



Mr G Palmer
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Email to: psp@solihull.gov.uk

Dear Mr Palmer

SOLIHULL DRAFT LOCAL PLAN CONSULTATION

Meriden Parish Council comments on the Solihull Draft Local Plan are as follow:-

- Policy ME1 in Header
Maxstoke Road is incorrect on page 92 it is Maxstoke Lane.
- Policy P3
Compromises of established businesses and community e.g. vast amount of traffic and threaten and push out smaller Community businesses As competitors get larger.

Planning policy should encourage small independent businesses rather than large chains that manoeuvre them out due to the size and undercutting prices.

- Policy P6
Traveller sites: we acknowledge the provision is to be applauded but we also need provision of safe-houses like there is in Scotland.

- Policy P8
Park-and-ride will it be phased out now?

Page 77 more people are working from home

Provision for Metro Sprint is there enough room for it and does it cover rural areas?

- Policy 12
Landfill
As long as Meriden is not used as landfill as Meriden already has so much recycling and quarry operations. Routing agreements should not be through Meriden Centre or Hampton Lane.

The quarry liaison group now meets quarterly. Can it be a condition for all quarry operators to attend so that we tackle reduction in noise, dust, traffic fumes, carbon emissions, destruction to rural roads and Signage informally? Pavements are narrow so pedestrians and cyclists breathe more toxic fumes.
Wild life is roadkill plus the toxic fumes affect them too.

Policy 13
Hours of operation are 7am to 6pm Monday to Friday and Saturday 7am to 1pm.

Clerk: Barbara Bland, [REDACTED]
[REDACTED] [REDACTED] [REDACTED]
[REDACTED]



There are cumulative effects of multiple site operations please reference the government website in the document www.gov.uk/guidance/minerals

How should mineral planning authorities assess the cumulative impact from quarry developments? The Minerals Local Plan should be more explicit as it is a material consideration.

- Policy 18 Health and Well-being

In introduction- access to leisure schemes for people with disabilities who can't easily access facilities through either their disability or income should be considered so their health and well-being is being met by the same resources.

- Policy P4E

Justification

5% of new build provision for wheelchair access. Meriden PC think it should be a higher number.

- Policy 19

Meriden could lose the library building and service despite working with SMBC for seven years for dual use plus the sharing of costs for capital and running costs. We have now been told the costs are prohibitive. This is an example of how SMBC is slow at working with parish and town councils. This is not in the spirit of the charter.

- Policy 21

Any new development not just in Meriden, the handovers to SMBC to adopt - who monitors what they're doing before problems arise? eg Meriden Gate is a good example of how not to do it.

Can we add local allocations policy in the document? Some parishes have done a lot of work around housing need for local people and new developments should meet these needs.

More children from both Balsall Common and Hampton in Arden -as well as Meriden, where will the local secondary school be? Can Heart of England cope with new capacity? Will Meriden C of E School still be a feeder school?

An issue that has arisen in Meriden, where existing Stonewater residents do not have gas but electric night storage heaters at the cost of approximately £200 a month bills, can alternatives to this be asked for by SMBC in their new properties if they get planning permission.

Meriden Section

731 the X1 service you say is "frequent" is only three per hour at peak times and 2 per hour at non peak times. We would not consider this as frequent. Buses to Solihull are hourly! Again not classed as frequent.

733 The quarry sites have 10 operators and there are many large HGVs thundering through the village despite routing agreements with some of the operators being in place. We have several protected monuments in Meriden affected by vibration and fumes.

734 Meriden practice surgery has had to move a number of services to Balsall Common surgery as the Meriden building does not meet modern day clinical standards. Increase in housing usually means increasing numbers of children so where will the children and families access their health services locally? It needs to be noted that there has been a significant increase in numbers of Children with SEND at Meriden School. These families were at the top of the housing list (quite rightly) when the new social housing at Leys Lane and Meriden Gate were allocated. No resources were allocated to either the GPs or Meriden school.

736 To the west of the site identified is accessed by a small rural lane with no pedestrian crossing across a busy from Fillongley Road and this is the main access road to the Maxstoke Lane development. Meriden Parish Council believes that this road cannot take further traffic without affecting the traffic turning left and right and causing traffic jams.

737 We are not sure where in the village Centre you are referring to at the end of the paragraph.

739 we applaud SMBC's acknowledgement of the work of Meriden's NDP where they have identified local housing need.

740 Consideration of temporary road closures and temporary traffic management must match the routing agreements with other HGVs and diversion routes to be sympathetic to rural networks. Public transport services are not sufficient to support growth and parking is limited in the Village Centre/shops. We have a concern that with increasing housing, the increasing use of B & B/hotels and the cumulative impact on traffic and parking has not been considered.

741 There is limited development growth opportunity in Meriden. There is a contradiction to 749 statement.

747 There is not "significant" funding from CIL source!

750 Needs rewording it does not make sense greenbelt being released for quarries?

751 Older and younger people can be first time buyers.

752 Flood risk and the use of SUDS. Maintenance of SUDS is a big issue in Meriden as the ones we have are not maintained.

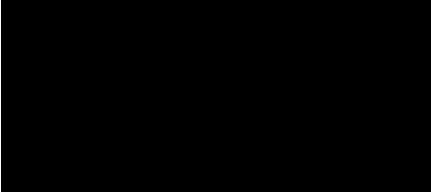
755 Again – Significant and positive transport links this is not true!!



757 We hope compensatory improvements will be required for the loss of greenbelt as set out in the policy. All discussions can be had with the Parish Council as to what they are.

We look forward to receiving acknowledgement of receipt.

Yours sincerely



Barbara Bland
Clerk