

Brenda Clayson

29 Langcomb Road

Solihull

B90 2PR

11 March 2019

From Gary Palmer

Spatial Planning Department

Solihull MBC

Council House

Manor Square

Solihull

B91 3QB

Dear Mr Palmer

Re: Draft Local Plan - Supplementary Consultation, Allocation 26 Blythe

Further to the above DLP allocation I write to lodge my objection to the council's proposal. My reasons for objection are attached.

Yours sincerely



Brenda Clayson

Q2

Site Selection Methodology 2 Do you agree with the methodology of the site selection process, if not why not and what alternative/amendment would you suggest?

There are far too many housing being planned for the area, without Allocation Plan 26, in the Blythe Ward. Why is this case? In addition why is the Ward to received 38% of the proposed housing allocation? This is estimated at putting some extras 4,000 more cars on the areas roads.

The whole environment will become one huge concrete housing estate and car park. At present the area around Bills Lane has a good balance of housing and open areas for the benefit of all. There is plenty of fauna, flora and wildlife and places for people and children to roam: thus enhancing the quality of life in the area. Why is this not been taken into consideration?

When the local authority are stating in the press that they are intending to spending ratepayers money on enhancing the existing borough with bulbs etc., maintain areas of greenbelt why are they then so intent on building all over the open spaces in Shirley?

Additional housing is needed, but Shirley is taking the brunt of the allocation, when KDBH is not. This is grossly unfair allocation and seems that postcode B90 is treated as the poor relation that can be ridden roughshod over. What park Shirley did have has been reduced and there is little other open land in this area of the Borough. The allocations are not being evenly distributed across the borough. The area is already gridlocked, heavens knows how much worse the area will become if the proposed allocation goes ahead. The pollution, disruption, reduction in POS and the effect on the environment will be immense.

Bills Lane, Shakespeare Drive, Haslucks Green Road, Tanworth Lane struggles to manage now and the problem will only be shunted further into the area. The recent fractured gas main in Shakespeare Drive is a case in point: because the infrastructure is already heavily overloaded the whole area was gridlocked and even backed up into the neighbouring Birmingham Yardley Wood. The current infrastructure cannot cope at present and can therefore take no further increase. Even if significant sums were to be put into the project, the existing infrastructure will be able to cope, thus people's lives will be dramatically affected.

The overall quality of life of the people already living here will be grossly affected. Asthma is already a huge problem for people and children; I myself an Asthmatic and have noticed it has worsened over the years with the level of additional traffic in the area. The incidents of childhood asthma are on the rise and this is only going to become significantly worse with the additional volumes of traffic.

In the introduction of council document under 370. V 11 (Health and Supporting Local Communities), it states that;

There are many factors which contribute to creating healthy communities and the NPPF recognises the importance of promoting healthy communities and the role that the Local Plan can play in creating healthy, inclusive communities. The Health and Social Care Act (2012) gave local authorities new duties and responsibilities for health improvement and requires every local authority to use all the levers at its disposal to improve health and wellbeing, and the Local Plan is one such lever.

How is this case; when open spaces and green fields are to be built all over, people to be crammed in like sardines, the volume of traffic to be increased and the quality of air and life in general will be dramatically affected?

371. The health of Solihull residents is generally good and is getting better, however, good health is not consistent across the borough, and the health of some of our residents is significantly below an acceptable level. Premature deaths, work limiting illness and disability and acute morbidity are issues that still disproportionately affect some parts of our population.

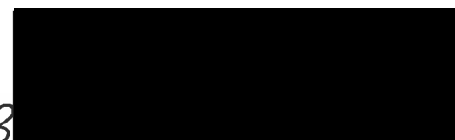
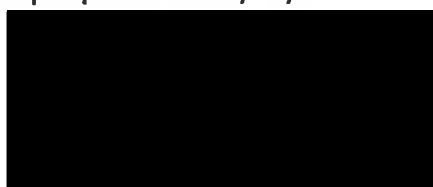
This is a case in point; the general good health of the residents will be dramatically affected, e.g. Asthma. Should the proposed developments go ahead life for people in this area of the borough will regress rather than improve.

375. The draft Local Plan contributes to supporting communities and promotes health through its spatial strategy and policies. These include policies relating to the location of new development, sustainable development, infrastructure, provision of new homes, jobs, town centres and sustainable travel (promoting public transport, walking and cycling). These policies demonstrate that improved health outcomes are integral to the local plan and meeting its vision and objectives.

People in Shirley Blyth ward do not feel in the slightest supported by the SMBC or the Local Plan; instead we feel we are being significantly let down and completely ignored in favour of the more affluent areas like Hampton in Arden and KDBH (whom the council seem to listen to as per the newspaper article the 7th March 2019) We are being ridden rough-shod over and housing developments are being foisted upon us regardless of SMBC's above statement.

Where are we to walk and cycle? How is our health to be improved by increased traffic, pollution, flooding and density of dwellings? In addition may have a huge motorway service station imposed on us at junction 4 of the m42 yet.

All of the points in the Policy P18 Health and Safety are being purposely disregarded by the housing proposals for Shirley. The people of Shirley Blyth ward are being actively



discriminated against as we are to be disregarded by this policy. The housing proposals are prejudiced to the health and welfare of the local community. This flies in the face of the councils '

374. The Council recognises the importance of health and wellbeing and the Local Plan has a key role to play in implementing strategies to help people lead healthier, active lifestyles. Many of the policies in the Local Plan will have an impact on health and wellbeing and in drafting the local plan policies, this has been given due consideration to ensure that, the overall impact of any new development should result in positive health outcomes.

The proposed areas are known flood plains-the over spill ending up on to the junction of Haslucks Green Road/Snowford Close and Bills Lane. The road under the railway bridge in Bills land floods regularly with heavy rain.

The local sports club recently wanted to improve amenities for residents by building new facilities and more pitches, however, this was reused by SMBC on the grounds of the detrimental effect it would have on the local fauna, flora and wildlife. The council have now 'about-faced' totally ignoring this policy and want to build all over the area. This is gross hypocrisy as the proposed housing will cause far more environmental damage, add to the flooding problems and wildlife will be devastated.

Q11 Question 11 & 12 - Infrastructure Requirements at Blythe

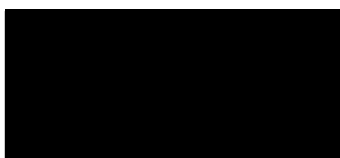
Question 12 - Site 4 - Land West of Dickens Heath, (capacity 350)

Blythe ward will lose significant amounts of open space, fauna and flora, rather than having it enhanced as per the above statement. Where will the green open spaces be for the local residents if the proposed developments go ahead?

SMBC state in the policy document " The sites are located within a moderately performing parcel of Green Belt ...the sites are opportunely located in very close proximity to Whitlock's End Station, which has 3 train services per hour to the centre of Birmingham with a short journey time of 20 minute'

The sites in question provide green 'breathing space' for wildlife, fauna and flora, locals and visitors to the area. In addition, as already stating under question one the area is already grid-locked and by building additional house routes to Whitlock's End railway station will be impassable at peak times. However much the council wish to promote cycling and walking to the station, people will not, they will rely on cars to get them to and from the station. Few people will want to 'dodge' busy traffic, at peak times on a bicycle or walk in inclement weather. They will resort to cars and snarl up the roads further.

' As such, the draft concept masterplan proposes to retain historic landscape features, such as hedgerows and standard trees, and the meadows and woodland designated as



Local Wildlife Sites' Where will there be left for wildlife to go if the proposed development goes ahead and the roads are full with traffic jams?. After the ring of oaks was cut down- much against public outrage-the council's assurances on maintain greenery and trees are a contradiction to this statement.

I re-iterate that the local sports club recently wanted to improve amenities this was reused by SMBC on the grounds of the detrimental effect it would have on the local fauna, flora and wildlife. The council have now 'about-faced' totally ignoring this policy and want to build all over the area. This is gross hypocrisy as the proposed housing will cause far more environmental damage, add to the flooding problems and wildlife will be devastated.

QUESTION 13, SITE 11, The Green.

For many years the hedge that fronted Lucas onto the Stratford Road was considered necessary by the council to enhance the frontage and for aesthetic appeal and was truly a 'green'. Now this area is already covered in car dealerships and soon '650 units'. This obviously no longer makes the site 'aesthetically appealing' but is blight on the landscape. The traffic entering and leaving the proposed development will be significantly increased and will only shunt the problem further up the Strafford Road towards Shirley and surrounding roads, like Blackford Road and Marshall Lake. The queues to enter the Monkspath roundabout in rush hour are already severe as are those to the M42.

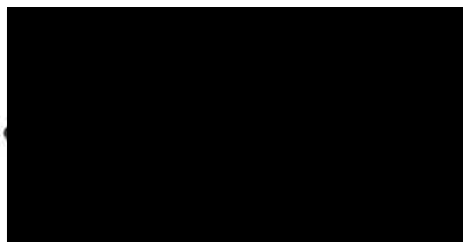
In addition a proposed junior school will make matter worse for residents as the 'school run' will create more traffic and add to the chaos.

QUESTION 14- Site 12 - Land South of Dog Kennel Lane

Again any 'green breathing space will be taken away from the area and the traffic will once again be considerably increased. This will result in more and more traffic being shunted on the A34 and surrounding roads by the possibility of some 4,000 extra cars (by some 2050 houses all to be in the Blythe ward). This will of course be exacerbated by traffic from a proposed school. The 'meaningful gap' with Cheswick Green has already been reduced by the recent building of properties on Tanworth Lane; this will therefore decrease any 'gap' further.

There will be significant pressure on schools, congestion, pollution and flooding

QUESTION 15 - Site 26 - Whitlock's End Farm



11/3/17

Question 37-Green Belt- What compensatory provision should be made for land being removed from the Green Belt? Where relevant please give examples that are specific to individual sites proposed for allocation.

-Consider carefully the benefit of maintaining the Green Belt and enhancing its viability for people and nature. Solihull will no longer be able to claim to the 'Town in Country' otherwise, but another sprawling urban jungle.

We need not just in the Blythe ward but in the whole borough-

-Off road cycle paths

-Allocation 13 changed from POS to Nature Reserve Status

-Improve public transport

-Parke & Ride

-Utilise parking at Earlswood Railway station

-Maintain and enhance sporting and recreational facilities

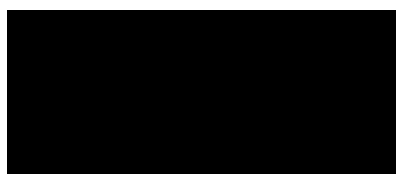
QUESTION 40 Would the above approach of requiring affordable housing contributions of 40% of total square meterage or habitable rooms/floorspace incentivise developers to build more smaller market housing?

QUESTION 41 If so, what is the most effective approach? Is it to calculate affordable housing as: (a) 40% of bedroom numbers, (b) 40% of habitable rooms, or (c) 40% of habitable square meterage?

QUESTION 42 what is the best way of measuring developable space for this purpose: bedroom numbers, habitable rooms or habitable floorspace?

QUESTIONS 43 What other measures would incentivise developers to build more smaller market housing?

Do we agree with theses changes?



Main objections summarised-

- 38% of the Solihull borough to be built in Blyth Ward – unfair allocation
- Congestion in the ward and for Shirley
- Limited parking at stations
- Pollution
- Determent to fauna, flora and wildlife
- Recreational walking and cycling
- Green Space
- Removal of sports ground for the young and youth of Blyth Valley
- Sustainability
- Loss of access to Green Belt
- Flooding
- Pressure on local services, libraries, schools, Health

11/3/19