will provide support to raise performance to this level and thereby to meet the commitment set out in the Housing Deal 2018.

Achieving the target of the Housing Deal will require a significant uplift in delivery performance across the SIDP area. Additional capacity could be secured by reviewing existing assumptions about density on some identified sites, particularly those with good local transport connectivity but it is anticipated that there will also be a need to identify new sites through Local Plan making. In particular, this work will need to identify how provision for unmet housing need in Birmingham and Coventry will be made within the boundaries of other areas; this work is already underway.

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 approach adopted by the local authorities in the West Midlands fully addresses the requirements of the NPPF to "*boost significantly the supply of housing*" [ref] together with 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 approach based on housing market areas and co-ordinated local plans underpinning the SIDP.

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 3 – The SIDP will support the delivery of the pipeline of priority housing sites

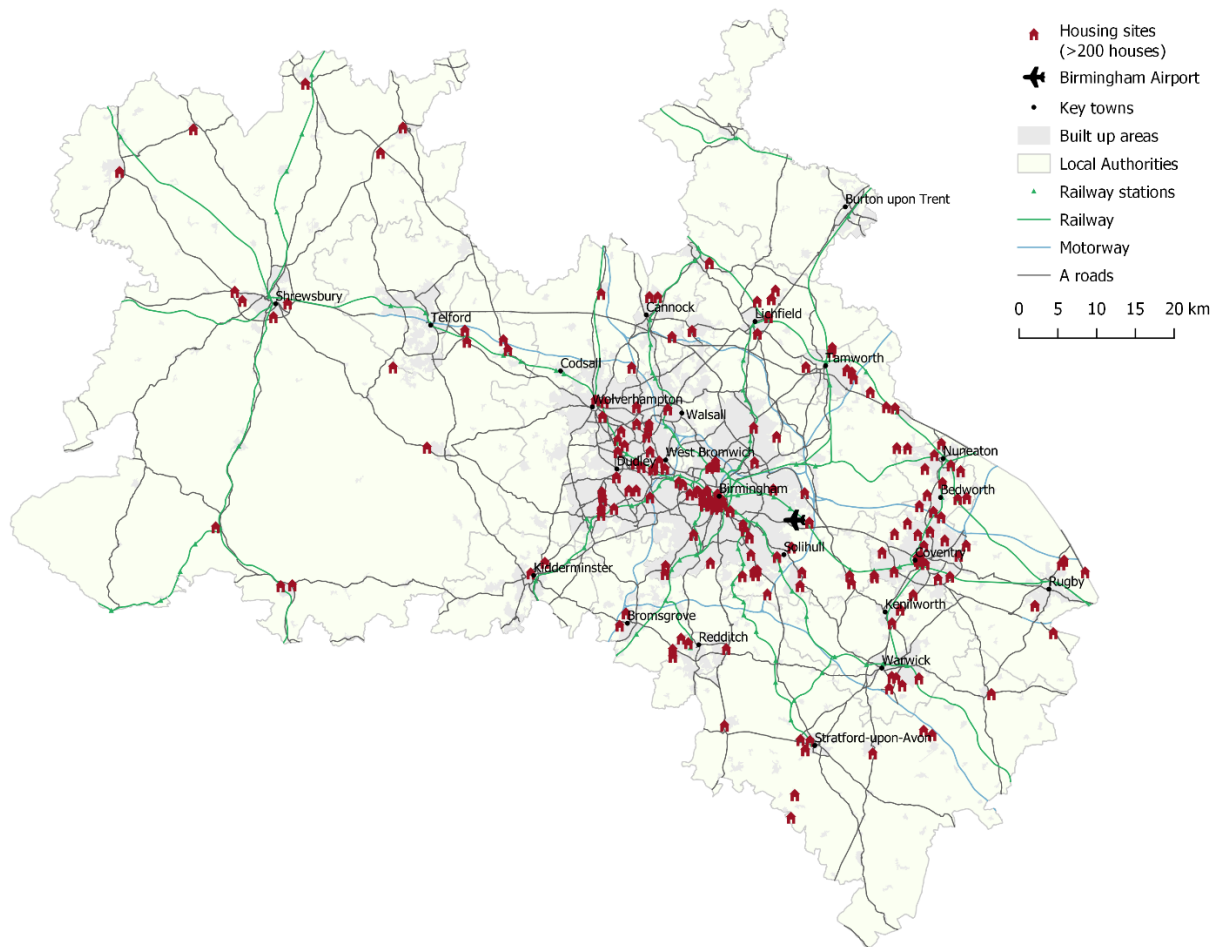
The WMCA, supported by local authorities, has developed a comprehensive pipeline of large housing sites (>200 homes capacity) supported by a programme approach to the delivery of smaller sites. This includes detailed information on site capacity, density options, land ownership, planning status, delivery 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 delivery plans.

Fig 2 shows the location of the large pipeline sites, including those in both adopted and emerging Local Plans. WMCA recognises that smaller sites will also play a significant role in new housing supply in the region. Developing a strategic approach to maximising delivery of smaller sites is therefore a priority of the SIDP implementation plan.

WMCA will help share best practice in the delivery of new homes across the region, supporting local authorities through joint working and sharing resources on CPO, land purchase, direct delivery, preparation of development briefs and masterplans, and deal-making. Some local authorities within the region are already 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 utilisation of its land holdings. Potentially, this could enable increases in land value to be captured following the provision of infrastructure and recycled to support further housing growth.

Fig 2 Major housing sites – planned and emerging [UPDATE]



Objective 4 – The SIDP will support the delivery of a competitive portfolio of employment sites

The SIDP takes a comprehensive approach to land supply and development across the region, considering requirements for, and delivery of, both employment and housing sites. In particular, the plan seeks to deliver planned housing and employment growth so that they are mutually supportive. The pipeline developed to underpin the SIDP therefore includes both major housing and employment sites.

Adopted and emerging Local Plans across the region address local requirements and opportunities for employment growth and, in some cases, wider regional strategic opportunities. Current identified strategic opportunities include:

- the planned development at Peddimore in Birmingham City Council’s administrative area
- the ‘Regional Investment Sites’ at Aston and Longbridge, both originating in the former regional spatial plan for the West Midlands [ref]
- the opportunities for up to 775,000 square metres of commercial floorspace at UK Central, the strategic development opportunity associated with the new HS2 train station near Birmingham Airport

- major opportunities in the Black Country at J10 of the M6, a cluster of opportunities 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 the i54 Business Park
- Friargate, Whitley Business Park, Whitley South and Ansty Park in Coventry, Warwick and Rugby
- MIRA Technology Park in Leicestershire
- the M54 Corridor and RAF Cosford

These and other significant local employment sites are shown on Fig 3.

[Insert Plan]

Successful delivery of these sites will be crucial to delivering the economic vision of the SEP and emerging West Midlands Industrial Strategy. 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 of at least 25 hectares and b) they may be in greenfield locations, the available land supply and how that was constrained.

The study 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 further concluded that if supply constraints were to be relieved in these areas this would add to economic growth and employment in the region in both manufacturing and distribution sectors. To satisfy these needs, larger-than-local policies would be a more effective way to bring forward new sites. Currently, the three LEPs and South Staffordshire are jointly funding further work in this in order to address any identified shortfalls, to highlight specific opportunities and the policy implications. The conclusions of this work will be reflected in a future iteration of the SIDP.

Objective 5 – The SIDP will support plans and projects which maximise the potential of our city and town centres

This SIDP promotes the role of our City and Town Centres as sustainable priority locations for growth. The contribution of these areas in 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 the private car, can be reduced. Most centres benefit from good public transport connectivity; further enhancing these connections will be crucial to support the levels of growth expected in the city and town centre network across the region.

Town and City centres also support higher densities of development than suburban areas. By building at higher density in sustainable locations, demands for additional development in the Green Belt and on greenfield can be minimised. Enhancing the connectivity of centres is therefore a focus of our implementation.

Objective 6 – The SIDP will support improved connectivity within the West Midlands and with other regions

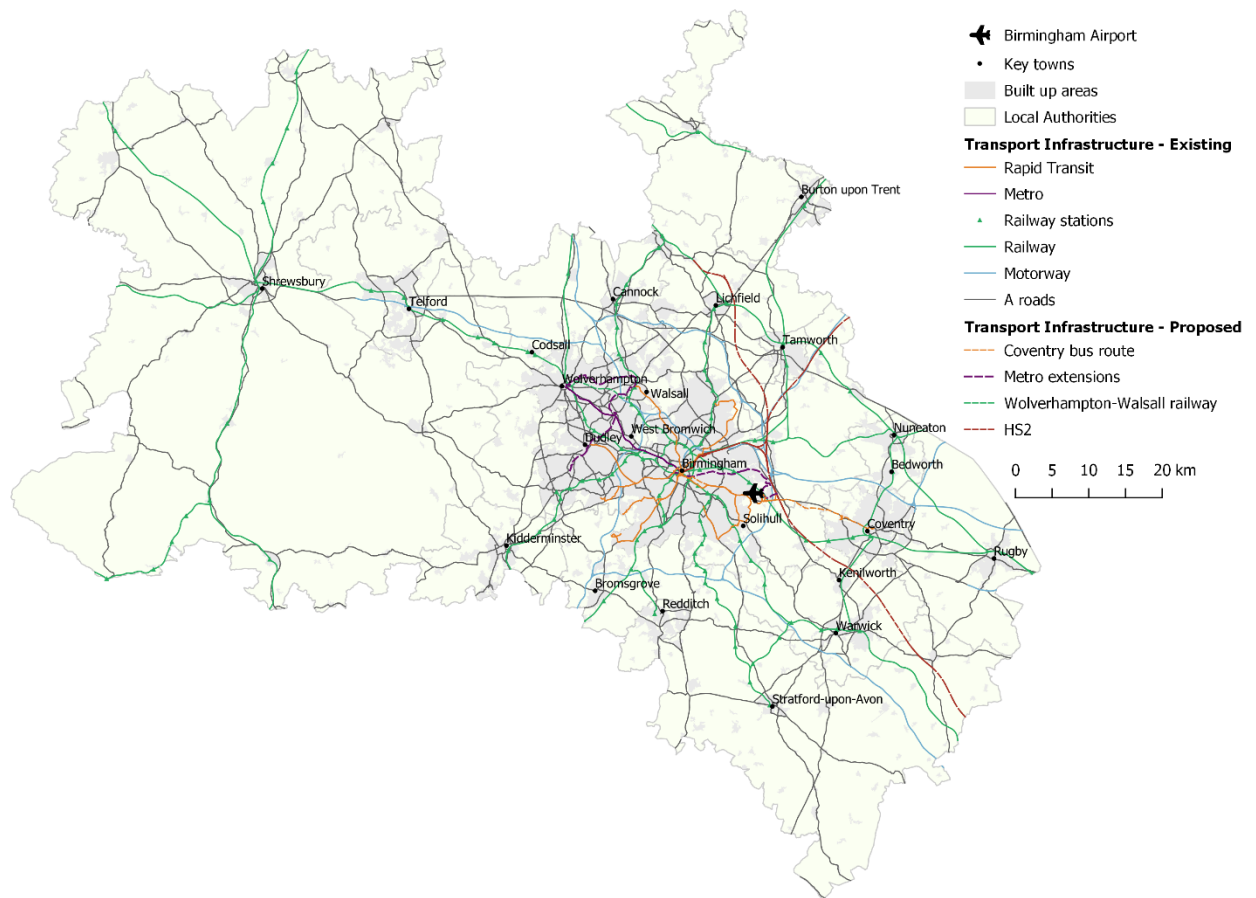
The single piece of infrastructure which will have the biggest impact on future growth, however, will be delivery of HS2 in 2026, offering faster and better connectivity both for Birmingham City Centre and UK Central in Solihull to London and other UK cities. The HS2 connectivity packages propose linking both of these stations with their wider hinterland and this will be of critical importance if the full benefits from HS2 are to be secured and distributed across the region, securing both economic and housing growth.

Equally important is the extensive package of public transport improvements proposed in the *Movement for Growth* strategy. This includes new routes for the Metro service, new Sprint bus services and refined services on local rail. HS2 frees up capacity on existing routes and creates the opportunity to re-instate former services e.g. the Walsall – Wolverhampton route significantly improves East-West connectivity and reduces 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 also 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 the private car and there will be continued and sustained pressure along key arteries, in particular those where growth opportunities are clustered. The *Movement for Growth* strategy identifies the ways in which Transport for the West Midlands (TfWM) will work closely with local authorities and Highways England to support key junction and carriageway improvements.

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

Fig 4 – key transport routes [To be revised]



Objective 7 – The SIDP will build on the region’s environmental strengths

The West Midlands, at the heart of the UK and the industrial engine of the nation, also boasts a wealth of natural environmental assets. Many already add to an excellent quality of life while others need investment and/or reclamation if the region is to benefit fully.

Green and blue infrastructure is the network of open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, open countryside and other natural elements that occupy parts of our cities, towns and villages and connect them with each other and to other places. This infrastructure provides multiple benefits: for the economy, the environment and people including opportunities for recreation, health and wellbeing, a home for wildlife, enhancing the attraction of the place, walking and cycling routes, flood storage space helping to tackle climate change and providing areas for local food production.

Canals are a vital part of the region’s blue infrastructure network and are vitally important assets which support wildlife and biodiversity, leisure and sustainable travel options. Many development sites include canal-side areas so wherever new development is proposed opportunities could be taken to enhance both the local and strategic opportunities afforded by the canal and river networks. The Regional Canal

network is important for leisure and wildlife and parts are not suitable for freight transport. 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. Some parts of the network are particularly sensitive and special care should be taken to mitigate harm to these; this might include investing in the network outside sensitive areas.

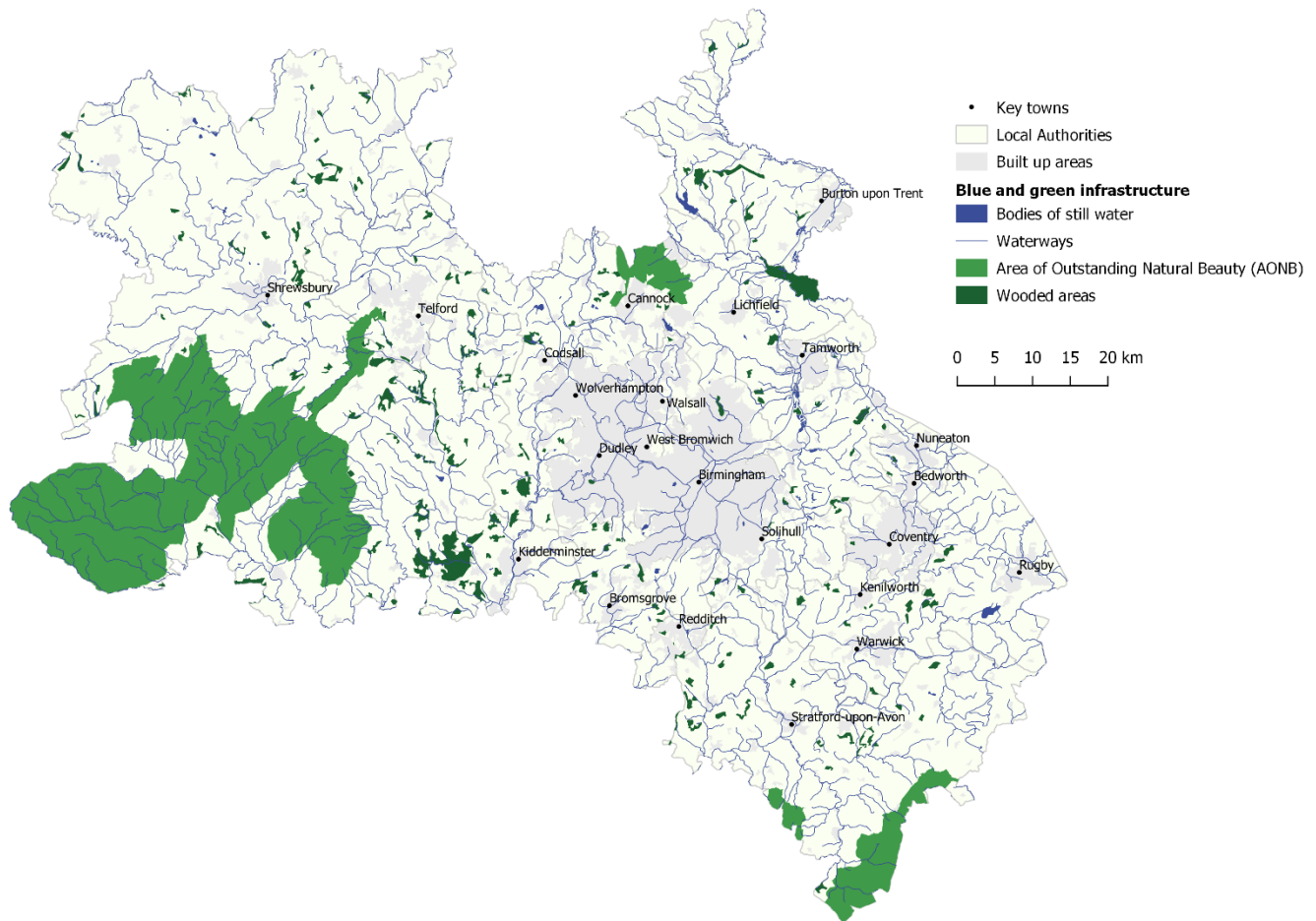
The growth areas identified Local Plans include former industrial land and canal-side land which, following investment, would enhance the wider green and blue network. Natural England's '*Growth Points Programme*' has seen a total of nine new Growth Points in the West Midlands region, and this has placed green infrastructure firmly on the regional planning agenda. Planning to enhance both the green and blue assets of any development area will be an essential part of our place-making agenda. 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.

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.

Objective 8 – The SIDP will support projects and plans to tackle infrastructure constraints

In some parts of the West Midlands, development is constrained by the supply of power. New developments which utilise opportunities for local power networks, particularly those based on renewable energy sources, will help to alleviate the demands on the existing network and 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.

Fig 6 Green and Blue Network



Objective 9 - Supporting people to realise their full potential

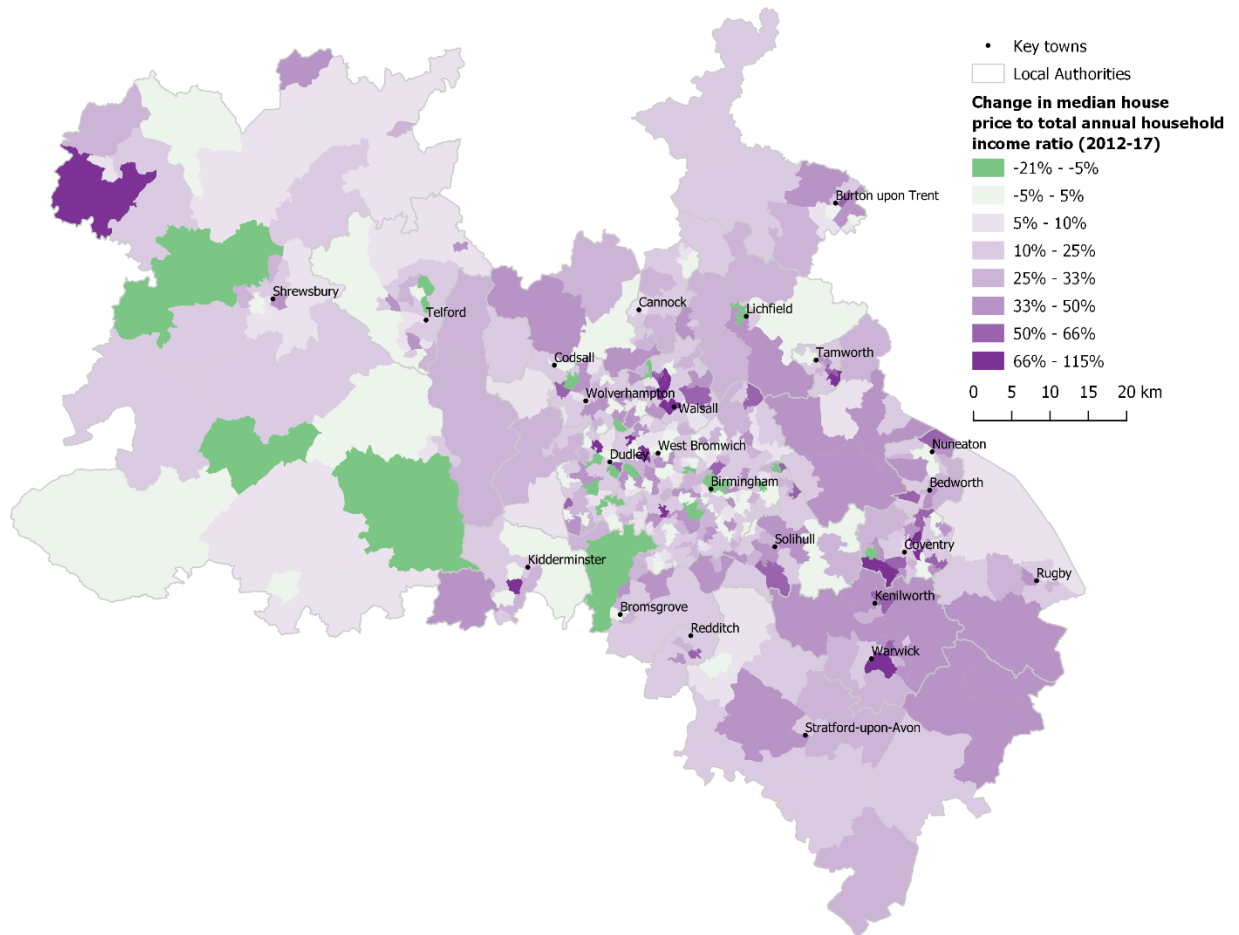
Many residents benefit from high quality jobs and lifestyles but others feel neglected and behind. Unemployment in the West Midlands Region is higher than the UK average at 5.1% but there are some signs of recent growth. Employment rates are generally lower (74% in the year ending January 2018 compared to 75.6% for the UK as a whole) but employment rates are growing faster in the West Midlands than any other UK region- 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; children might experience overcrowding and lack of heating, or 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 that the housing affordability gap is growing so 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. Fig 6 shows how affordability across the region has changed over time, with the vast majority of areas becoming less affordable in terms of prices compared to median wages during the period 2012-2017. Many have become significantly less affordable (25% or more).

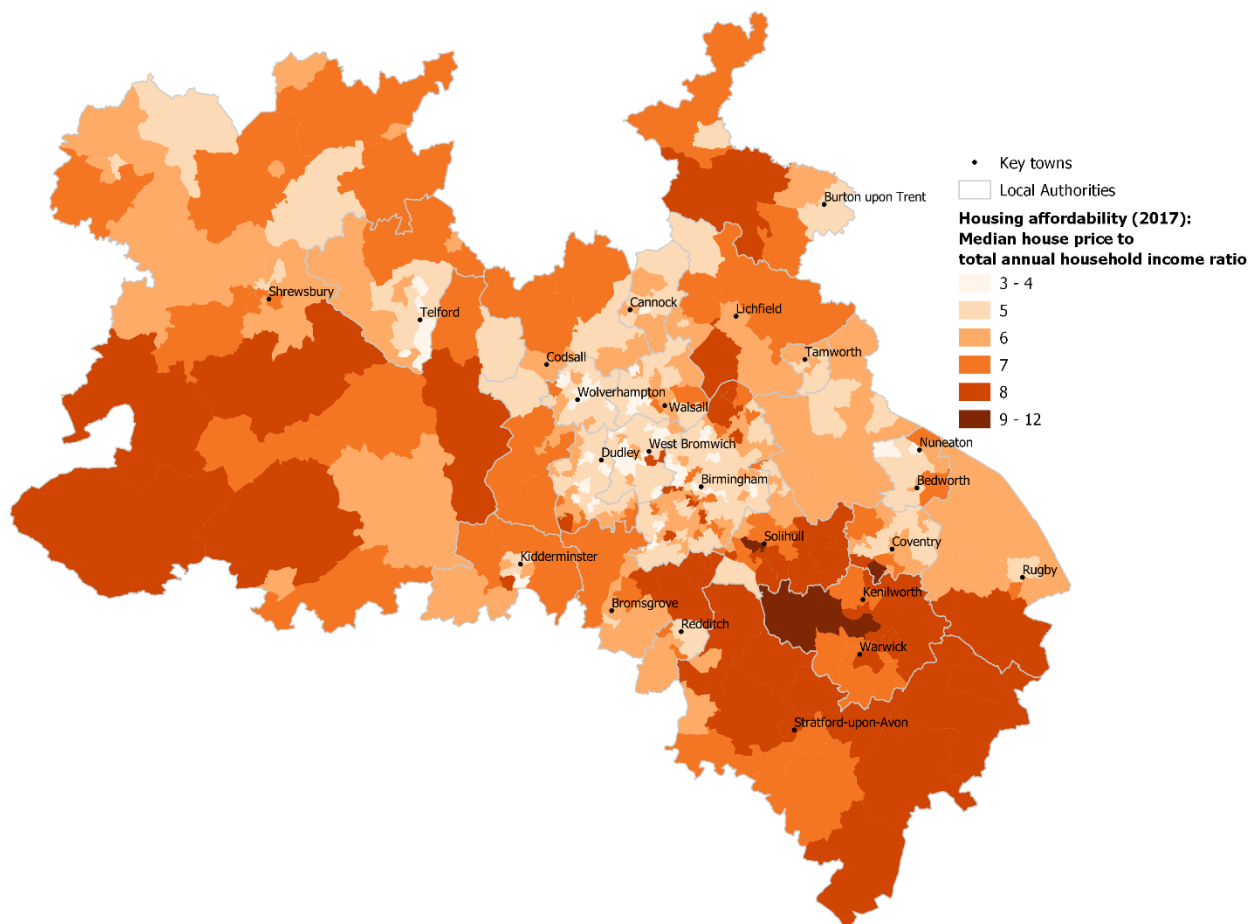
Fig 7 – housing affordability changes over 5 years



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. Housing needs requirements in Local Plans also show that there is need for a greater range of property sizes than is currently delivered by many market providers. The challenge of meeting affordable housing need, therefore, must also consider the need to make provision for a range of suitable products, including starter homes and smaller units, as well as constraining the cost of those properties.

Fig 8 below illustrates the current relationship between house prices and income levels.

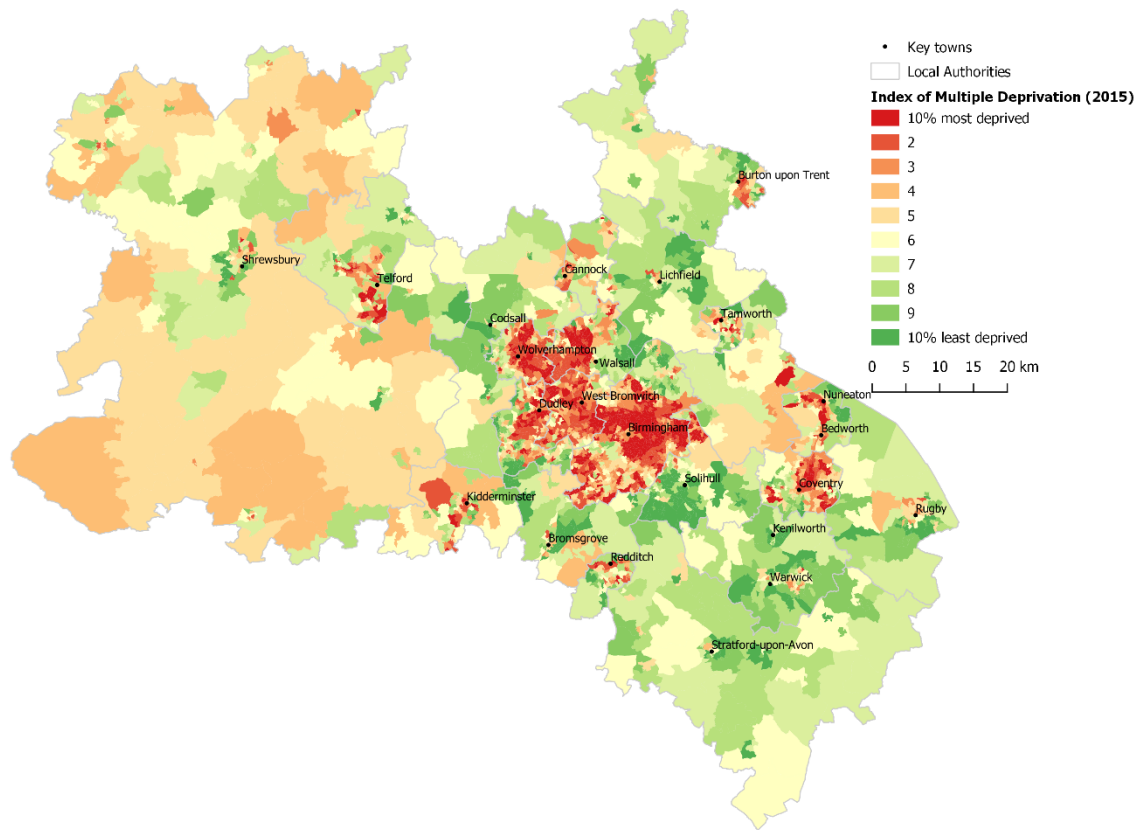
Fig 8 – housing affordability today



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 much of the new growth and development will be accommodated. Successfully establishing a package of investment around skills and local supply chains is a critical consideration, especially where new developments provide opportunities for training, apprenticeships and local jobs.

Fig 9 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 West Midlands Industrial Strategy will identify further actions to address the challenges of deprivation and deliver genuinely inclusive growth.

Fig 9 – IMD regional distribution



6 Spatial Investment

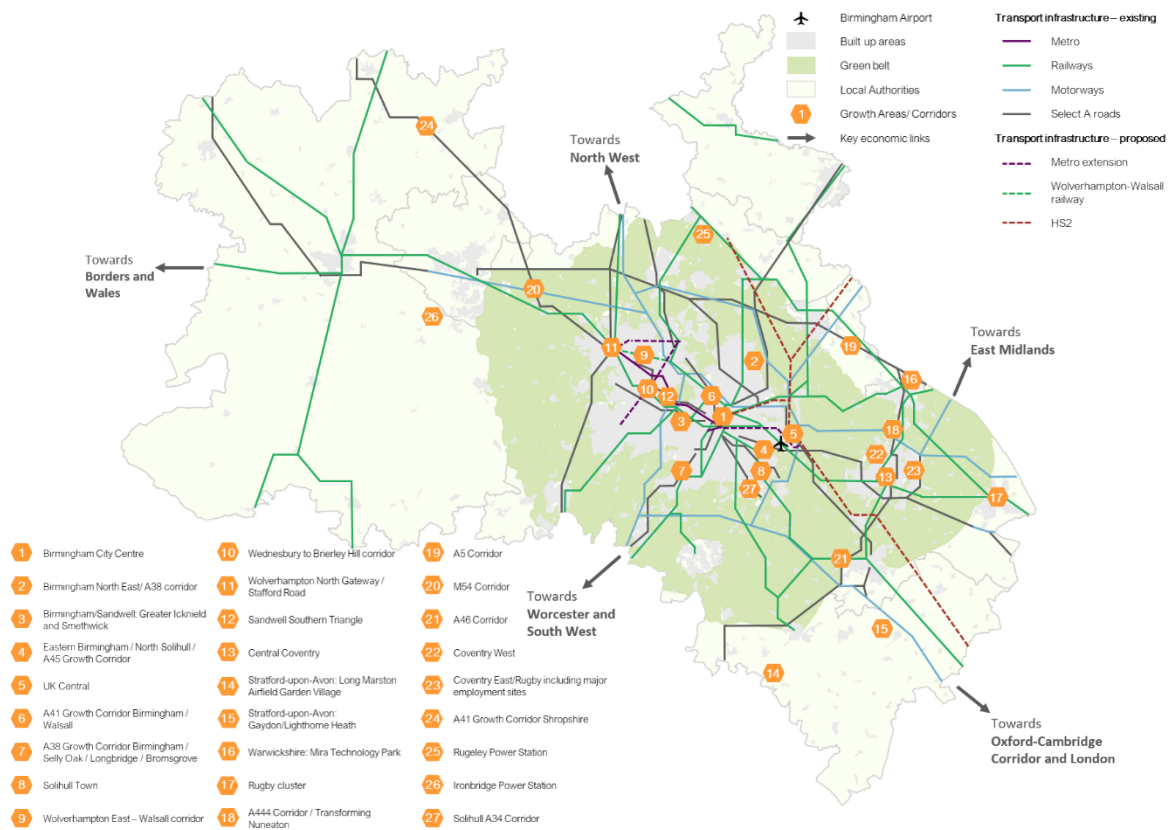
Growth Corridors and Strategic Opportunity Areas in Local Plans

There is a long history of bringing together infrastructure investment and new development opportunities in a positive way across the West Midlands; most often this work has been expressed in terms of defined 'corridors'. Information assembled for the SIDP, however, highlights the fact that other types of 'opportunity areas' also exist, hence the inclusion of the phrase 'strategic development opportunities' when discussing these areas of significant development potential.

The SIDP takes its lead from the adopted and emerging Local Plans of the constituent and non-constituent authorities of WMCA. On that basis, the 'Growth Corridors' and 'Strategic Opportunity Areas' identified in the SIDP reflect those documents. In many cases, these major development areas cross the administrative boundaries of two or more local authorities.

Fig x below illustrates the Growth Corridors and Strategic Opportunity Areas identified in Local Plans across the region. It also demonstrates their relationship with transport corridors and other key elements of the physical and economic geography of the region. As such, the diagram does not allocate new development sites but highlights key areas where change is likely and investment is needed. It is these areas which will be the focus of investment as WMCA seeks to deliver on the targets for new homes and jobs which it has been given. Responsibility for the identification of new development sites remains with local authorities through their statutory plan-making processes.

Fig 10: Growth Corridors and Strategic Opportunity Areas in Local Plans



The Rationale for area-based programmes

The underlying rationale for a specific focus on these types of development opportunities and corridors is that they have the potential to bring together a concentration of public and private sector investment across a broad geography (i.e. beyond the boundaries of an individual site) often maximising the opportunities presented by major planned or committed transport investment. Typical opportunities which have been identified to date include (but are not limited to):

- Several proposals for corridors in the Black Country Joint Core Strategy reflecting areas where there is a clustering of development opportunity and public sector investment
- Cross-boundary working by Birmingham City Council and Sandwell BC on the Greater Icknield and Smethwick Corridor to secure strategic housing development
- Locations highlighted in TfWM’s strategy paper ‘*Movement for Growth*’
- The ‘high technology’ corridors in the West Midlands Regional Spatial Strategy which sought to enhance the profile of this sector and make provision for new development.

We recognise that, despite this work, the delivery of successful outcomes for a variety of reasons has been variable. For example, proposals for some corridors have fallen away before they have had time to influence development (e.g. the High Technology Corridors of the Regional Spatial Strategy). In other cases, delivery/developer interest has tended to focus on the most attractive sites rather

than the wider corridor as a whole (e.g. Greater Icknield and Smethwick). On occasion, the investment proposition within the corridor was not sufficiently well-defined to attract delivery results.

The establishment of WMCA provides the opportunity to build on the history of work to date, and deliver on these long-standing aspirations for inclusive growth using concentrated activity across organisations to create transformational change. The types of support which we are able to consider include wider access to funds; the ability to acquire, assemble and dispose of land; use devolved powers; and access to Government and investors. The ability to bring together a variety partners allows WMCA to add value to the work of local councils in the design, planning and delivery of ambitious proposals and policies.

Developing a Corridors and Strategic Opportunities Programme

The principles of corridor-based working, higher design quality and unlocking new investment lies at the heart of the SIDP. Information assembled from Local Plan has identified some 28 potential corridors or strategic development opportunities within the West Midlands. In these areas, transport investment, development opportunity (frequently on brownfield land) and untapped potential come together to provide the opportunity to create a critical mass of activity, present new opportunities for strategic investment and strengthen local communities in a holistic way.

The SIDP takes as its starting point accelerating and securing the delivery of development opportunities and the land and infrastructure proposals identified in the local plans of constituent and non-constituent members. Adding to that process, it seeks to join up areas of opportunity which extend across local authority boundaries and provide a comprehensive plan for delivery and investment supported by new policy principles to guide investment by WMCA, Homes England and the private sector.

The influence of the HIF Process

- WMCA and the local authorities also identified six priority locations as part of the HIF process. Many of these were also in major growth corridors:
- Walsall to Wolverhampton – due to proposed reopening of railway line for passenger services
- Coventry to Solihull – due to proposed road works (primarily A46 related) included in HIF FBC
- Sandwell to Dudley (or Wednesbury to Brierley Hill) – due to proposed metro line primarily funded by Transforming Cities Fund
- Greater Icknield to Smethwick – inclusion in original HIF submission, improvements to A457.
- Perry Barr – funding of £165m for Athletes Village and wider regeneration of Perry Barr

East Birmingham/North Solihull – longstanding proposal with history of joint working, including the Metro extension to Birmingham International Airport identified in WMCA's investment programme.

Initial priorities

It is obvious that actively progressing development in 28 locations at the same would dissipate the effectiveness of WMCA's actions. Information assembled for the SIDP and the HIF processes, has allowed WMCA and the local authorities to highlight those areas where initial investment could be prioritised. The selection process was influenced by an understanding of planned investment, commitments in statutory development plans and investor opportunity. As a result of that analysis, four priority corridors have been identified as detailed below.

The Walsall to Wolverhampton Corridor (W2W)

The Walsall to Wolverhampton Corridor (W2W) has existed in a variety of formats since the development of the Black Country Joint Core Strategy. The project has achieved welcome momentum as a result of major transport investment i.e. the re-opening of the railway line for passenger services between the two centres with new stations at Willenhall and Darlaston. The Housing Deal agreed with Government also included a new brownfield land fund and this too will provide additional support for the project.

A Senior Steering Group consisting of the Leaders of the two local authorities, their Chief Executives, senior officers of the WMCA and the LEP is leading this programme of work. They are supported by a 'task and finish' Working Group comprising officers from both local authorities and the WMCA tasked with delivering an agreed technical work programme.

The key planning work (site identification, etc.) is contained in the Joint Core Strategy and a review of this is on-going. With the planning framework established, current work is focused on accelerated delivery of sites and opportunities and establishing a strong baseline of information. This has included acquisition by WMCA of land required for the new railway station at Darlaston, and work on preparing key sites for development and investment by WMCA and others within the corridor.

Consultants have been commissioned to pull together existing information on the corridor to create a comprehensive site pipeline, prioritised tracker and evidence base. Programme management support has also been brought in to ensure delivery remains on track. Work is now underway to prepare robust business cases for investment in the corridor by WMCA from devolved housing and land funds.

Sandwell to Dudley

Work on the Sandwell to Dudley Corridor has also started and is focused on how this corridor can maximise a range of housing and employment opportunities that will be unlocked via the Transforming Cities Fund for the Metro extension from Wednesbury to Brierley Hill. As part of the work required to secure this funding, an Economic Impact Assessment was commissioned to assess the potential impacts of the Metro within a 2km distance from the proposed route. An action plan also set out ways in which the economic benefits of the extended Metro route could be maximised and

the corridor group is keen to see this implemented in a manner which secures genuine inclusive growth for the citizens and business of the area.

A working group of senior officials in Sandwell and Dudley, chaired by the Chief Executive of Dudley Council, has been formed to scope out the work required in the corridor and to identify key sites for intervention. As with the W2W corridor, the first piece of work is a review of existing information to create a strong evidence base and preparation of cases for WMCA investment in key sites.

Perry Barr/A34

[Insert details]

Greater Icknield/Smethwick

[Insert details]

Typical support from WMCA in these locations has included:

- commissioning programme management and specialist technical support (as necessary) to prepare sites for delivery/investment and engage vendors/developers
- co-development of strategic investment and delivery frameworks (see below) to coordinate public sector activities and investment opportunities
- direct intervention and commercial negotiations – e.g. acquisition, site assembly
- brokering and facilitation with public and private sector partners
- deployment of funding and expertise and securing business cases for investment

Preparation of an investment prospectus for each corridor

In both the W2W and S2D corridors discussions are taking place around how best WMCA and local authorities can collectively secure new public and private investment, especially to unlock challenging brownfield development sites, secure the public and private infrastructure provision and the quality of development essential for sustainable growth. This has led to a broad consensus emerging for creating an investment prospectus for each corridor tailored to an investor audience that will secure the funding to deliver the inclusive growth in the corridor that residents can see and touch. Furthermore it has become clear that the approach in each corridor should be tailored to local circumstances rather than adopting a standard approach for all.

Typical ingredients being considered for the investment prospectus/framework by the groups working in these corridors include:

- Clear and succinct evidence report (synthesis of evidence to date on infrastructure, investment, housing, skills, employment, business, etc.)
- An investment framework which articulates the vision; the investment opportunities (and challenges); the alignment and prioritisation of public sector

interventions to realise those opportunities; and presentation of an investment friendly proposition

- Focus on unlocking housing and employment sites in local plans supported by local councils
- An approach which embeds complete collaboration with the local authorities, the LEP and WMCA and no reinventing of the wheel.
- A prospectus which sets out what already exists (i.e. local assets), packaging it appropriately together and presenting it in new ways for an investment audience
- Clarity on delivery and planning approaches necessary to ensure timely implementation of the framework.

Whilst progress on these initial corridors is welcomed, there remains the opportunity to extend the programme to other locations across the West Midlands. The starting points for this work would be a review of the priority locations previously identified together with consideration of other locations identified in the draft SIDP. Work on corridors to date has demonstrated the potential of co-ordinated activity in defined locations. Existing corridors are seen as pilots for additional locations (corridors and other types on investment opportunity areas) which will be identified in due course.

5 Delivery Plan

Unlocking barriers

The SIDP implementation plan will drive change through a series of interventions each designed to unlock barriers to development and accelerate delivery. Known 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.

Key roles for WMCA

The four key roles of WMCA in housing and regeneration are:

- Setting a strategic investment and delivery strategy to unlock housing and employment delivery on brownfield sites (e.g. SIDP, corridor investment frameworks, affordable housing delivery plan)
- Attracting new and deploying existing public and private investment and expertise to support delivery (e.g. Investment Prospectus, investor engagement)
- Building new and strengthening existing partnerships and relationships with investors, Government and other public sector organisations

- Direct intervention and deal-making (e.g. joint ventures, site acquisition, site assembly, brownfield remediation).

WMCA's activities to date

WMCA has set itself some challenging goals, many of which were agreed with Government including:

- Increasing the supply of new homes to 16,500 new homes per annum (from 12,000 in 2017)
- Introducing a new quality of design through a regional design charter
- Development of a regional spatial investment and delivery plan (SIDP)
- Deployment of devolved housing and land funds to secure a step change in the quality, quantum and pace of housing and employment delivery (see Fig x)
- An ambition for 80% of new housing supply on brownfield land
- Significant increase in diversity of housing types and tenures including the supply of new affordable and social housing
- Securing a nationally leading advanced methods of construction programme
- Unlocking stalled and complex sites through brokering and direct intervention
- Initiating a comprehensive town centre regeneration and renewal programme
- Developing genuine, attractive investment proposals to the market
- Securing new partnerships with developers and investors
- Taking on responsibility for the One Public Estate Programme, and
- Effective delivery of nationally significant projects and programmes.

Fig x: Devolved WMCA Housing and Land Funding

| | |
|--|--------------|
| Total Available | £620m |
| Land and Property Investment Fund | £150m |
| Brownfield Land and Property Development Fund | £50m |
| Collective Investment Fund | £70m |
| Housing Deal: Housing infrastructure Fund | £250m |
| Housing Deal: Land Fund | £100m |

For the first 6 months of 2018, WMCA's work programme was primarily focused on:

- Negotiating the landmark regional Housing Deal with government (the largest and most ambitious of any region)
- Agreeing the terms of the £100m Land (Acquisition) Fund
- Developing a Spatial Investment & Delivery Plan (SIDP), and
- Submitting a full business case for £250m of Housing Infrastructure Funds.

Accelerating delivery

Since summer 2018 further work has progressed on:

- Development and launch of a high profile Town Centre Regeneration programme with 5 centres identified in a first wave of projects
- Securing the first £165m of the HIF bid for Perry Barr and developing associated funding agreements with Birmingham City Council
- Developing new supply proposals with new and existing housing associations
- Production of a robust evidence base for new Government investment in the region's housing affordability challenge
- Submitting a highly ambitious One Public Estate Bid to Government including proposals for a new regional public land disposals strategy and supporting database
- Development of specification for a Single Commissioning Framework for all devolving housing and land funds for launch Spring 2019
- Securing successful investment decisions by WMCA Board in housing and land (e.g. Phoenix 10, Walsall Waterfront, Chelmsley Wood, Coventry Telegraph site)
- Unlocking a pipeline of stalled brownfield sites (e.g. Goscote Lane)
- Development of a comprehensive programme of targeted investor and developer engagement and creation of robust investible propositions in growth corridors
- Preparation of an investment prospectus for launch Spring 2019
- Development of a WMCA Housing and Regeneration Business Plan to provide clarity on purpose, strategic goals, key milestones and deliverables

The role of WMCA which has evolved is centred on 4 key delivery-focused areas:

- Setting a strategic investment and delivery strategy to unlock housing and employment delivery on brownfield sites (e.g. SIDP, corridor investment frameworks, affordable housing delivery plan)
- Attracting new and deploying existing public and private investment and expertise to support delivery (e.g. Investment Prospectus, investor engagement)
- Building new and strengthening existing partnerships and relationships with investors, Government and other public sector organisations
- Direct intervention and deal-making (e.g. joint ventures, site acquisition, site assembly, brownfield remediation).

The focus for 2019

A number of strands of work are now in train and will reach critical moments in 2019. Highlights include:

- Launch of a single commissioning framework, consistent process and funding portal for all devolved housing and land funds
- Targeted work to unlock a comprehensive pipeline of brownfield housing and employment opportunities on key transport corridors
- Submission of an ambitious affordable housing deal to Government
- Securing supply agreements with major registered providers
- Launch of the West Midlands Investment Prospectus at MIPIM Cannes
- Submissions to the Government's town centre fund and HIF fund
- Development of town centre delivery & investment plans for the 'Wave 1' centres
- Investment in strategic acquisitions and creation of corridor investment plans.

The various strands of work can be grouped under a number of generic headings:

- *Area based programmes*
 - WMCA Strategic Investment & Delivery Plan (SIDP)
 - Growth Corridors and Strategic Opportunities
 - Town Centres Programme
- *Sites based programmes*
 - Sites Delivery
 - Key Sites Pipeline
- *Topic based programmes*
 - Affordable and Social Housing Programme
- *Other policy work to support delivery*
 - Regional Design Charter
 - Strategy and route map for Advanced Methods of Construction
 - Communications Plan
- *Funding and Finance*
 - Public Investment Programme e.g. HIF, land funds, public land disposals
 - Private Investment Programme e.g. the creation of investible opportunities, investor engagement plans, creation of an investor prospectus, etc.
 - Single commissioning framework
- *Joint Programmes*
 - Public Land and Asset Disposal programme
 - The One Public Estate Bid (Phase 7 Funds)
 - WMCA/Homes England Joint Team

Arrangements for Monitoring and Review

Project teams are being established around these strands of work with local authorities and other stakeholders to ensure co-development and that a consensus-based approach is embedded from the start. In response to the new role it has taken on following the Housing Deal (March 2018) and direct requests from local

authorities, WMCA is moving increasingly into direct engagement and negotiations with the private sector (investors/developers/landowners) and with Homes England on the delivery of key sites and funding deployment.

This area-based work also links into other work including the wider affordable and social housing policy development, the joint One Public Estate Programme and the inclusive growth agenda which underpins our work. Work is also being undertaken on programme management arrangements (e.g. sites and funding dashboards) for the portfolio so that, using clearly defined monitoring and review processes, we will be able to demonstrate to Government and WMCA Board that delivery targets are being met.

Working with local authorities and LEPs in the various strands of work will maximise the opportunities that can be achieved from new projects and programmes.

WMCA and the local authorities have been set a clear challenge by Government and set themselves one of the most ambitious housing and regeneration agendas in the country. Collectively, we now need to deliver on the outputs which have been promised in return for significant Government funding.

Appendix A

The Geography of the 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:

- all constituent and non-constituent members of the Combined Authority
- all authorities within the three principal LEP areas i.e. Greater Birmingham & Solihull, Black Country and Coventry & Warwickshire LEPs
- 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 | GBSLE P | BCLE P | CWLE P | 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. |

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.

Appendix B

Growth Corridors and Strategic Development Opportunities

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| 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 |

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| | | 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 |

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| 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 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 |

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| | | 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. |