SOLIHULL LOCAL PLAN Para 831 states:

“Land is also allocated in this Plan for further employment at Damson Parkway to allow for the future expansion of Jaguar Land Rover, Birmingham Airport, more general employment needs and *a relocated Household Waste and Recycling Centre and Depot*. The Local Plan also provides a framework to support the extensive supply chain associated with JLR.”

As a resident of the immediate area I would note the following:

Prior to the publication of the draft plan, local residents had not been made aware of proposals to relocate the Household Waste and Recycling Centre (HWRC) and Moat Lane depot to a green belt area off Damson Parkway at any point. This suggests the Council were trying to pass this proposal without any prior knowledge or discussions with the local community which is not what is expected of a democratic process.

The Solihull MBC in now attempting to limit consultation on the Local Plan to points of planning law is by default presenting the Local Plan as a virtual fait accompli, again without the required consultations with local communities. I am appalled at Solihull MBC’s handling of this matter and would reiterate the lack of democratic process and specifically the lack of clear information from the elected Council to local communities.

In regards to Para 831 itself. I wish to strongly object to the proposed relocating of the HWRC to an area off Damson Parkway.

In the introduction to the Local Plan, the Council clearly sets out its legal obligations, objectives and challenges yet Para 831 with the proposal to relocate the HWRC as part of a plan to further invade the green belt area located between Damson Parkway and the A45 Coventry Road, contradicts a significant number of the Council’s own declared objectives, specifically para 38 (c), (d), (g), (j) and (k). In addition, the proposal also contradicts the defined Challenges and associated Objectives, specifically Challenges A, C, E, F, J, M & N.

In Paras 293 & 299, Solihull MBC charges itself with the development and growth of clean air; improving the health and well-being of residents; creating the sense of space and reducing noise impacts on residents. In summary, making the Borough of Solihull an attractive place to reside and work. Again, the proposals contained in Para 831 are irreconcilable with these goals.

The Local Plan contains two very serious inaccuracies in regards the developments outlined in Para 831, specifically regarding road infrastructure and HWRC site being “relatively isolated”.

The Local Plan statement that the new HWRC site is and I quote “RELATIVELY ISOLATED” is so far removed from the truth as to be laughable if it was not so serious. The new site moves the HWRC adjacent to major residential areas including infant and junior schools, a travellers’ site, a hospital and a care home, the latter three all situated on Damson Parkway. In addition there are a number of business properties including FOUR hotels which will be on the HWRC doorstep.

To my own knowledge, other Councils have developed new sites for their HWRC well away from residential areas, e.g. Leicestershire (Ashby) and Oxfordshire (Ardley). I am not aware of examples where HWRC sites have been relocated closer to residential areas.

The Local Plan claim that current road infrastructure meets peak requirement and therefore will readily support the new HWRC, demonstrates a complete lack of knowledge of the local road traffic flows. Damson Parkway is frequently log-jammed at JLR shift change with this congestion routinely stretching to include the A45 westbound both before and after the Parkway junction. Traffic issues are further exacerbated by crowds attending Solihull Moors matches who use Damson Parkway as a car park and events at the NEC. The opening of JLR’s new Operations Logistics Centre on Damson Parkway will only further increase road traffic, noise and pollution.

Further road traffic in the area will be generated by the Council’s declared aim to maximise the potential of the new HS2 station and the plan to build a substantial housing development in the Central Solihull Hub (area S01), i.e. close to the new HWRC.

Having lived in the Damson Wood area for well over thirty years, the area is already subject to considerable air pollution through the close proximity of the JLR plant to the west and Birmingham Airport to the north-east. Further developments of JLR and the Airport as cited in the Local Plan will only increase this pollution; adding the inevitable HWRC pollution takes pollution levels to an unacceptably high level, again contradicting Council’s aims to reduce noise and air pollution and improve health and well-being.

The Local Plan refers specifically to addressing well-being and health issues in more socially deprived areas within the Borough. The proposed re-siting of the HWRC actually impacts on some of these named areas…..

The building of HS2 is cutting large swathes through the countryside providing a number of opportunities for an alternative site for the HWRC. Instead of relocating the HWRC closer and adjacent to residential developments and an area of already high pollution, this would allow the HWRC to be relocated to a site away from housing thereby mitigating noise and air pollution impact.

R King

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