

# **Solihull Settlements Study**

**December 2009**

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## **Glossary**

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BME	Black and Minority Ethnic
IMD	Indices of Multiple Deprivation
LDF	Local Development Framework
MUA	Major Urban Area
pSINC	Proposed Site of Importance for Nature Conservation
RSL	Registered Social Landlord
RSS	Regional Spatial Strategy
SINC	Site of Importance for Nature Conservation
SOA	Super Output Area
SSSI	Site of Special Scientific Interest

# 1 Introduction

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## ***Rationale***

- 1.1 The current planning system requires Local Planning Authorities in developing their planning policy to do so on the basis of a robust evidence base.
- 1.2 The development plan must be spatial. Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes and gives physical expression to the delivery of the full range of public services, including the Sustainable Communities Strategy.
- 1.3 More than ever therefore it is essential that we understand the communities we are planning for. To this end we are supplementing our LDF evidence base with a study of the Boroughs settlements. This will cover not only our rural settlements but will also look at defined sub-areas within our urban area.
- 1.4 Settlement studies will bring together a range of information distinctive to each settlement in order that we can plan better to address the needs of the people living, working and visiting there.

## ***Who has undertaken the study?***

- 1.5 The study has been undertaken by officers of the Spatial Planning team with assistance from other services areas within the Council, including Transport, Highways and the Environment and Education.
- 1.6 The progress of the study has been overseen by Planning Policy Service Manager.

## ***Policy & Local Context***

- 1.7 The Solihull Unitary Development Plan was adopted in February 2006. The introduction of the new planning system under the Planning and Compulsory Purchase Act 2004 means that this will be progressively replaced by the Solihull LDF. The LDF, through its key Development Plan Document, the Local Plan, will shape the vision for the future development of the Borough to 2028.
- 1.8 Solihull has a varied context to plan for. One third of the Borough is urban, forming part of the West Midlands conurbation, whilst the remainder is rural forming part of the long established Green Belt.
- 1.9 Solihull is also home to a range of regional assets including the NEC, Birmingham International Airport, Land Rover and 2 Regional Investment sites (Birmingham Business Park and Blythe Valley Park).
- 1.10 The Borough can be separated into three diverse geographical areas. There are two main urban areas, both bordering Birmingham and numerous smaller settlements of a range of sizes within Solihull's rural south and east.
- 1.11 The south of the Borough, and the majority of the rural area, is relatively affluent with high demand for new development particularly housing. However, the north of the Borough has some of the most deprived Wards in the Country, which now form part of the North Solihull Regeneration Zone, part of the East Birmingham and North Solihull Regeneration Zone identified in the West Midlands RSS. However, this overall north / south divide masks pockets of deprivation within the wider Borough and there are a number of economic, environmental and social issues the LDF will have to address.

## 2. Aims & Objectives

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2.1 The study is intended to achieve the following aims and objectives:

- To provide spatial data on the Boroughs settlements, to inform policy choices as part of the LDF and to help inform decisions on the location of new development;
- To identify, map (using GIS) and collate this key information so that it is easy to update;
- To understand and build a profile of settlements based on socio-economic (health services, schools, shops etc) and environment factors (character, nature conservation etc) to help identify any particular local need and to determine what the important key issues are;
- To assess the sustainability of settlements i.e. does the area have enough facilities to sustain its residents every day needs without travelling further away to access them?;
- To develop an understanding of the character of places and to prioritise areas requiring additional protection or those in need of enhancement; and
- Provide baseline information for local environmental strategies (including Conservation Area Appraisals, Parish Plans and Village Design Statements).

2.2 However, the study is not intended to:

- Identify sites for development. The Strategic Housing Land Availability Assessment will assess sites with potential for housing and provide a basis for making decisions. Site allocations will be made in the Local Plan;
- Be a comprehensive needs assessment for each settlement. Due to the nature of the data being collated this first overarching study of the Boroughs settlements will provide a picture of each settlement as a snapshot in time.

## 3 Methodology

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### *Introduction*

- 3.1 There is no official guidance or recognised methodology for undertaking studies of this nature. In addition, there are limited examples where such studies have been used to determine a strategy for the location of future development within an area.
- 3.2 Examples of such studies do however exist, including the Yorkshire and the Humber Settlement Study (June 2004) undertaken on behalf of the Yorkshire & Humber Regional Assembly for the Review of their RSS. In addition, the development of the Arun District Council Core Strategy is being supported by a Settlement Sustainability Study (July 2005) and more recently, in November 2008, Pendle Borough Council adopted their Sustainable Settlements Study as part of the evidence base for their LDF.
- 3.3 Assessing these examples has assisted in developing a methodology for the Solihull Settlements Study. However, in developing the methodology it was considered imperative that the study included an analysis of the respective settlements' character to assist in the development of a policy framework that actively responds to local distinctiveness. A characterisation study of Solihull has been produced as a standalone document and represents Appendix 1 of this document.

### *Data Sources*

- 3.4 The next stage of the work was to define the data required to meet the aims and objectives of the study and to identify what existing data was available on the Borough's settlements.

This audit took two main approaches; the first included an assessment of data availability and whether data was held by the Council and its Partners or needed to be accessed from external sources. The second was an evaluation of the quality of the data identified in terms of its age, coverage of the Borough, the level the data could be broken down to, its format and its source.

A full list of the data sources utilised in this study is attached at Appendix 2. The list includes the type of data the source and when it was collected. However, a summary of the types of data used is set out below: -

- **Demographic**  
(including settlement population and size, age and ethnicity)
- **Employment & Economy**  
(including economic activity and inactivity and types of employment)
- **Housing**  
(including number of houses, house types and tenure)
- **Deprivation**  
(including income, health, access to services, crime and education)
- **Local Facilities/Services**  
(including shops and services, education, health, public services and recreation)
- **Transport**  
(car ownership, travel to work data, public transport and congestion)



- **Natural, Historic and Environmental Constraints**  
(SINCs LNRs, Conservation Areas, Listed Buildings, Green Belt)

- 3.5 A large amount of the data identified emanates from the 2001 Census. Whilst the data, in some instances is more than 9 years old, it is still the most reliable and widely recognised source of data available.
- 3.6 Some of the data used is collected locally to monitor the performance of the Council and its partners, other data has involved bespoke survey work carried out purely for this study. For example, in 2008 a survey of local services and facilities within each settlement was carried out and cross referenced with local monitoring work undertaken in 2009. A Characterisation Study of the of the Borough's settlements has also been carried out as an independent piece of work and the report is a standalone document that represents Appendix 1 of this study.

### ***Defining the Settlements***

- 3.8 Once the type of data to be collected had been identified, consideration was given to which settlements should be audited and assessed through this study, as well as the settlement boundaries that the data would be applied to.
- 3.9 For the purposes of this study, two types of settlement have been identified; those within the major urban area of Solihull and those in Solihull's rural south and east.

#### **Settlements in the Major Urban Area**

- 3.10 Within the built up area of Solihull 'settlements' are defined urban neighbourhoods that have been split into those which are within the north Solihull urban area (i.e. north of the A45) and those which are within the south Solihull urban area (i.e. south of the A45).
- 3.11 Settlements in the North Solihull Urban area include:
- Chelmsley Wood
  - Kingshurst
  - Castle Bromwich
  - Fordbridge
  - Smiths Wood
  - Marston Green

- 3.12 Settlements in the South Solihull Urban Area include:
- Solihull
  - Shirley
  - Elmdon / Lyndon
  - Olton
  - Monkspath

#### **Settlements in Solihull's Rural South and East**

- 3.13 The settlements considered in the rural south and east are free standing rural villages. The settlements that have been assessed include:
- Knowle
  - Dorridge
  - Bentley Heath
  - Balsall Common
  - Dickens Heath
  - Cheswick Green
  - Meriden
  - Hampton-in-Arden
  - Hockley Heath
  - Tidbury Green
  - Catherine-de-Barnes
- 3.14 However, not all rural settlements in the Borough have been assessed in this study. The areas that have not been considered are the smaller rural settlements, which are already known as having very limited local service provision and facilities, poor

accessibility other than by car, and which are significantly constrained as a result of being completely within the Green Belt. A full assessment of these settlements would not offer anything more to what is already known and although they are not being directly assessed for the purposes of this study, this does not mean that they are being ignored. These settlements that include:

- Millisons Wood
- Bickenhill
- Barston
- Berkswell
- Chadwick End
- Temple Balsall

- 3.15 Like the settlements above, Cheswick Green and Tidbury Green are also “washed over” by the Green Belt. However, it was considered necessary to assess these settlements as they both include long-term housing sites. This study will provide evidence to help determine the future of the long term housing sites and consider if or what further development in these settlements is appropriate.

### **Settlement Boundaries**

- 3.16 The first step in identifying settlement boundaries was to review existing settlement classification and boundaries.
- 3.17 The majority of the existing data available is based on either individual or groupings of the existing wards within the Borough (Understanding Solihull and the Green Spaces Strategy are examples of these two approaches) or the North Solihull Regeneration Zone which has its own bespoke boundary.
- 3.18 However, for the purposes of the settlement studies it was considered that the existing ward boundaries were too high level and would not offer a detailed enough basis for drawing conclusions from the data gathered. Therefore, more detailed bespoke boundaries needed to be identified.
- 3.19 The two main approaches considered in defining settlement boundaries related to the sources of data identified for collection, namely character based and statistical data.
- 3.20 The majority of data being collected is based on national statistical data sets e.g. Census and Index of Multiple Deprivation. Statistical boundaries were therefore considered for their suitability. The statistical data being collected is available at a series of geographical levels:

**Postcode unit** - the smallest area for which results are available. Results include crime statistics and house price data (postcode data can be combined to give results at an SOA level).

**Output Areas (OAs)** - sets of adjacent postcodes combined to form Output Areas (OAs) for which a wide range of statistics were produced. OAs are usually much smaller than, and nest within, wards and provide the basic building block for 2001 Census statistics and current Neighbourhood Statistics data. Results include standard Census data such as age / household breakdowns but not current unemployment data or deprivation.

Due to the small areas and limited number of population they cover, particularly in rural areas, and the need to ensure confidentiality some results are rounded up to avoid individuals being identified

**Super Output Areas (SOAs)** – groups of OAs which are still below the size of wards. Results include current unemployment data and deprivation but not population projections.

- 3.21 To allow for the greatest variety of data to be collected, in the most reliable way, it was decided to split the Borough up and collect data on the basis of Super Output Areas.
- 3.22 Given the size of some SOAs, particularly in rural areas, data from this source will include information on people who live outside the settlement itself. This was considered to represent only a small number of people and therefore preferable to potentially affecting the results by relying on the rounded up numbers used to collate data for output areas.
- 3.23 However, in all areas, it became necessary to ascribe a separate 'actual' settlement boundary for the purposes of collecting data on character and provision of services within the settlements.
- 3.24 A map showing the boundaries (both SOA and actual) used for each settlement is attached at Appendix 3.

## 4 Results and Analysis

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### *Introduction*

- 4.1 This section of the study provides an overall summary of the results of the data collected. For the purposes of analysis, the settlements have been divided up into those which fall within the North Solihull Urban Area, the South Solihull Urban area and the rural south and east of the Borough. This allows a comparison to be made between settlements in similar locations and between different areas of the Borough more generally. For analysis purposes, each settlement has been given a three letter code (see below).
- 4.2 A more comprehensive review of each individual settlement is contained in Appendices 4 – 19. The overall aim is to build up a profile of each settlement to help identify any particular local need and to determine what the important key issues are.
- 4.3 It is important to recognise that the information collected for this study can only represent a snapshot in time and it is acknowledged that service provision or accessibility for example, may subsequently increase or decrease over time. Similarly, much of the statistical data is taken from the 2001 census, which is now 10 years old.

### **North Solihull Urban Area**

- 4.4 The north Solihull urban area is the urban area located north of the A45. It includes the following settlements:
- Chelmsley Wood (Chw)
  - Kingshurst (Kin)
  - Castle Bromwich (Cbr)
  - Fordbridge (For)
  - Smiths Wood (Smw)
  - Marston Green (Mag)
- 4.5 The settlements of Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood together make up the North Solihull Regeneration Zone. A comprehensive programme of regeneration is currently in place to transform these 4 settlements by improving homes, shops, schools, health and community facilities, transport, the environment and creating jobs. The North Solihull Partnership was specifically set up to manage this project and includes Solihull MBC, Bellway Homes (a UK house builder) Inpartnership Ltd (an investment led regeneration company) and Whitefriars Housing (a not-for-profit housing and regeneration organisation).
- 4.6 The settlements of Castle Bromwich and Marston Green are not within the North Solihull Regeneration Zone, although they lie adjacent to it.
- 4.7 A full profile of each settlement within the north Solihull urban area is contained in Appendices 4 – 9.

### **South Solihull Urban Area**

- 4.8 The south Solihull urban area is the urban area located south of the A45 and comprises the following settlements:
- Solihull (Sol)
  - Olton (Olt)
  - Monkspath (Mon)
  - Shirley (Shi)
  - Elmdon / Lyndon (Ely)

- 4.9 The south Solihull urban area contains the administrative headquarters of the Borough in Solihull Town Centre, which is also an important regional centre.
- 4.10 A full profile of each settlement within the south Solihull urban area is contained in Appendices 10 – 14.
- 4.11 Both the north and south Solihull urban areas form part of the wider Birmingham / Solihull MUA which, in accordance with the RSS should be the main focus for development and investment.

### **Solihull's Rural South and East**

- 4.12. This part of Solihull contains the settlements which fall outside of the MUA. It contains a range of settlements each with different characteristics. There are larger settlements such as Balsall Common and Dickens Heath, as well as the smaller settlements such as Catherine-de-Barnes and Tidbury Green.
- 4.13 The rural south and east of Solihull contains the following settlements:
- Knowle (Kno)
  - Dorridge (Dor)
  - Bentley Heath (Bhe)
  - Balsall Common (Bco)
  - Dickens Heath (Dhe)
  - Cheswick Green (Chg)
  - Meriden (Mer)
  - Hampton-in-Arden (Hia)
  - Hockley Heath (Hoh)
  - Tidbury Green (Tgr)
  - Catherine-de-Barnes (Cdb)
- 4.14 A full profile of each settlement within Solihull's rural south and east is contained in Appendices 15 – 25.

### ***Demographics***

- 4.15 This section examines the demographics of each settlement, looking at population and settlement size, age structure and ethnicity. The population includes the number of people within the defined settlement boundaries at the time of the 2001 census, as well as a more up to date estimate of population based on the level of development that has taken place in the settlement since 2001.

### **Population and Settlement Size**

#### **North Solihull Urban Area**

- 4.16 Table 1 shows that all settlements within the north Solihull urban area have seen their populations increase since 2001. The smallest increase in population has been in Castle Bromwich with the largest increase occurring in Marston Green. However, this is as a result of the residential development that has occurred in Marston Green over the last 8 years, coupled with its smaller population base in 2001. In terms of population density Smiths Wood has the greatest number of people per hectare and Marston Green has the fewest.

#### **South Solihull Urban Area**

- 4.17 Table 2 shows that in the south Solihull urban area the largest increase in population has been in Solihull itself, with the smallest in Monkspath and Elmdon / Lyndon. Olton

has also seen a 12% increase in population; however, the increases are a reflection of the residential development that has occurred in these settlements over the last 8 years. More detail on the amount of residential development that has taken place in settlements is provided in the Housing section at paragraphs 4.50 – 4.69.

- 4.18 With regard to population density, Shirley has the greatest number of people per hectare and Monkspath has the fewest. In addition, although Solihull itself has the largest area and has seen the biggest increase in population since 2001, it has the second lowest population per hectare of all settlements in the south Solihull urban area.

#### **Solihull's Rural South and East**

- 4.19 Table 3 shows that the biggest increase in population in the rural areas has occurred in Dickens Heath. Dickens Heath village is a designated housing site and was in its early stages of development at the time the 2001 census was undertaken. The majority of the development has been built out over the last 8 years, hence its large increase in population. Dickens Heath also has the highest population density of all the rural settlements. Many of the smaller settlements have also seen quite large increases in population, although this is due to the amount of development that has taken place coupled with quite a small population to start with.
- 4.20 Cheswick Green has seen the smallest increase in population since the 2001 census, and overall, Knowle has the largest population of the rural settlements.

#### **Overview**

- 4.21 The physical size of a settlement can be used to make comparisons between settlements, and the population size provides an indication of how many people the settlement has to support. However, in the north and south Solihull urban areas it is difficult to make a comparison between settlements based on population and size as they each form part of one larger urban area and settlement boundaries are not distinguishable on the ground. The boundaries of some settlements, (for example Shirley) are much larger than others (for example Monkspath), hence their populations are bigger. In the urban areas therefore, it is difficult to use the size and population of a settlement to help determine its role and function.
- 4.22 However, in the rural areas where settlements are more standalone, the size and population of a settlement can help determine its role and function. Knowle is the largest settlement both in terms of area and population and Catherine-de-Barnes is the smallest, with the smallest population. However, both these settlements have the same population density.

**Table 1 – Population and Settlement Size in the North Solihull Urban Area**

<b>North Solihull Urban Area</b>	<b>Population 2001 (census)</b>	<b>Population estimate 2009 (based on development 2001 – 2009)</b>	<b>Increase</b>	<b>Settlement Area (ha)</b>	<b>Population Density (2009) (per ha)</b>
Chelmsley Wood	12344	13509	9%	252.62	53.47
Fordbridge	11655	12224	5%	226.58	53.95
Kingshurst	6559	6916	5%	160.37	43.12
Smiths Wood	10943	11658	7%	161.21	72.31
Castle Bromwich	11857	12063	2%	296.06	40.74
Marston Green	5909	6872	16%	180.47	38.07

**Table 2 – Population and Settlements Size in the Solihull Urban Area**

<b>South Solihull Urban Area</b>	<b>Population 2001 (census)</b>	<b>Population estimate 2008 (based on development 2001 – 2009)</b>	<b>Increase</b>	<b>Settlement Area (ha)</b>	<b>Population Density (2009) (per ha)</b>
Solihull	27639	31422	14%	1168.28	26.89
Shirley	34912	36919	6%	948.09	38.94
Elmdon / Lyndon	19800	20445	3%	681.35	30.0
Olton	11508	12864	12%	387.25	33.21
Monkspath	7288	7494	3%	307	24.41

**Table 3 – Population and Settlements Size in Solihull's Rural South and East**

<b>Rural South and East</b>	<b>Population 2001 (census)</b>	<b>Population estimate 2009 (based on development 2001 – 2009)</b>	<b>Increase</b>	<b>Settlement Area (ha)</b>	<b>Population Density (2009) (per ha)</b>
Knowle	9265	9744	5%	239.05	40.76
Dorridge	6398	6973	9%	202.52	34.43
Bentley Heath	2912	3160	9%	81.89	38.58
Balsall Common	7256	8302	14%	217.92	38.09

<b>Rural South and East</b>	<b>Population 2001 (census)</b>	<b>Population estimate 2009 (based on development 2001 – 2009)</b>	<b>Increase</b>	<b>Settlement Area (ha)</b>	<b>Population Density (2009) (per ha)</b>
Dickens Heath	1639	4399	168%	84.97	51.77
Cheswick Green	2548	2617	3%	59.70	43.83
Meriden	3080	3245	5%	81.69	39.72
Hampton-in-Arden	1946	2088	7%	103.96	20.08
Hockley Heath	1525	1710	12%	48.55	35.22
Tidbury Green	732	813	11%	66.56	12.21
Catherine-de-Barnes	484	631	30%	15.72	40.13

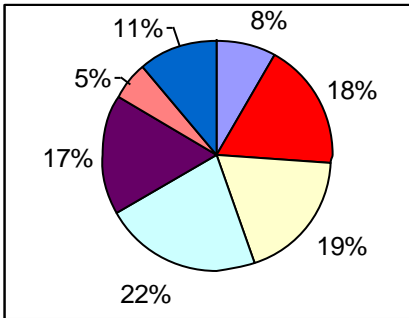


## Age Structure

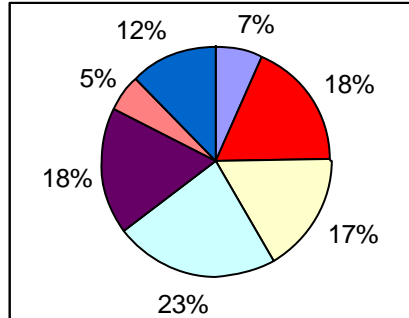
4.23 The figures below show the age structure of each settlement broken down by percentage of the total population for that settlement area.

### North Solihull Urban Area

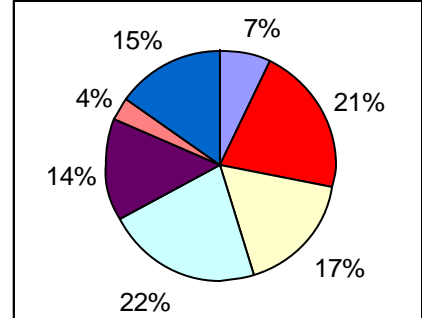
#### Chelmsley Wood



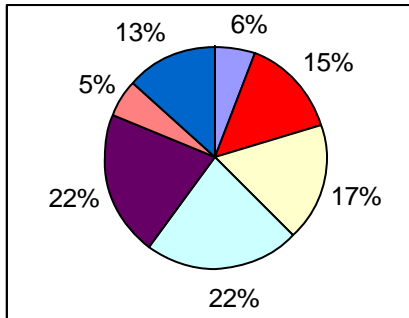
#### Fordbridge



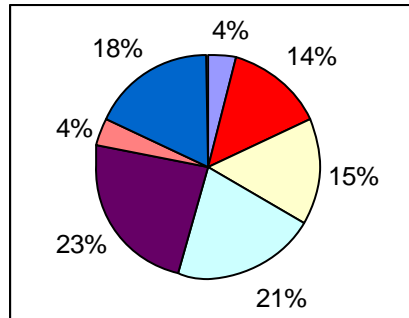
#### Kingshurst



#### Marston Green



#### Castle Bromwich

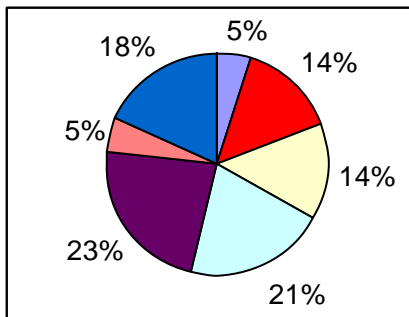


#### Key:

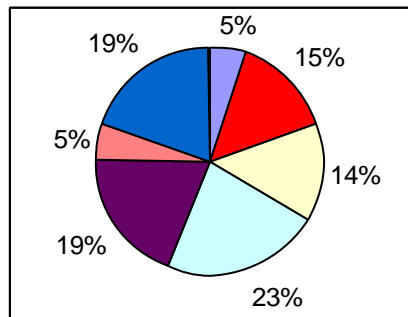


### South Solihull Urban Area

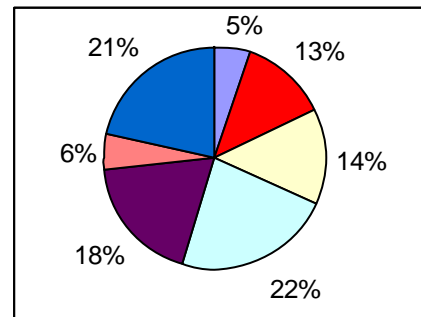
#### Solihull



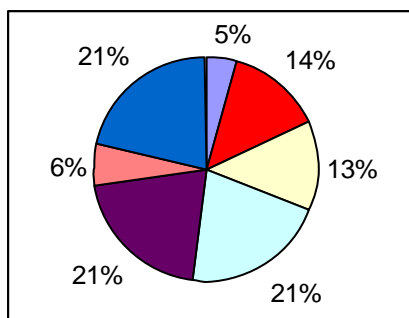
#### Shirley



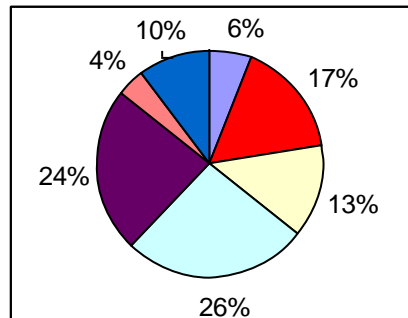
#### Elmdon / Lyndon



#### Olton



#### Monkspath



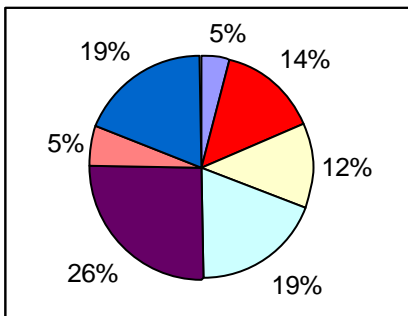
#### Key:



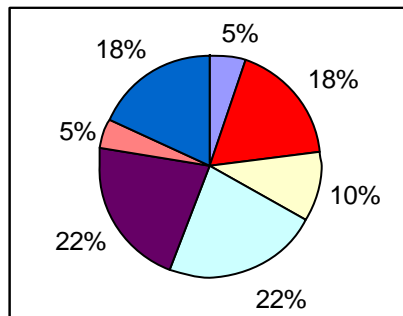
- 4.24 The pie charts above show that there are a number of settlements within the MUA which have a higher proportion of people over the age of 60 compared to other areas in the MUA. These are the Elmdon / Lyndon area, as well as Olton.
- 4.25 Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood have a large younger population, with at least a quarter of their respective populations being under 15. These areas also have a higher proportion of people in the 16 – 29 age group.
- 4.26 Monkspath has a large middle aged population with half the population being between 30 and 59 years of age.

**Solihull's Rural South and East**

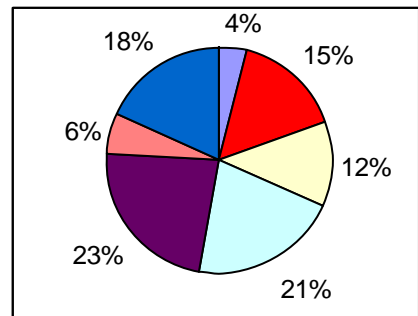
Knowle



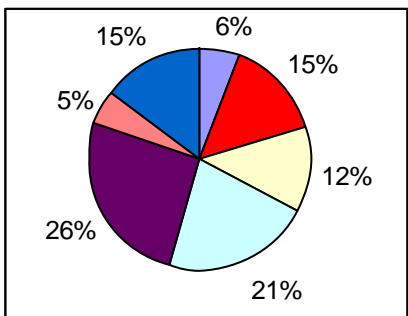
Dorridge



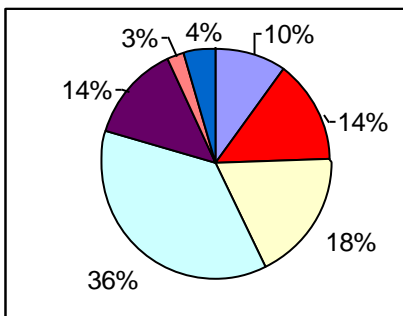
Bentley Heath



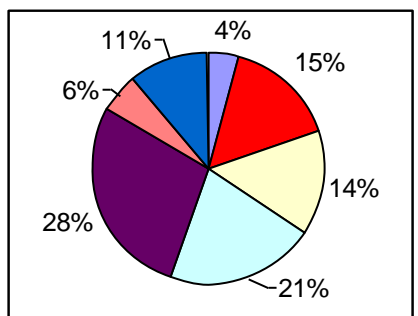
Balsall Common



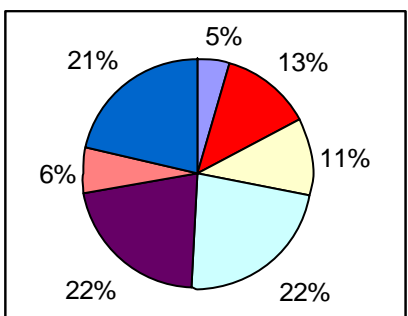
Dickens Heath



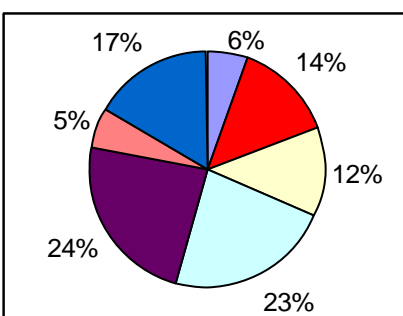
Cheswick Green



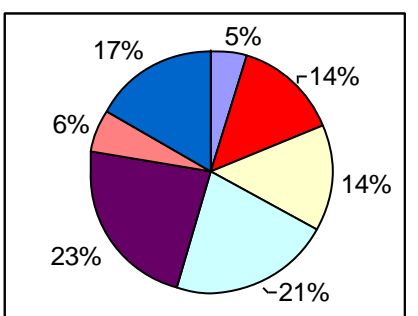
Meriden



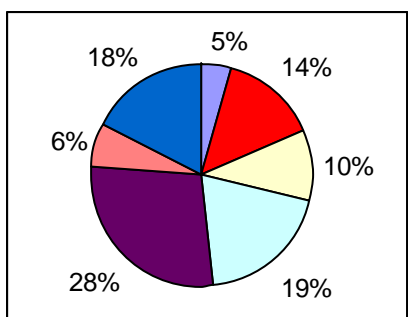
Hampton-in-Arden



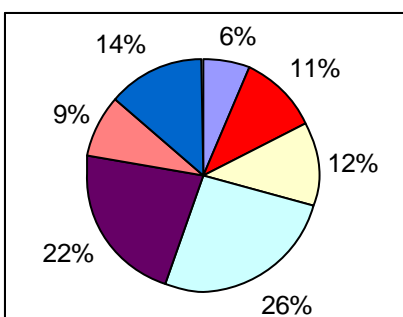
Hockley Heath



Tidbury Green



Catherine-de-Barnes



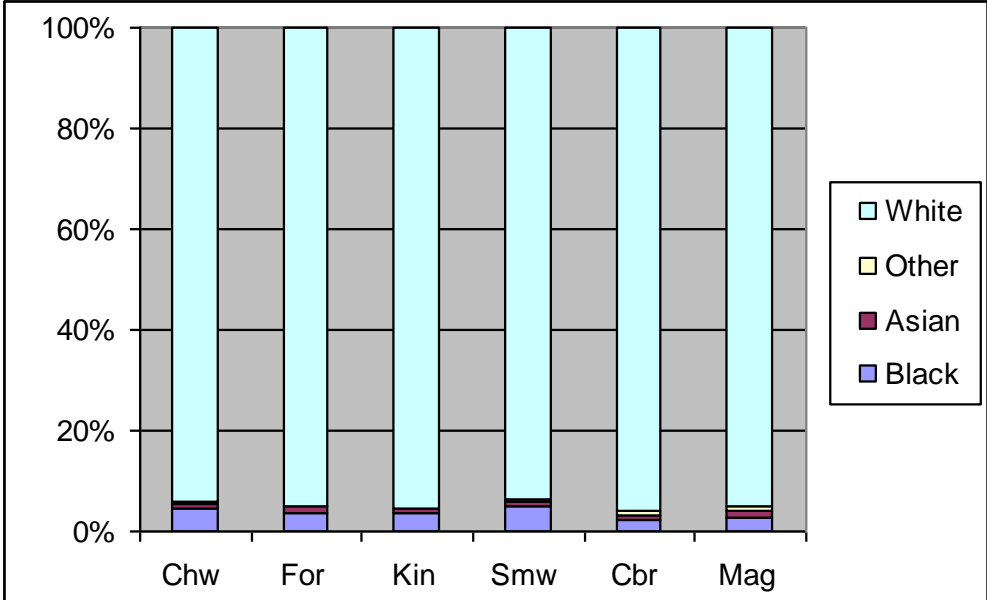
Key:

- 0 – 4 Years
- 5 – 15 Years
- 16 – 29 Years
- 30 – 44 Years
- 45 – 59 Years
- 60 – 64 Years
- 65+ Years

- 4.27 Dickens Heath has the largest proportion of children under 16 compared to the other rural settlements, with almost a quarter of its population in this age group. Catherine-de-Barnes has the smallest proportion of children under 16, with 17% of its population in this age group.
- 4.28 Of all the rural settlements Meriden has the highest proportion of people who are over 60, with 27% of its population being within this age group. A quarter of people in Catherine-de-Barnes are also over 60. Dickens Heath has the lowest proportion of the over 60s with just 7% of the population being within this age group.
- 4.29 All the rural settlements have a relatively similar spread of people between the ages of 30 and 59, however, Dickens Heath has the highest proportion of population between 16 and 29, indicating that it is more attractive to younger adults than other rural settlements. Indeed, it is also more attractive to this age group than most of the settlements in the MUA, with the exception of Chelmsley Wood and Smiths Wood.

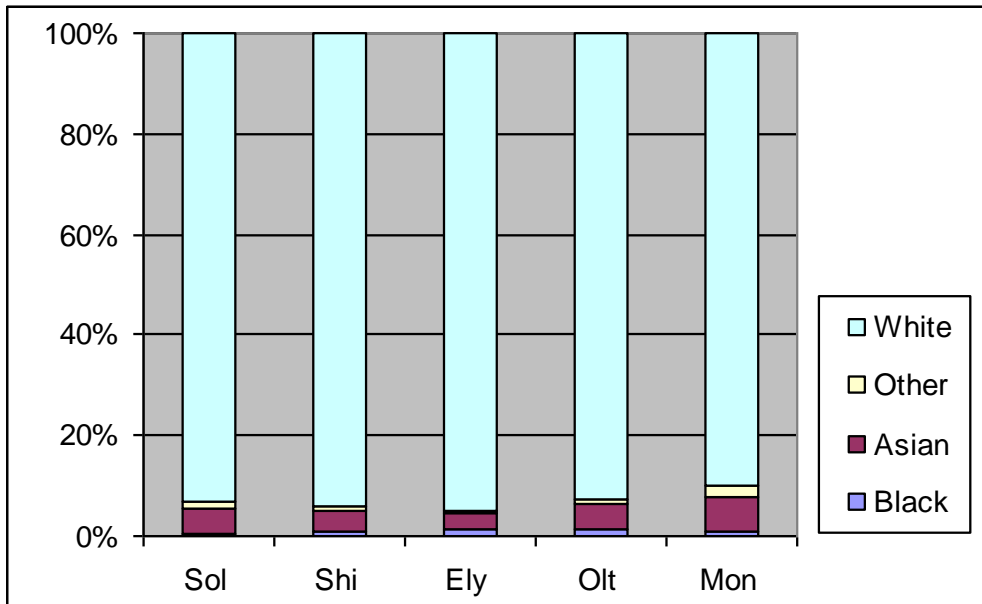
**Ethnicity**

**North Solihull MUA**



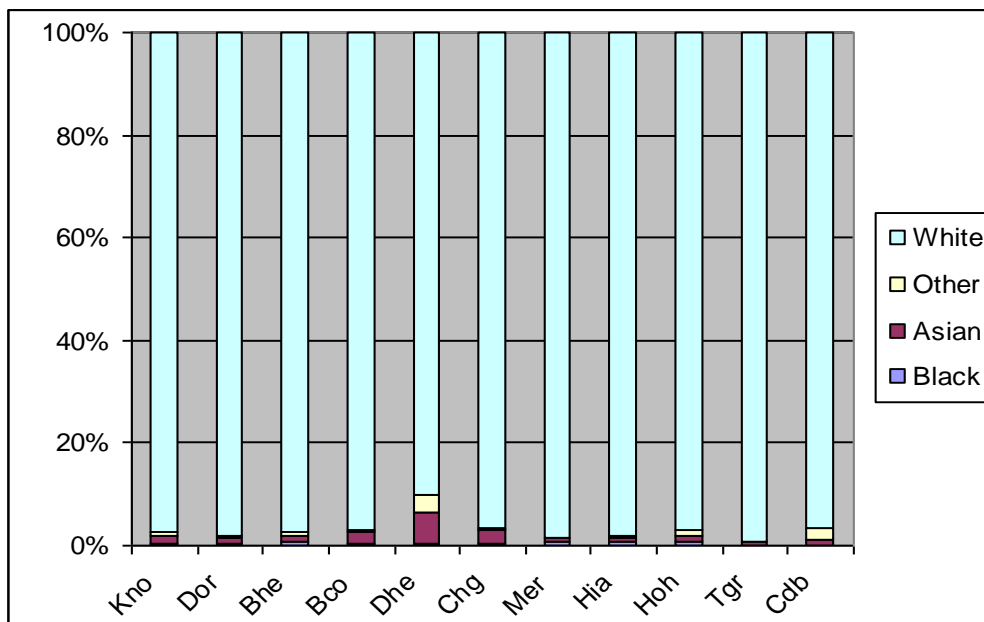
- 4.30 The largest ethnic group in the North Solihull urban area is white, with over 93% of the population in all settlements being within this group. In Marston Green and Castle Bromwich this figure rises to 95% and 96% respectively. All settlements have a small percentage of BME groups, with Smiths Wood having the largest number and Castle Bromwich having the fewest. The black population represent the largest proportion of BME groups in all settlements in the north Solihull urban area, with the Asian and 'other' ethnic groups being the least represented in all settlements.

**South Solihull MUA**



4.31 In the south Solihull urban area the largest ethnic group is again White, representing between 90% and 95% of the population in all settlements. However, in south Solihull the largest proportion of BME groups is Asian, particularly in Solihull, Olton and Monkspath. Black and 'other' ethnic groups are the least represented in all the south Solihull settlements.

**Solihull's Rural South and East**



4.32 In the rural settlements of Solihull the most predominant ethnic group is White with all settlements, apart from Dickens Heath and Catherine-de-Barnes, having a White population of between 97% and 99%. Ten percent of the population of Dickens Heath is from BME groups which is the highest of any settlement in the Borough. The Asian population represents the largest proportion of BME groups in the rural areas of Solihull, with the exception of Catherine-de-Barnes where 'other' ethnic groups make up the greatest proportion of BME groups.

**Overview**

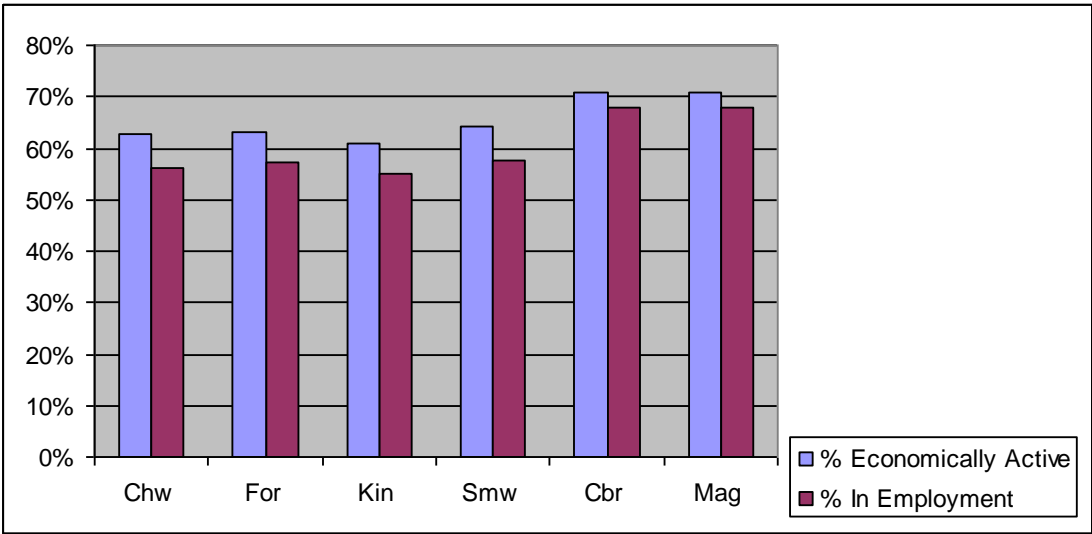
- 4.33 In all settlements in the Borough the predominant ethnic group is white, although all settlements have a proportion of BME groups. However, with the exception of Dickens Heath, BME groups are the least represented in rural areas.
- 4.34 The largest proportion of BME groups is in Monkspath and Dickens Heath where they make up 10% of the population. The lowest proportion of BME groups is in Tidbury Green, where they make up just 1% of the population.
- 4.35 Of the BME groups, the black population is more concentrated in the north Solihull urban area, particularly Chelmsley Wood, Smiths Wood, Kingshurst and Fordbridge. The Asian population tends to be concentrated in the south Solihull urban area, particularly Solihull, Olton and Monkspath, as well as Dickens Heath.

**Employment and Economy**

- 4.36 This section examines the economic activity of those aged 16 – 74 in settlements. It considers the proportion of the population that are economically active compared to the proportion of the population that are in employment. It also looks at the types of work undertaken. However, it must be recognised that the data is taken from the 2001 census, which was carried out in a very different economic climate to the current one.

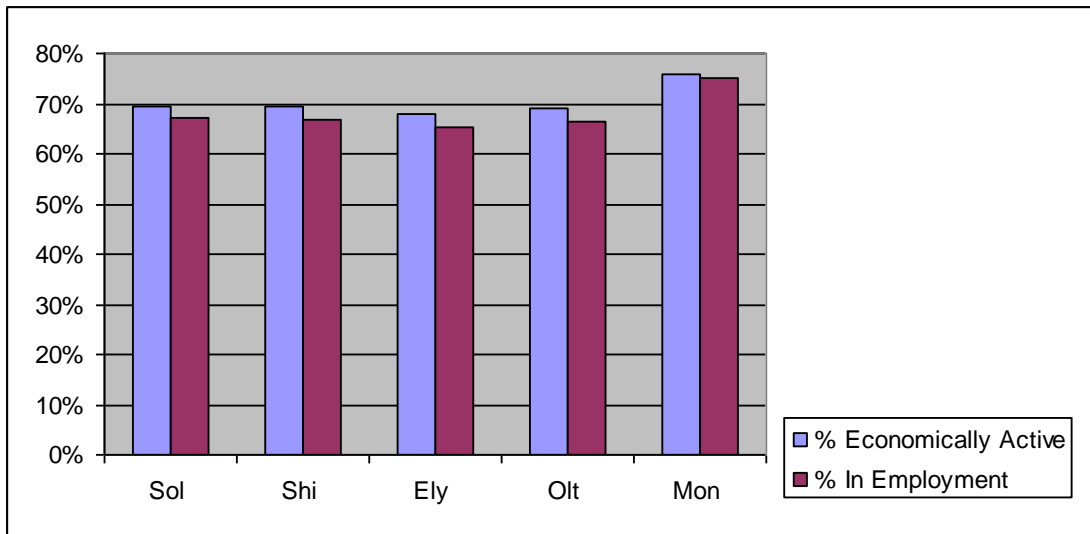
**Economic Activity**

**North Solihull MUA**



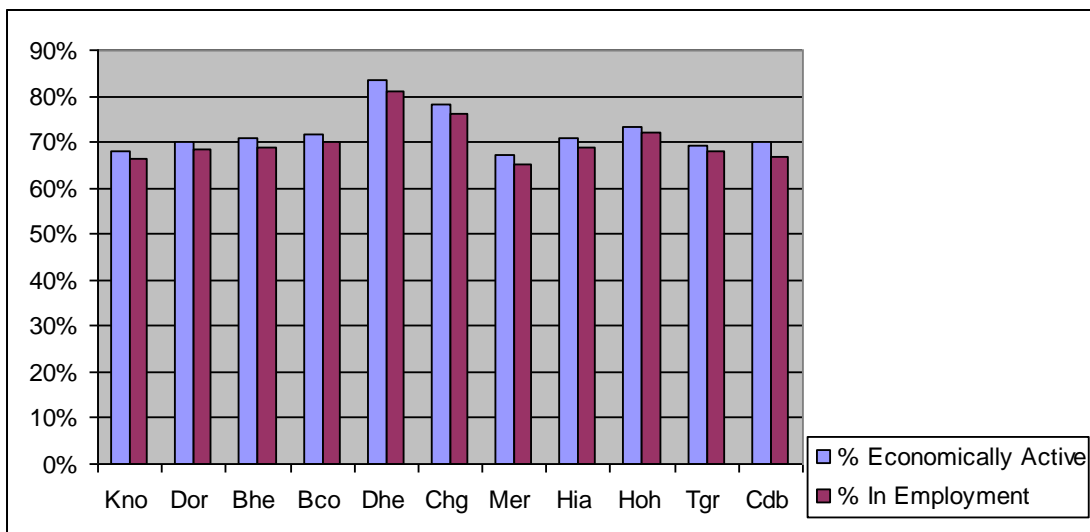
- 4.37 In Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood the proportion of the population that are economically active is, in some cases, 10% less than the proportion of economically active people in Castle Bromwich or Marston Green. In all areas retirement is the biggest reason for economic inactivity and this is particularly so in Castle Bromwich. However in Chelmsley Wood and Smiths Wood a quarter of all economic inactivity is as a result of being permanently sick or disabled.
- 4.38 In Castle Bromwich and Marston Green a high proportion of the population that are economically active are actually in employment. In the other 4 settlements there is a difference of 6 or 7% between the population that is economically active and those who are in employment. However, in Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood around 10% of the economically active population are unemployed, compared to just 4% in Castle Bromwich and Marston Green.

### South Solihull MUA



- 4.39 In the south Solihull urban area, Monkspath has the highest proportion of population who are economically active and the highest proportion of population in employment. Elmdon/Lyndon and Olton have the highest proportion of population who are economically inactive, which can be attributed to the number of retired people in the settlement. However, Elmdon / Lyndon and Olton also have the highest proportion of economic inactivity due to permanent sickness and disability. Economic inactivity due to looking after home and family is more prevalent in Solihull and Monkspath than other settlements.
- 4.40 In the south Solihull urban area, the proportion of the population who are in employment stands above 65% in all settlements. However, around 4% of the economically active population are unemployed in Shirley and Elmdon / Lyndon, compared to 3% in Solihull and Olton and just 2% in Monkspath.

### Solihull's Rural South and East



- 4.41 The graph shows that Dickens Heath has the highest proportion of population that are economically active and the highest proportion of population in employment. This can be attributed to the high percentage of people of working age population in the

settlement and the low number of people who are over 60. In Dickens Heath, the main reason cited for economic inactivity is looking after home / family.

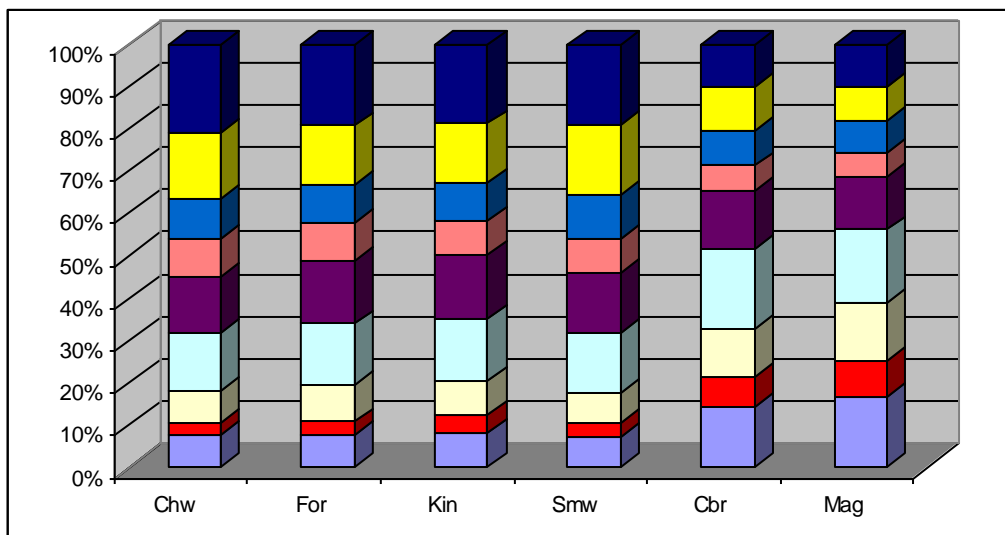
- 4.42 Meriden has the lowest proportion of population who are economically active and the lowest proportion of people in employment. This reflects the fact that over a quarter of Meriden’s population is over 60 years of age. However, Tidbury Green has the highest proportion of economic inactivity due to retirement.
- 4.43 All settlements have at least 65% of their populations in employment, with many settlements including Balsall Common, Dickens Heath, Cheswick Green and Hockley Heath having over 70% of their populations in employment.

**Overview**

- 4.44 Over the whole Borough the settlements making up the North Solihull Regeneration Area have the lowest proportion of people in employment. The settlement with the highest proportion of people in employment is Dickens Heath followed by Cheswick Green and Monkspath.

**Types of Employment**

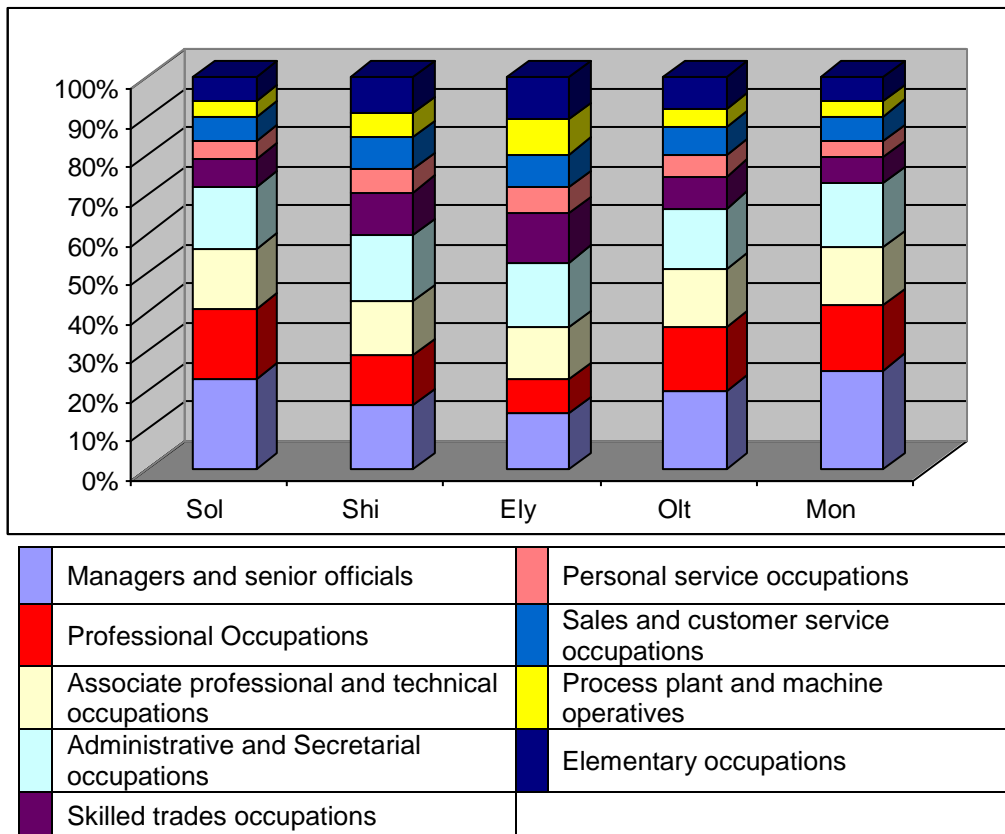
**North Solihull MUA**



■	Managers and senior officials	■	Personal service occupations
■	Professional Occupations	■	Sales and customer service occupations
■	Associate professional and technical occupations	■	Process plant and machine operatives
■	Administrative and Secretarial occupations	■	Elementary occupations
■	Skilled trades occupations		

- 4.45 Marston Green and Castle Bromwich have a higher proportion of people employed in managerial and professional occupations compared to the other 4 settlements in the north Solihull urban area. Those in administrative and secretarial occupations, as well as skilled trade occupations are fairly evenly distributed across all settlements. However, elementary occupations are far more common in Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood.

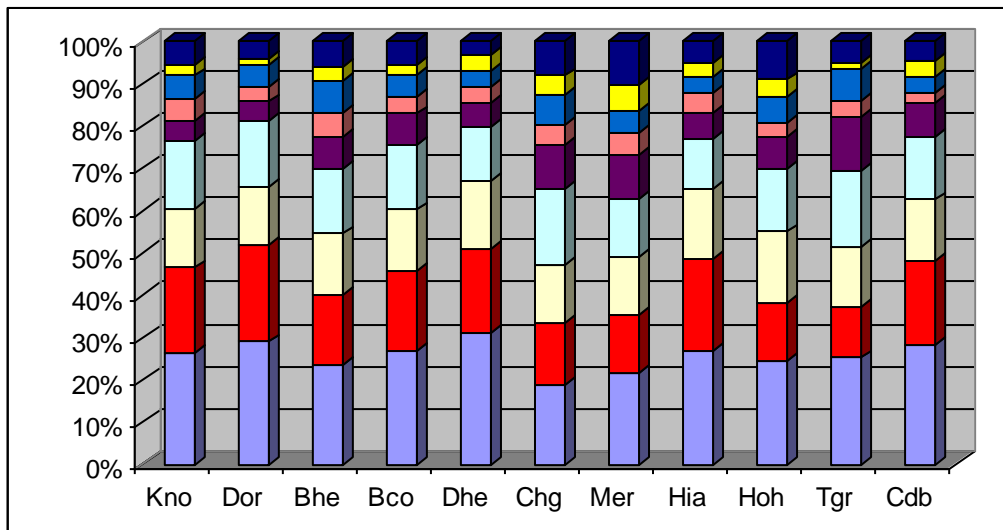
**South Solihull MUA**












4.46 Of the settlements in the south Solihull urban area, Monkspath has the highest proportion of people employed in managerial and professional occupations, followed by Solihull. Elmdon/Lyndon has the greatest proportion of people employed as plant or machine operatives and in elementary occupations.



**Solihull's Rural South and East**



	Managers and senior officials		Personal service occupations
	Professional Occupations		Sales and customer service occupations
	Associate professional and technical occupations		Process plant and machine operatives
	Administrative and Secretarial occupations		Elementary occupations
	Skilled trades occupations		

4.47 Compared to the urban area of the Borough, the rural settlements tend to have many more people employed in managerial and professional occupations, with Dorridge and Dickens Heath having over 50% of people employed in these types of occupations, and the majority of other settlements having over 40%. Meriden has the highest proportion of people employed in elementary occupations.

**Overview**

4.48 In the settlements making up the North Solihull Regeneration Area, there is a greater proportion of people working in elementary occupations than in managerial and professional occupations. In the south Solihull urban area, Solihull and Monkspath have the greatest proportion of people working in managerial and professional occupations and in the rural areas many of the settlements have well over 40% of their populations working in managerial and professional occupations.

4.49 Overall, those working in elementary occupations are less represented in the rural areas than in the urban areas of the Borough. Those employed in managerial positions tend to live in the rural settlements, Solihull and Monkspath, rather than in the north Solihull urban area, particularly the regeneration zone.

***Housing***

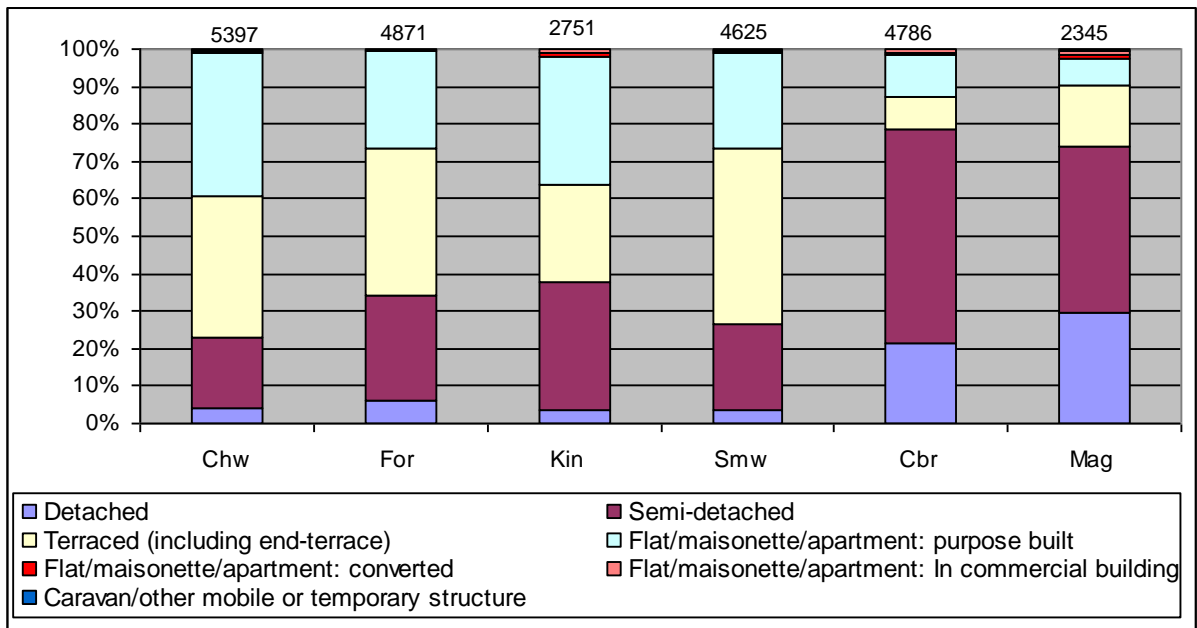
4.50 This section looks at the number and types of houses in each settlement, as well as the recent development that has taken place.

**House Types and Recent Development**

**North Solihull MUA**

### Total Dwellings and Proportion of House Types in 2001:

(\*The total number of dwellings in each settlement is show at the top of each column)



4.51 Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood have quite a low proportion of detached and semi-detached houses compared to Castle Bromwich and Marston Green, where the housing stock is predominately made up of these types of houses. Terraced housing and purpose built flats maisonettes and apartments feature more heavily in the regeneration area.

4.52 Since 2001 there have been a number of residential developments in these settlements. The table 4 below shows the number of dwellings constructed in each settlement between 2001 and 2009.

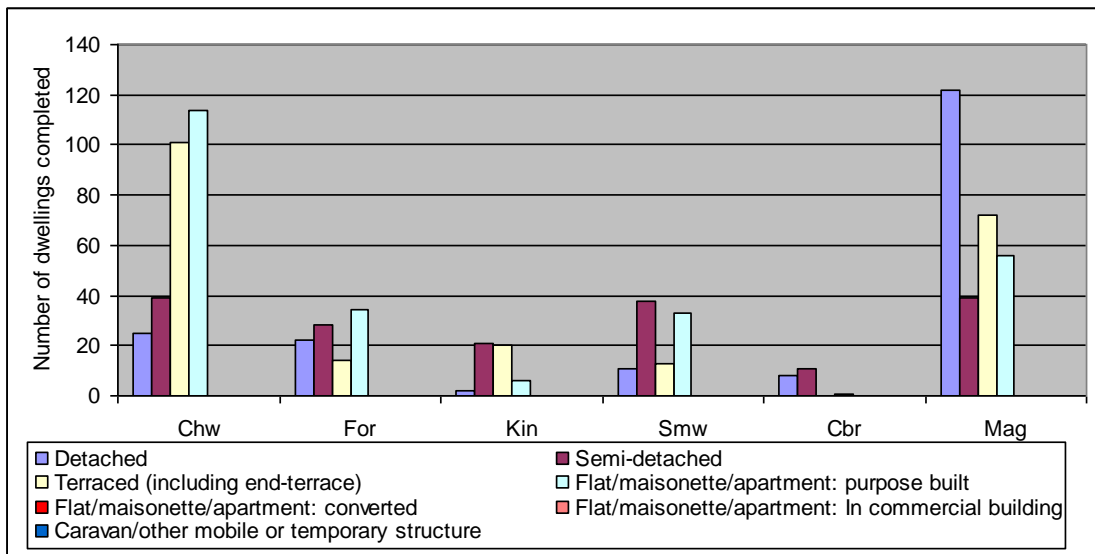
**Table 4 - North Solihull Urban Area - Dwellings Completed in each settlement between 2001 and 2009**

Chelmsley Wood	Fordbridge	Kingshurst	Smiths Wood	Castle Bromwich	Marston Green
279	98	49	95	20	289

4.53 In the north Solihull urban area, Marston Green has had the most number of dwellings completed over the 8 year period since the census in 2001, with Chelmsley Wood having had the second highest number. Castle Bromwich has had the fewest number of additional dwellings with just 20 completions.

4.54 The breakdown of these completions by type is highlighted on the graph below.

Completed dwellings by house type 2001 – 2009:



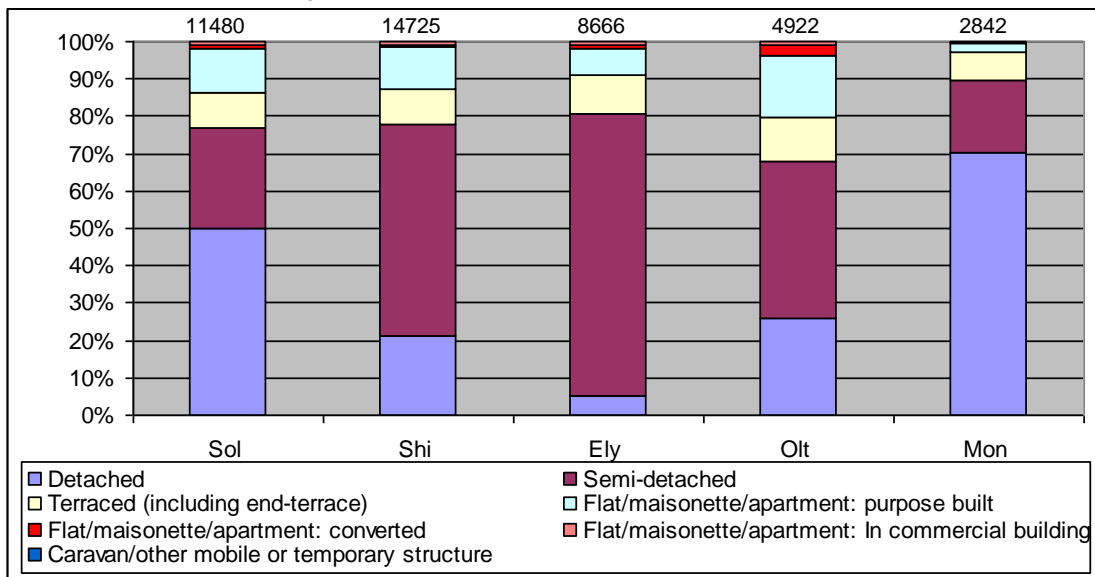
4.55 In all areas of north Solihull there is variation in the types of dwellings that have been completed in each settlement. For example in Marston Green the predominant type of dwellings that have been constructed are detached properties, whereas in Chelmsley Wood, the majority of new dwellings constructed have been purpose built flats and apartments as well as terraced houses, with only a small number of detached properties.

4.56 Overall however, the developments that have been completed over the period 2001 – 2009 have resulted in very little change in the overall make-up of the housing stock in each settlement in the north Solihull urban area.

**South Solihull MUA**

Total Dwellings and Proportion of House Types in 2001:

(\*The total number of dwellings in each settlement is show at the top of each column)



4.57 In the south Solihull urban area Monkspath has the highest proportion of detached dwellings with 70% of houses falling into this type. Solihull has 50% of its housing stock as detached. In Shirley, Elmdon / Lyndon and Olton the predominant house

type is semi-detached. The proportion of terraced housing in each settlement is fairly equal with it making up around 8% – 12% of the housing stock. The proportion of purpose built apartments and flats is highest in Olton and lowest in Monkspath.

4.58 However, since 2001 a number of residential developments have taken place in these settlements which in many cases has resulted in a change in the overall make up of the housing stock. The table below shows the number of dwellings constructed in each settlement between 2001 and 2009.

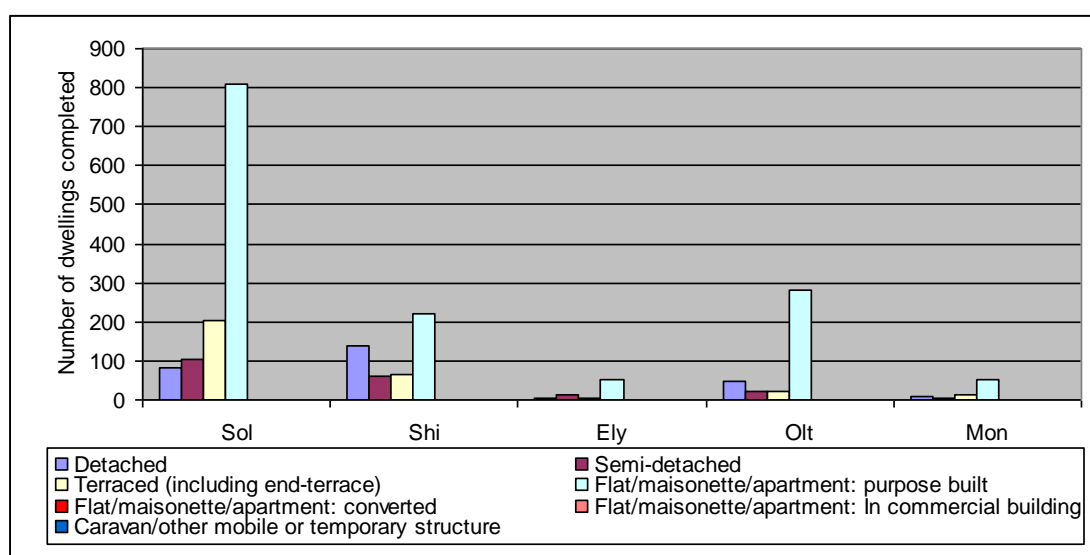
**Table 5 - South Solihull Urban Area - Dwellings completed in each settlement between 2001 and 2009**

Solihull	Shirley	Elmdon / Lyndon	Olton	Monkspath
1197	483	78	374	80

4.59 Over the period 2001 – 2009 Solihull has easily seen the largest number of dwellings completed; the Elmdon / Lyndon area has seen the least, with just 78 completions.

4.60 The breakdown of these completions by type is highlighted on the graph below.

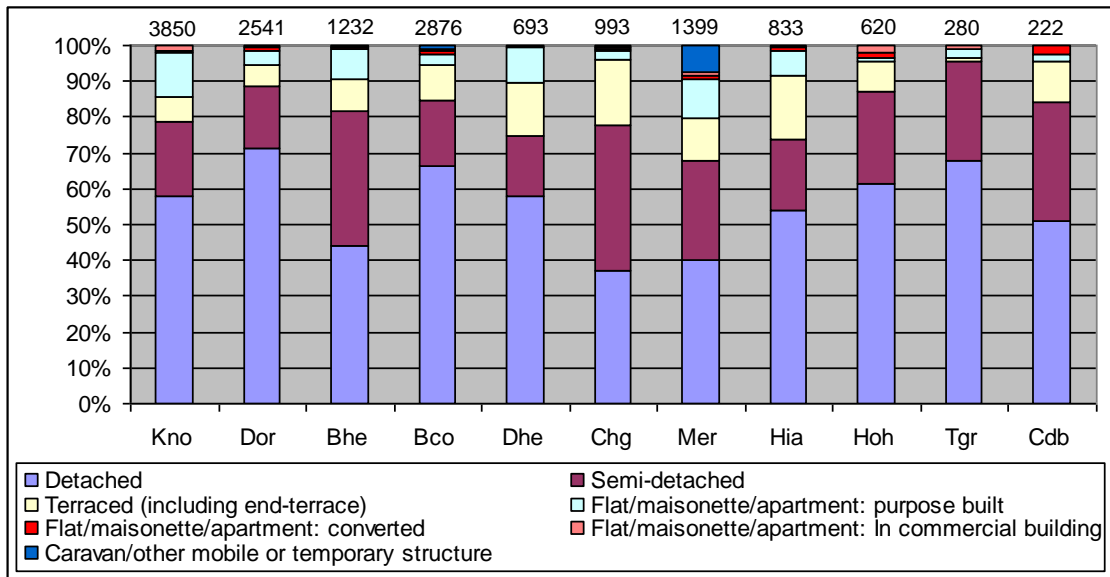
Completed dwellings by house type 2001 – 2009:



4.61 The graph clearly shows that in the south Solihull urban area purpose built apartments and flats have been the most popular house type to be constructed. This is particularly evident in Olton where over three quarters of all dwellings completed were apartments. Solihull and Elmdon / Lyndon also saw a high proportion of apartment building with 68% and 67% respectively of all completions falling within this house type. Overall, in the south Solihull urban area over 60% of all completions between 2001 and 2009 have been apartments.

4.62 In the south Solihull urban area the residential developments that have been completed over the last 8 years have changed the proportion of type of housing stock in some settlements. In all areas the proportion of the housing stock made up by apartments has increased with the proportion of detached and or semi-detached properties decreasing.

## Solihull's Rural South and East



4.63 In the rural settlements the predominant house types are detached and semi-detached properties. To a lesser extent terraced housing features in all settlements, although Tidbury Green has few terraced properties compared to other areas. Purpose built apartments and flats also feature in many settlements although the proportion of this house type is much less in Hampton-in-Arden and Hockley Heath than in other settlements such as Knowle, Dickens Heath and Meriden where the proportion of apartments in 2001 was 12%, 10% and 11% respectively.

4.64 However, since 2001 there have been a number of residential developments in the rural settlements. The table below summarises the completions in each area between 2001 and 2009.

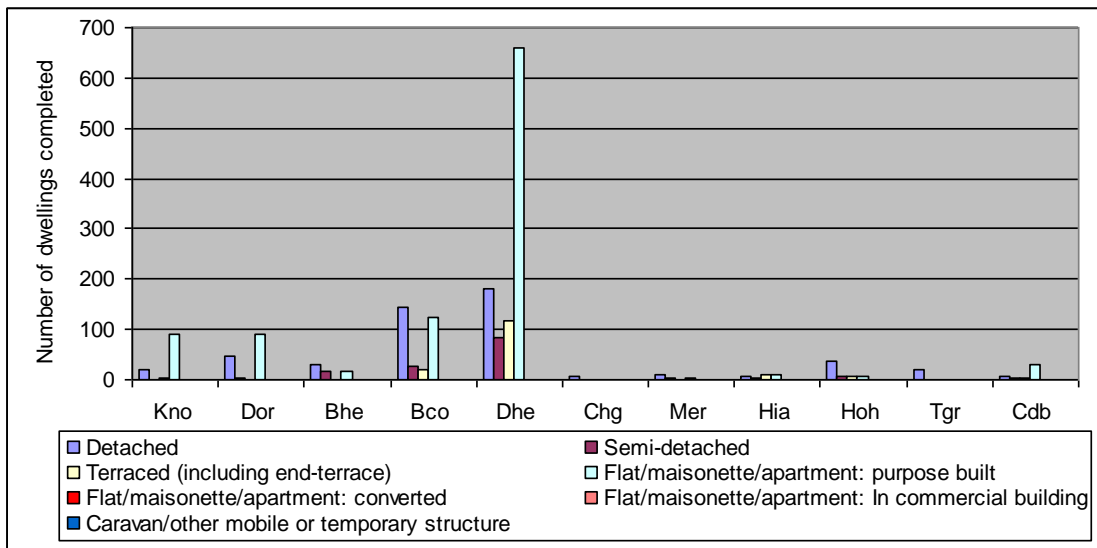
**Table 6 - Solihull's Rural South and East - Dwellings completed in each settlement between 2001 and 2009**

Kno	Dor	Bhe	Bco	Dhe	Chg	Mer	Hia	Hoh	Tgr	Cdb
111	141	63	317	1039	6	18	30	56	21	43

4.65 In the rural area, Dickens Heath has seen the largest number of completions over the period 2001 – 2009. Dickens Heath has also seen the second highest number of completions in the whole Borough for this period. However, this is as a result of it being previously designated as housing site that is still being built out. Cheswick Green has had the fewest completions since 2001 with just 6.

4.66 A breakdown of these completions by house type for each settlement is shown in the graph below.

Completed dwellings by house type 2001 – 2009:



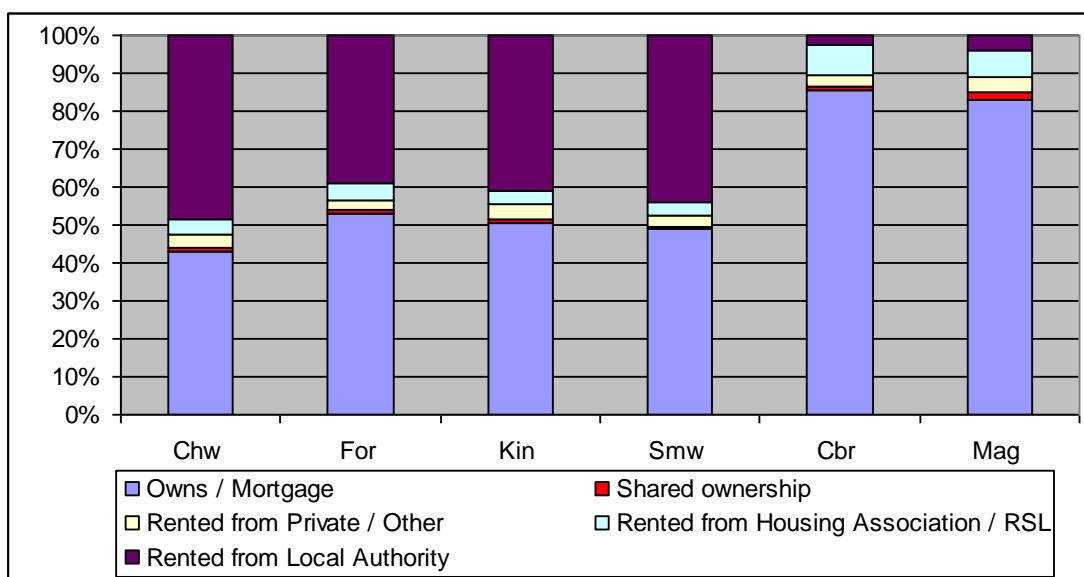
4.67 In Dickens Heath a high proportion of the completions since 2001 have been apartments, which has led to a change in the make-up of the housing stock in this settlement with apartments now making up 42% of all dwellings. Other settlements, such as Knowle, Dorridge and Balsall Common have also seen higher numbers of completions between 2001 and 2009 than in some of the urban settlements. Again, apartments have been popular in these areas with apartments comprising 80% of all completions in Knowle.

**Overview**

- 4.68 There have been many more completions in the urban areas (both north and south) compared to the rural settlements. The exception to this is Dickens Heath which, as a previously designated site, is still being built out.
- 4.69 Solihull has seen the largest number of completions since the census was undertaken, although the vast majority of these have been apartments. Apartment building has also been particularly prevalent in Olton, Dickens Heath, Knowle and Dorridge.

**Tenure**

**North Solihull MUA**



4.70 In 2001, although the 4 settlements within the North Solihull Regeneration Zone had quite a high proportion of owner occupiers, these areas also had a very high proportion of households renting from the local authority. In comparison, in Castle Bromwich and Marston Green the level of owner occupation is higher and the proportion of households renting from the local authority is significantly less. All areas have a similar proportion of households renting from private landlords, although Castle Bromwich and Marston Green have a slightly higher level of people renting from housing associations and RSLs. In all areas the number of people living in shared ownership is low.

#### **Affordable Housing**

4.71 Since the 2001 census, the number of developments that have been completed has led to an increase in the provision of affordable housing and the amount of people living in shared ownership and renting from RSLs.

4.72 The table below shows the change in the number of households living in shared ownership and renting from registered social landlords in the north Solihull urban area since 2001:

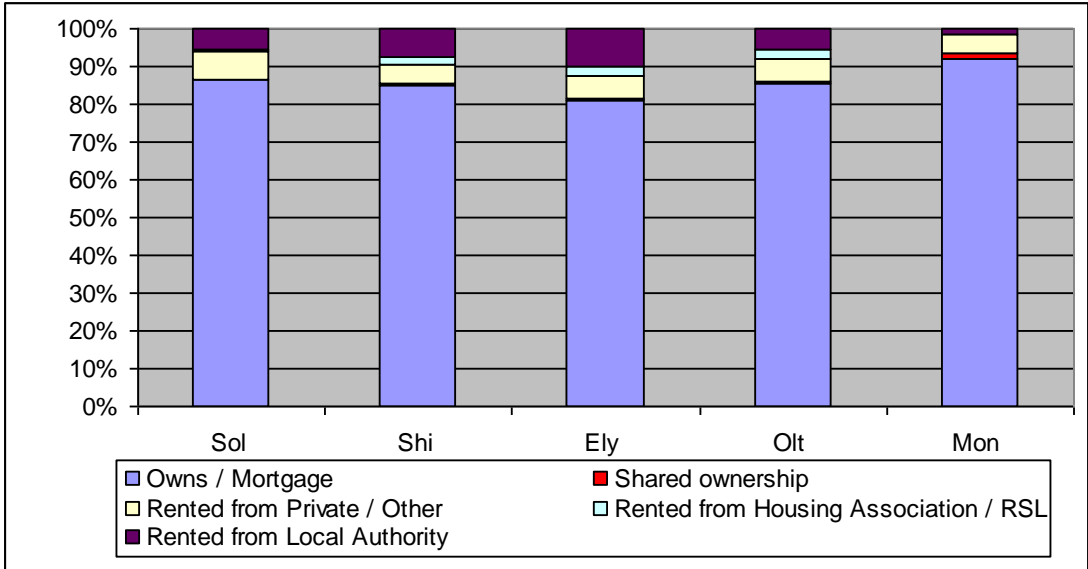
**Table 7 - North Solihull Urban Area Affordable Housing – Change between 2001 and 2009**

Settlement	Households Living in Shared Ownership			Households Renting from Housing Associations and RSLs		
	2001	2009	% increase	2001	2009	% increase
Chelmsley Wood	30	63	110%	193	237	23%
Fordbridge	34	34	0%	207	207	0%
Kingshurst	35	59	68%	91	131	44%
Smiths Wood	23	48	108%	155	168	8%
Castle Bromwich	46	56	22%	364	364	0%
Marston Green	46	61	33%	159	183	15%

4.73 With the exception of Fordbridge, the settlements within the North Solihull Regeneration Area have seen the largest increase in the amount of people living in shared ownership and renting from RSLs.

4.74 Castle Bromwich and Marston Green already had more people living in shared ownership or renting from RSLs in 2001, so although these areas have seen an increase over the period to 2009, the increase is not as high as settlements in the North Solihull Regeneration Zone.

**South Solihull MUA**



4.75 In the south Solihull urban area owner occupation is predominant with all areas having at least 81% of households living in this tenure. This is similar to the level of owner occupation in Castle Bromwich and Marston Green in the north Solihull urban area.

4.76 Renting from private landlords is more common in the south Solihull urban area, with Solihull itself having the highest proportion of people in this tenure. The proportion of people renting from the local authority is significantly less in the south Solihull urban area compared to areas in the regeneration zone. However, in Solihull, Shirley, Elmdon/Lyndon and Olton, local authority renting is more prevalent than in Castle Bromwich or Marston Green in the north. In the south Solihull urban area the Elmdon / Lyndon settlement has the highest proportion of people (10%) renting from the local authority.

4.77 Renting from RSLs and housing associations is less popular in the south Solihull urban area compared to settlements in the north.

***Affordable Housing***

4.78 Developments since 2001 have led to an increase in the amount of affordable housing in some areas. The table below shows the change in the number of households living in shared ownership and renting from registered social landlords in the south Solihull urban area since 2001:

**Table 8 - South Solihull Urban Area Affordable Housing – Change between 2001 and 2009**

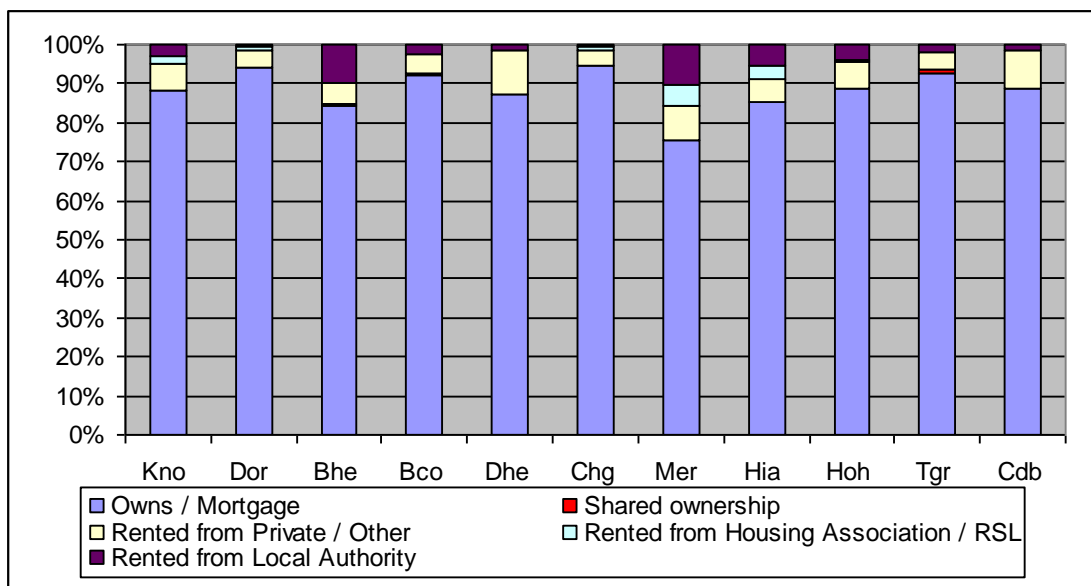
Settlement	Households Living in Shared Ownership			Households Renting from Housing Associations and RSLs		
	2001	2009	% increase	2001	2009	% increase
Solihull	23	136	491%	84	181	115%



Shirley	38	52	37%	266	279	5%
Lyndon/Elmdon	30	30	0	219	231	5%
Olton	21	36	71%	119	138	16%
Monkspath	39	44	13%	3	13	333%

4.79 The table above shows that Solihull has seen the greatest increase in the amount of people living in shared ownership and renting from housing associations and RSLs over the period 2001 to 2009. Olton has also seen an increase of almost three quarters in the amount of people living in shared ownership properties. However, despite these increases the actual number of shared ownership, housing association and RSL properties is still significantly less than those which are owner occupied and privately rented.

**Solihull's Rural South and East**



4.80 As in all other settlements in the Borough, owner occupation is the predominant tenure in the rural areas with the majority of settlements having over 85% of households in owner occupation. Cheswick Green and Dorridge have 94% of people in owner occupation, which is the highest proportion for the Borough as a whole.

4.81 The exception to this is Meriden which, other than the 4 settlements that are within the North Solihull Regeneration Zone, has the lowest proportion of owner occupation and highest proportion of local authority renters (11%) in the whole Borough. Bentley Heath also has a lower proportion of owner occupiers compared to the other rural settlements and it also has 10% of households renting from the local authority. Bentley Heath, along with Elmdon/Lyndon is the area with the second highest proportion of local authority renters in the whole Borough, outside the regeneration zone.

4.82 Renting from private landlords is more popular in Dickens Heath than in any other settlement in the Borough, with Catherine-de-Barnes having the second highest proportion of private renters in the Borough.

***Affordable Housing***

4.83 Affordable housing is a problem in rural areas and the graph above shows that the proportion of people living in shared ownership and renting from housing associations and RSLs in 2001 was not particularly high compared to other forms of tenure.

- 4.84 The table below identifies the change since 2001 in the number of households either living in shared ownership or renting from housing associations or RSLs in the rural settlements of the Borough:

**Table 9 – Solihull’s Rural South and East Affordable Housing – Change between 2001 and 2009**

Settlement	Households Living in Shared Ownership			Households Renting from Housing Associations and RSLs		
	2001	2009	% increase	2001	2009	% increase
Knowle	6	6	0	78	79	1%
Dorridge	0	2	-	25	29	16%
Bentley Heath	5	5	0%	3	3	0%
Balsall Common	3	11	267%	9	29	222%
Dickens Heath	0	35	-	3	3	0%
Cheswick Green	3	3	0%	11	11	0%
Meriden	0	0	0%	67	67	0%
Hampton-in-Arden	3	10	233	29	36	24%
Hockley Heath	0	36	-	3	11	267%
Tidbury Green	3	3	0%	0	0	0%
Catherine-de-Barnes	0	11	-	0	0	0%

- 4.85 Despite the very large percentage increase in the amount of households living in shared ownership and renting from housing associations and RSLs in some areas, when compared to other tenures, there are still only a small number of households living in these ‘affordable’ tenures overall.
- 4.86 Some settlements such as Dickens Heath, Hockley Heath and Catherine-de-Barnes which had no households living in affordable housing in 2001, have seen some shared ownership properties and Housing Association and RSL properties developed over the past 8 years. Notwithstanding this, overall numbers are still low compared to other tenures.
- 4.87 Other settlements in the rural areas have seen no increase in affordable housing over the period 2001 – 2009. This is a significant issue in these areas.

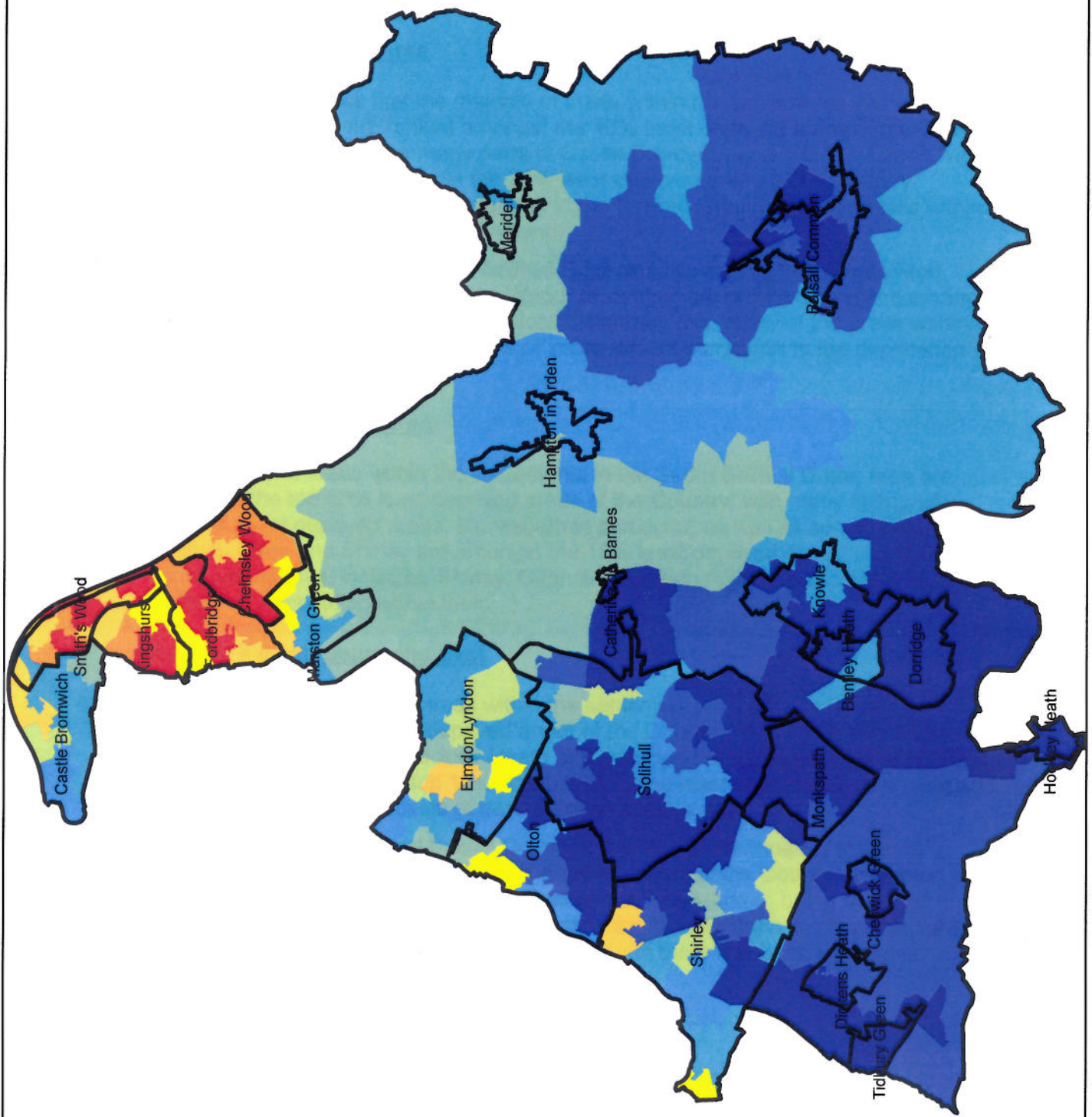
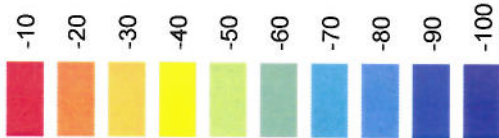
### ***Deprivation***

- 4.88 The 2007 IMD provides a relative ranking of areas across England according to their level of deprivation. The IMD includes income, health / disability, employment, housing, crime, environment and education (see Appendix 20 for details about what each domain measures).
- 4.89 Areas are ranked at SOA level. However, as highlighted on the map on the following page, each settlement in this study is made up of a number of SOAs, and it is not therefore possible to identify the overall level of deprivation for each settlement as a whole. Instead, the level of deprivation within particular parts of each settlement can be identified and from this a summary of overall deprivation has been made.
- 4.90 Detailed information about specific deprivation domains in each settlement is contained in the individual settlement profiles at Appendices 4 – 25.

# Deprivation by SOA - IMD

sol boundary\_region

Deprivation % 2007



### **North Solihull Urban Area**

- 4.91 The 2007 IMD shows that the majority of areas within the settlements in the north Solihull urban area are ranked amongst the 40% most deprived areas of the Country. The exceptions to this are many parts of Castle Bromwich and Marston Green, which contain areas that are amongst the 30% least deprived areas of the Country. However, no area within any settlement in the North Solihull Urban Area falls within the 10% least deprived areas in England.
- 4.92 The settlements within the North Solihull Regeneration Zone (Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood) all contain areas that are ranked amongst the 10% most deprived in England. Notwithstanding this, many of the areas within these settlements are showing signs of improvement compared to the deprivation level in 2004.

### **South Solihull Urban Area**

- 4.93 The majority of areas within the settlements in the South Solihull Urban area are ranked in the top 50% least deprived areas of the Country, with many falling within the 10% least deprived areas. Monkspath in particular, as well as some areas within Solihull, Olton and Shirley are amongst the 10% least deprived areas. However, some settlements, including Shirley, Olton and Elmdon / Lyndon also have small pockets of deprivation within them.

### **Solihull's Rural South and East**

- 4.94 Overall, the majority of the areas within the settlements in Solihull's Rural South and East are amongst the least deprived areas of the Country. Tidbury Green, Dickens Heath, Cheswick Green, Hockley Heath and Dorridge are made up entirely of SOAs that are ranked within the top 10% or top 20% of the least deprived areas in England. There are no isolated pockets of deprivation in these areas.
- 4.95 Knowle, Bentley Heath and Balsall Common are also predominately made up of areas that are within the top 20% least deprived areas of the Country. Hampton in Arden is within the top 30% least deprived areas, with Meriden being the most deprived of the rural settlements. Notwithstanding this, Meriden is still within the top 50% least deprived areas of the Country, although there has been a decline since 2004.

### **Overview**

- 4.96 Overall, the settlements within Solihull's rural south and east contain the majority of the least deprived areas of the Borough. However, the 2007 IMD highlights that there are significant gaps between areas of the Borough in term of levels of deprivation. For example, some areas within Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood are amongst the 10% most deprived areas of the Country compared to some areas of south Solihull and the rural settlements which are amongst the 10% least deprived areas of the Country. In addition, there are some notable pockets of deprivation within settlements such as Shirley, Olton and Lyndon / Elmdon.

## **Local Services and Facilities**

- 4.97 This study has looked at the number, type and range of services and facilities that are available and present in each settlement. Details of the type of facilities that have been assessed are outlined in Appendix 27. A simple scoring system was developed which sought to measure both the range and scale of services and facilities in each settlement on a scale of 0 to 10, with 0 representing the absence of services and facilities. Each settlement has been given a score based on the number and type of services and facilities available in that settlement. Appendix 27 also provides an explanation of how settlements were scored.

### **North Solihull Urban Area**

- 4.98 The table below highlights how each settlement in the North Solihull urban area scored based on the scale and range of services and facilities available.

**Table 10 - North Solihull Urban Area – Score for Local Services and Facilities in Settlements**

	<b>Chw</b>	<b>For</b>	<b>Kin</b>	<b>Smw</b>	<b>Cbr</b>	<b>Mag</b>
<b>Financial and Professional Services</b>	Score					
<b>Essential Financial and Professional Services Score</b>	7	1	1	0	6	4
<b>Other Financial and Professional Services Score</b>	4	0	2	0	4	5
<b>Convenience Services and Facilities</b>	Score					
<b>Essential Convenience Services Score</b>	9	4	8	6	9	8
<b>Other Convenience Services Score</b>	8	6	7	7	9	8
<b>Comparison Shops and Services</b>	Score					
<b>Comparison Shops and Services Score</b>	4	0	2	0	4	0
<b>Education</b>	Score					
<b>Essential Education Facilities Score</b>	6	6	4	4	2	4
<b>Other Education Facilities Score</b>	0	10	5	10	0	0
<b>Health</b>	Score					
<b>Essential Health Facilities Score</b>	8	6	8	8	10	6
<b>Other Health Facilities Score</b>	2	2	4	2	4	4
<b>Recreation / Leisure</b>	Score					
<b>Essential Leisure Facilities</b>	8	8	7	8	7	7

	Chw	For	Kin	Smw	Cbr	Mag
<b>Score</b>						
<b>Other Leisure Facilities Score</b>	6	7	4	2	6	6
<b>Public Services</b>	Score					
<b>Public Services Score</b>	6	2	2	2	0	0
<b>Tourism</b>	Score					
<b>Tourism Facilities Score</b>	2	0	2	0	2	2
<b>Recycling Facilities</b>	Score					
<b>Recycling Facilities Score</b>	4	4	2	0	4	2
<b>Total Score</b>	<b>74</b>	<b>56</b>	<b>58</b>	<b>49</b>	<b>67</b>	<b>56</b>

4.99 The table above shows that in the North Solihull Urban Area Chelmsley Wood has the highest overall score for the range and scale of services and facilities available, with Smiths Wood having the lowest. However, despite the overall scores, the table also highlights the comparison between settlements in terms of the range and scale of different services and facilities that are available. For example, although Chelmsley Wood has the highest score overall, Castle Bromwich scores more highly for its range and type of health facilities. Similarly, despite Smiths Wood having the lowest score overall, it scores highly in terms of the essential leisure facilities that are available.

4.100 A detailed breakdown of the services and facilities available within each settlement is contained within the individual settlement profiles in Appendices 4 – 9.

### **South Solihull Urban Area**

4.101 The table below highlights how each settlement in the South Solihull urban area scored based on the scale and range of services and facilities available.

**Table 11 - South Solihull Urban Area – Score for Local Services and Facilities in Settlements**

	Sol	Shi	Ely	Olt	Mon
<b>Financial and Professional Services</b>	Score				
<b>Essential Financial and Professional Services Score</b>	10	9	7	1	0
<b>Other Financial and Professional Services Score</b>	10	9	7	6	1
<b>Convenience Services and Facilities</b>	Score				
<b>Essential Convenience Services Score</b>	10	10	9	4	6
<b>Other Convenience Services Score</b>	10	10	9	9	6
<b>Comparison Shops and Services</b>	Score				
<b>Comparison Shops and Services Score</b>	10	8	4	4	2

	Sol	Shi	Ely	Olt	Mon
<b>Education</b>	Score				
<b>Essential Education Facilities Score</b>	8	10	8	10	4
<b>Other Education Facilities Score</b>	10	5	5	5	0
<b>Health</b>	Score				
<b>Essential Health Services Score</b>	10	10	8	8	6
<b>Other Health Services Score</b>	10	9	4	2	2
<b>Recreation / Leisure</b>	Score				
<b>Essential Recreation / Leisure Facilities Score</b>	10	10	8	8	7
<b>Other Recreation / Leisure Facilities Score</b>	10	9	8	7	4
<b>Public Services</b>	Score				
<b>Public Services Score</b>	8	6	0	1	0
<b>Tourism</b>	Score				
<b>Tourism Facilities Score</b>	10	8	4	6	0
<b>Recycling Facilities</b>	Score				
<b>Recycling Facilities Score</b>	6	10	2	0	4
<b>Total Score</b>	<b>132</b>	<b>123</b>	<b>83</b>	<b>71</b>	<b>42</b>

- 4.102 In the South Solihull Urban Area, Solihull itself has the highest overall score for the range and scale of services and facilities available. Solihull also scores highest in most of the categories of services and facilities that have been assessed. However, Shirley also scores highly for the range and scale of services and facilities that are available there. Monkspath has the lowest overall score of the settlements in South Solihull.
- 4.103 The table also highlights how settlements compare to each other in terms of how well or poorly different types of services and facilities are represented. For example, both Shirley and Olton have maximum scores for the range and scale of essential education facilities available in those settlements, whilst Monkspath has a low score.
- 4.104 A detailed breakdown of the services and facilities available within each settlement is contained within the individual settlement profiles in Appendices 10 – 14.

#### **Solihull's Rural South and East**

- 4.105 Table 12 on the following pages highlights how each of the more rural settlements scored based on the scale and range of services and facilities available.
- 4.106 The table shows that in the rural settlements, Knowle has the highest overall score in terms of the range and scale of services and facilities that are available, with Balsall Common having the second highest. Tidbury Green has the lowest score with very few facilities at all available in the settlement. Similarly, Catherine-de-Barnes also has a low score with the settlement having no essential education, health or leisure facilities such as a primary school doctor's surgery, or library.

- 4.107 A detailed breakdown of the services and facilities available within each settlement is contained within the individual settlement profiles in Appendices 15 – 25.

**Overview**

- 4.108 Notwithstanding the scores for each settlement, it is important to recognise that the settlements in the north and south urban areas of the Borough are very much interdependent and are linked not just physically, but economically and socially. For example although Monkspath scores very low compared to Solihull and Shirley in terms of the range and scale of services and facilities available, in reality residents of Monkspath and other settlements will utilise the facilities in both Solihull and Shirley as they are geographically very close and physical settlement boundaries do not exist on the ground.
- 4.109 This reasoning can also be applied to the settlements of Knowle, Dorridge and Bentley Heath, which in reality also share services and facilities. However, the other rural settlements will tend to operate more independently as they are geographically more isolated from each other and from the main urban area.



**Table 12 - Solihull's Rural South and East – Score for Local Services and Facilities in Settlements**

	Kno	Dor	Bhe	Bco	Dhe	Chg	Mer	Hia	Hoh	Tgr	Cdb
<b>Financial and Professional Services</b>	Score										
<b>Essential Financial and Professional Services Score</b>	6	4	4	6	0	0	0	1	0	0	0
<b>Other Financial and Professional Services Score</b>	9	5	0	5	1	0	2	1	2	0	1
<b>Convenience Services and Facilities</b>	Score										
<b>Essential Convenience Services and Facilities Score</b>	8	2	7	7	1	3	8	8	7	0	1
<b>Other Convenience Services Score</b>	9	7	5	8	4	3	6	4	6	0	2
<b>Comparison Shops and Services</b>	Score										
<b>Comparison Shops and Services Score</b>	6	4	2	2	2	2	0	2	2	0	0
<b>Education</b>	Score										
<b>Essential Education Facilities Score</b>	2	4	2	2	2	2	2	2	2	2	0
<b>Other Education Facilities Score</b>	5	0	0	10	0	0	0	0	0	0	0
<b>Health</b>	Score										
<b>Essential Health Facilities Score</b>	10	8	2	8	6	4	4	4	2	0	0
<b>Other health Facilities Score</b>	4	3	3	2	1	0	0	2	1	0	0
<b>Recreation / Leisure</b>	Score										
<b>Essential Recreation Leisure</b>	7	3	5	7	5	5	7	7	7	0	0

	<b>Kno</b>	<b>Dor</b>	<b>Bhe</b>	<b>Bco</b>	<b>Dhe</b>	<b>Chg</b>	<b>Mer</b>	<b>Hia</b>	<b>Hoh</b>	<b>Tgr</b>	<b>Cdb</b>
<b>Facilities Score</b>											
<b>Other Recreation / Leisure Facilities Score</b>	8	7	2	6	5	4	4	4	5	1	2
<b>Public Services</b>	Score										
<b>Public Services Score</b>	0	0	0	4	0	0	0	0	0	0	0
<b>Tourism</b>	Score										
<b>Tourism Facilities Score</b>	4	4	0	6	0	0	4	4	4	0	0
<b>Recycling Facilities</b>	Score										
<b>Recycling Facilities Score</b>	4	2	0	2	0	0	0	0	0	0	0
<b>Total</b>	<b>82</b>	<b>53</b>	<b>32</b>	<b>75</b>	<b>27</b>	<b>23</b>	<b>37</b>	<b>39</b>	<b>38</b>	<b>3</b>	<b>6</b>

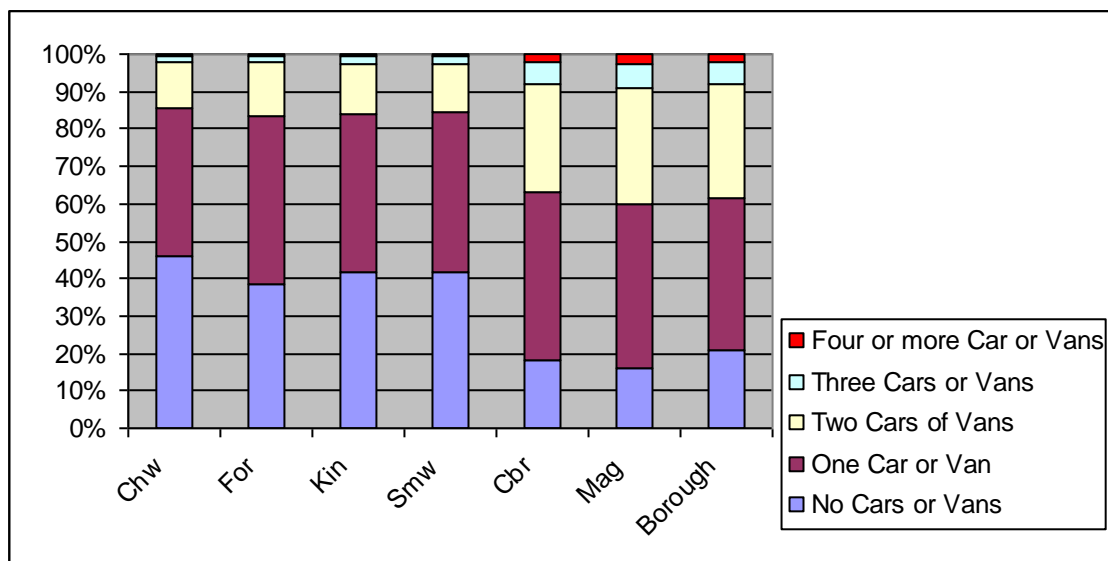
## Transport

4.110 This section looks at car ownership and journey to work information, as well as the availability of public transport in settlements. It also examines the level of congestion in the Borough and highlights the congestion hotspots that may be present within settlements.

### Car Ownership

#### North Solihull Urban Area

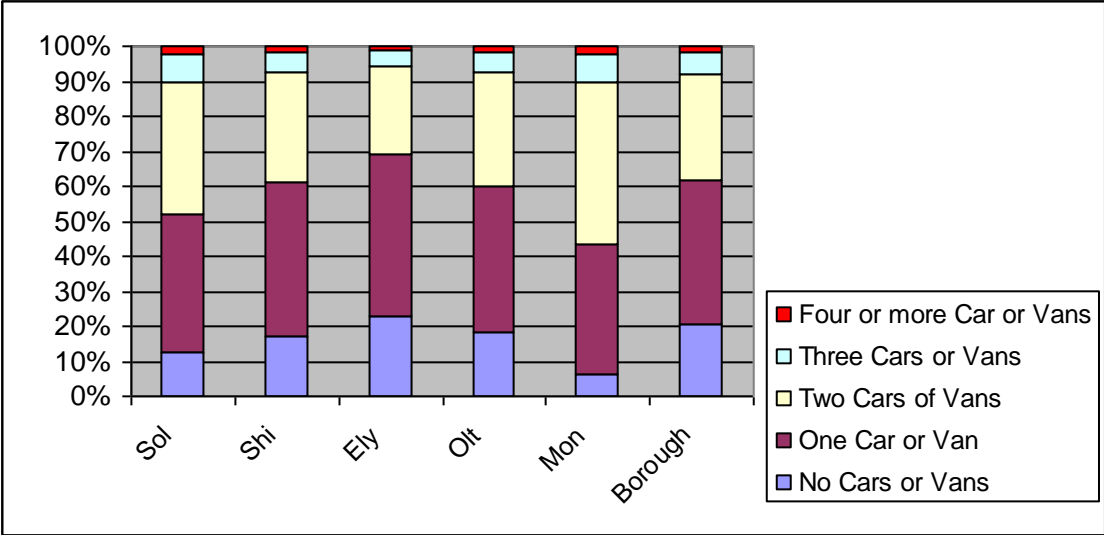
- 4.111 In the 4 settlements that form part of the North Solihull Regeneration Zone the proportion of none car / van households is significantly higher than the proportion of none car / van households in Marston Green, Castle Bromwich, or the Borough as a whole. In Chelmsley Wood 46% of households have no car or van compared to just 16% in Marston Green, 18% in Castle Bromwich and 21% in the Borough as a whole.
- 4.112 The proportion of households with 1 car or van is fairly equal across all settlements in the north Solihull urban area with between 40 and 45% of households having one car or van.
- 4.113 The proportion of households with two or more cars and vans is highest in Marston Green, followed by Castle Bromwich, and the proportion is consistent with the Borough average. In Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood the proportion of households with 2 or more cars is much less.
- 4.114 The graph below highlights the comparison:



#### South Solihull Urban Area

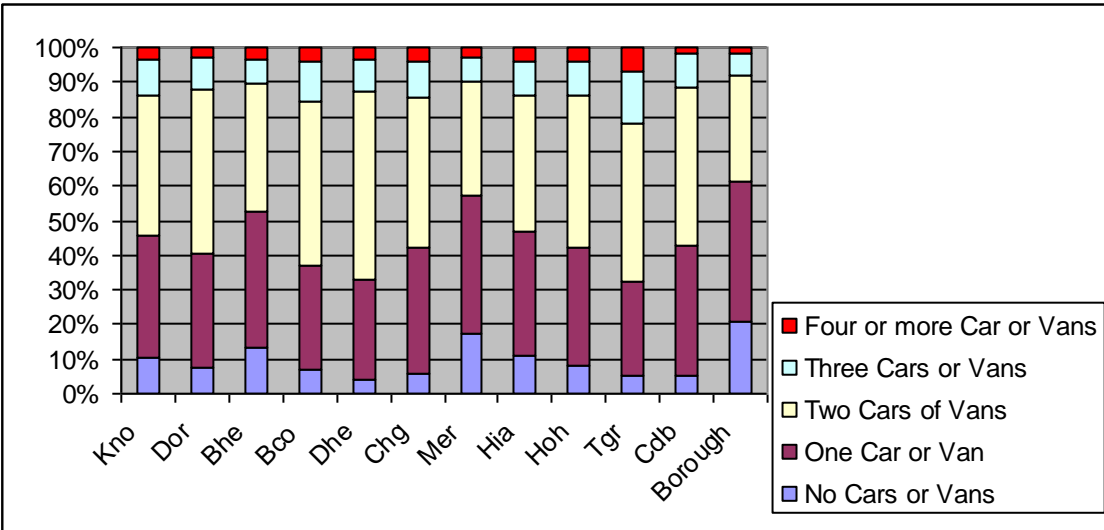
- 4.115 In the south Solihull urban area the proportion of households having no car or van is lower than the Borough average in all settlements with the exception of Elmdon / Lyndon. Monkspath has the lowest proportion (6%) of households having no car or van, with Elmdon / Lyndon having the highest proportion at 23%. The Borough average for households with no car or van is 21%.
- 4.116 The proportion of households with 1 or 2 cars is fairly consistent across all settlements, although Elmdon / Lyndon has a greater proportion of households with just one car than any other settlement in the south Solihull urban area.

- 4.117 The settlements with the highest proportion of households having 3 cars / vans are Monkspath and Solihull with the lowest proportion in Elmdon /Lyndon. However, Solihull, Shirley, Olton and Monkspath all have the same proportion of households having 4 or more cars. This is consistent with the Borough average of 2%. Only Elmdon / Lyndon falls below the Borough average with 1% of households having 4 or more cars.
- 4.118 The graph below highlights the comparison between settlements in the south Solihull Urban Area:



**Solihull's Rural South and East**

- 4.119 Of the settlements in the rural area Meriden has the highest proportion of households (17%) who do not have a car or van. Meriden also has the lowest proportion of households who have 3 or more cars or vans.
- 4.120 Dickens Heath has the lowest proportion of households with no car, with the majority of households in Dickens Heath having 2 cars. Tidbury Green has the highest proportion of households with 3 or more cars; however, all settlements in the rural south and east have a higher proportion of households with 3 or more cars than the Borough average.
- 4.121 The graph below highlights the comparisons:



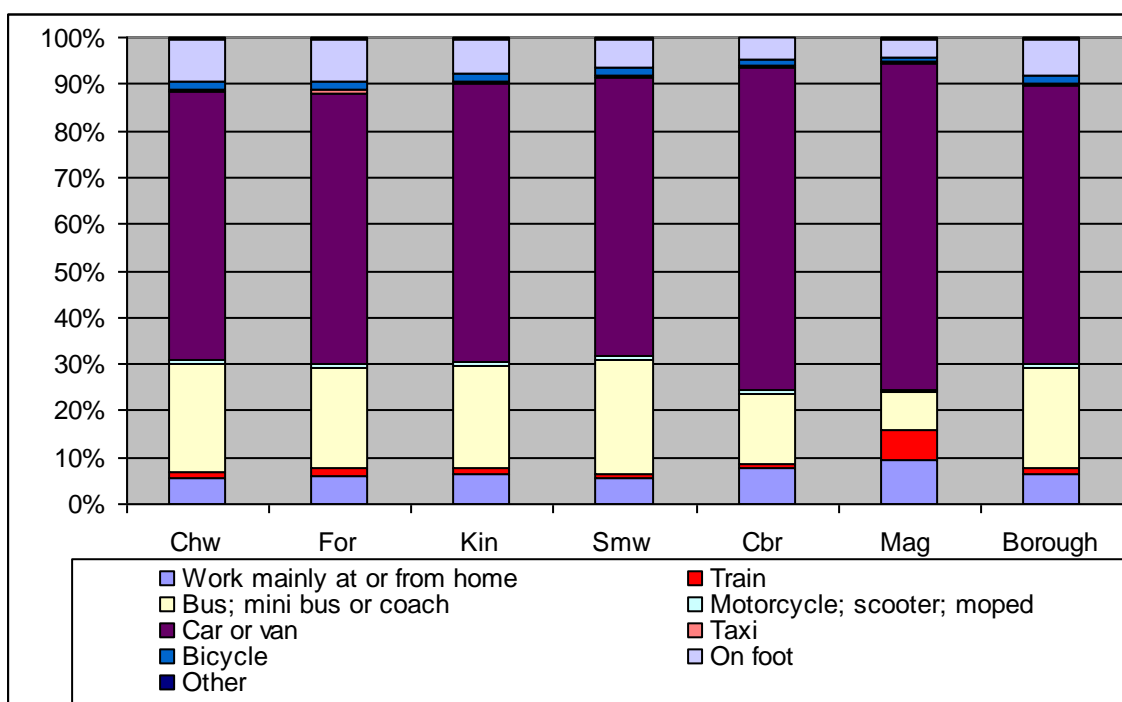
## Overview

- 4.122 The 4 settlements making up the North Solihull Regeneration Zone have the highest proportion of households having no car and the lowest proportion of households having 2 or more cars.
- 4.123 The settlements in Solihull's rural south and east have a higher proportion of households with 3 or more cars compared to settlements in both the north and south urban areas. Across the whole Borough, Dickens Heath has the lowest proportion of households with no car or van at 4% and with the exception of households within the North Solihull Regeneration Area, Elmdon / Lyndon has the highest proportion of households with no car or van at 23%.
- 4.124 Of all the settlements in the Borough, Tidbury Green has the highest proportion of households with 3 cars and 4 or more cars. In Tidbury Green 22% of households have 3 or more cars, which is significantly higher than the Borough average of 8%.

## **Journey to Work**

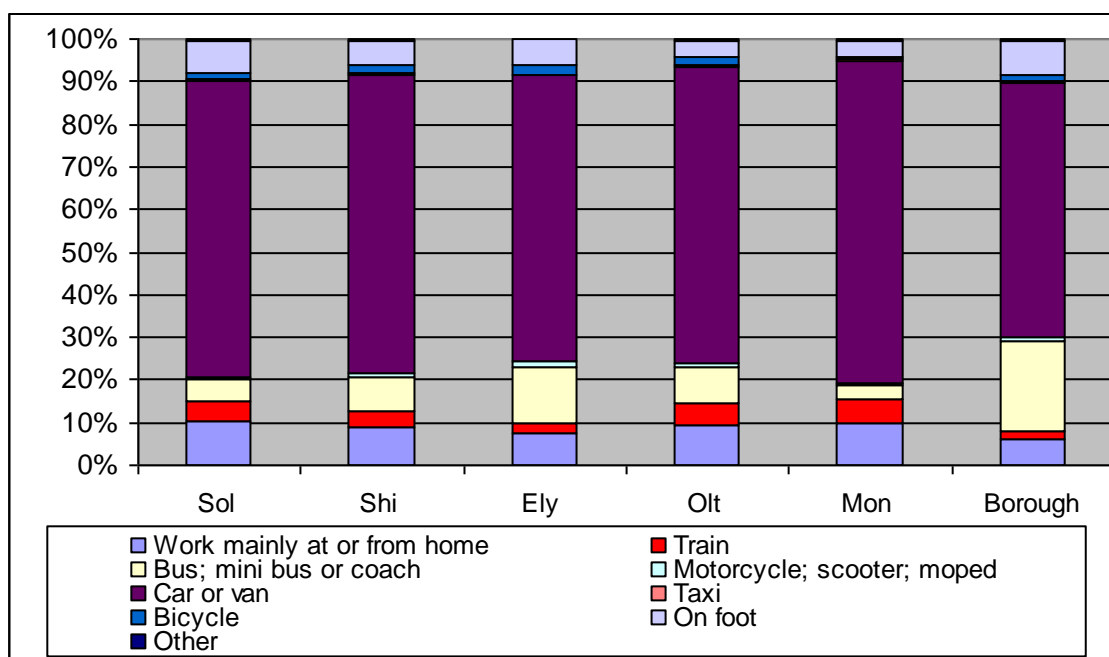
### North Solihull Urban Area

- 4.125 In all settlements in the north Solihull urban area the most popular mode of transport for journeys to work is by car or van (as a driver or passenger). However, Marston Green has the highest proportion of people travelling to work by car than any other settlement in the north Solihull urban area. Marston Green also has the highest proportion of people travelling to work by train (6%) compared to the other settlements which have only 1 or 2% travelling to work by this mode.
- 4.126 In the four settlements comprising the North Solihull Regeneration Zone, travelling to work by bus is more popular than in Marston Green or Castle Bromwich. Between 21% and 25% of people travel to work by bus in Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood, compared to 8% and 15% in Marston Green and Castle Bromwich respectively.
- 4.127 Walking and cycling to work are also more common in the Regeneration Zone settlements compared to Marston Green and Castle Bromwich. This may be as a result of low car ownership and / or poor access to public transport.



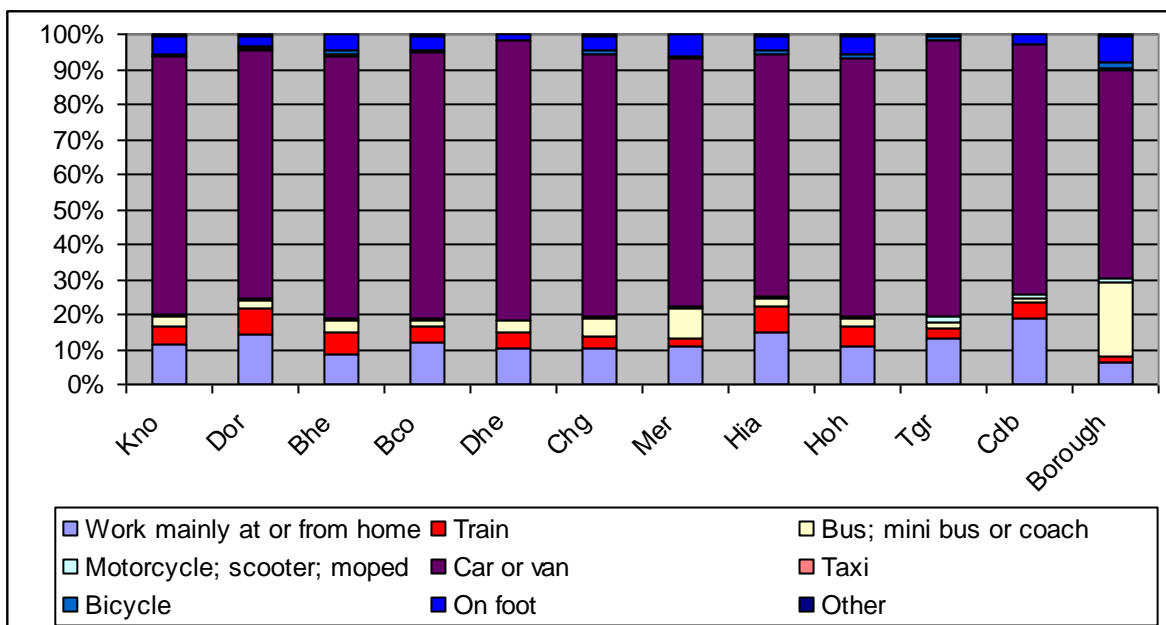
### South Solihull Urban Area

- 4.128 Again, in the south Solihull urban area, the most popular mode of transport for journeys to work is the car. Monkspath has the highest proportion of people travelling to work by car at 76%, followed by Solihull, Shirley and Olton at 70% and Elmdon / Lyndon with 67%. All settlements in south Solihull have a higher proportion of people travelling to work by car or van than the Borough average which stands at 60%.
- 4.129 Elmdon / Lyndon has the highest proportion of people travelling to work by bus, with Monkspath having the lowest. However, of all the settlements in the south Solihull urban area, Monkspath does have the highest proportion of people travelling to work by train, which is again higher than the Borough average.
- 4.130 Solihull has the highest proportion of people travelling to work on foot, although this is still slightly lower than the Borough average of 8%.



### Solihull's Rural South and East

- 4.131 In the rural settlements the proportion of journeys to work by car ranges from between 69% in Hampton-in-Arden to 80% in Dickens Heath, compared to a Borough wide average of 60%. In the rural settlements, Hampton-in-Arden and Dorridge have the highest proportion of people travelling to work by train (8%), which reflects the fact that both these settlements contain a railway station. However, in Balsall Common, which also has a railway station, the proportion of journeys to work made by train is just 4%, the same proportion as Cheswick Green, Dickens Heath and Catherine-de-Barnes which do not have a railway station within the settlement.
- 4.132 In the rural settlements Meriden has the highest proportion of people travelling to work by bus (8%), however this is still considerably lower than the Borough average of 21%.



### Overview

- 4.133 In all settlements in the Borough, the most popular mode of journey to work is by car. However, the proportion of people travelling to work by car is higher on the whole in the rural settlements than in the urban settlements. The exception to this is Hampton-in-Arden which has a lower proportion of people travelling to work by car than many urban settlements including Marston Green, Solihull, Shirley, Olton and Monkspath. The settlements within the north Solihull regeneration zone have the lowest proportion of people travelling to work by car and the highest proportion of people travelling to work by bus.
- 4.134 Dorridge and Hampton-in-Arden have the highest proportion of people travelling to work by train in the whole Borough, although it must be noted that these figures are from the 2001 census. More up to date information on station usage is summarised in the following section on Public Transport.

### Congestion

- 4.135 A report undertaken by Mott MacDonald for Solihull MBC on congestion monitoring was produced in October 2008. The report identifies the congestion hotspots and link delays across the whole Borough for the combined AM and PM peaks in 2007, as well as highlighting hotspots and delays in North Solihull, Central Solihull (south Solihull for the purposes of this study) and rural Solihull.

#### North Solihull Urban Area

- 4.136 In the AM and PM peaks combined, the worst 5 junctions in terms of congestion in the North Solihull urban area are:

	Junction	Delay (in seconds)	Settlement
1	Chelmsley Road / Ceolmund Crescent	343.628	Chelmsley Wood
2	Ceolmund Crescent / Chelmsley Road	311.709	Chelmsley Wood
3	Chester Road /	281.926	Not within a defined settlement

	Solihull Parkway		for the purposes of this study
4	Old Croft Lane / The Green	244.624	Castle Bromwich
5	Hurst Lane / Chester Road	197.008	Castle Bromwich

- 4.137 Although these are the 5 most congested junctions in the North Solihull urban area, none of them are amongst the 10 worst junctions in the Borough.
- 4.138 Apart from the links around junctions that have been identified as congestion hotspots, a number of other links in the North Solihull urban area have delays of over 90 seconds. These include:
- Green Lane in Castle Bromwich and Smiths Wood;
  - the area around the Cooks Lane junction with Chelmsley Road in Fordbridge;
  - Birmingham Road at the boundary of Kingsurst, Smiths Wood and Fordbridge; and
  - the area around Birmingham International Station and Birmingham Airport.
- 4.139 The map overleaf highlights the location of the congestion hotspots and identifies the delays along key links.

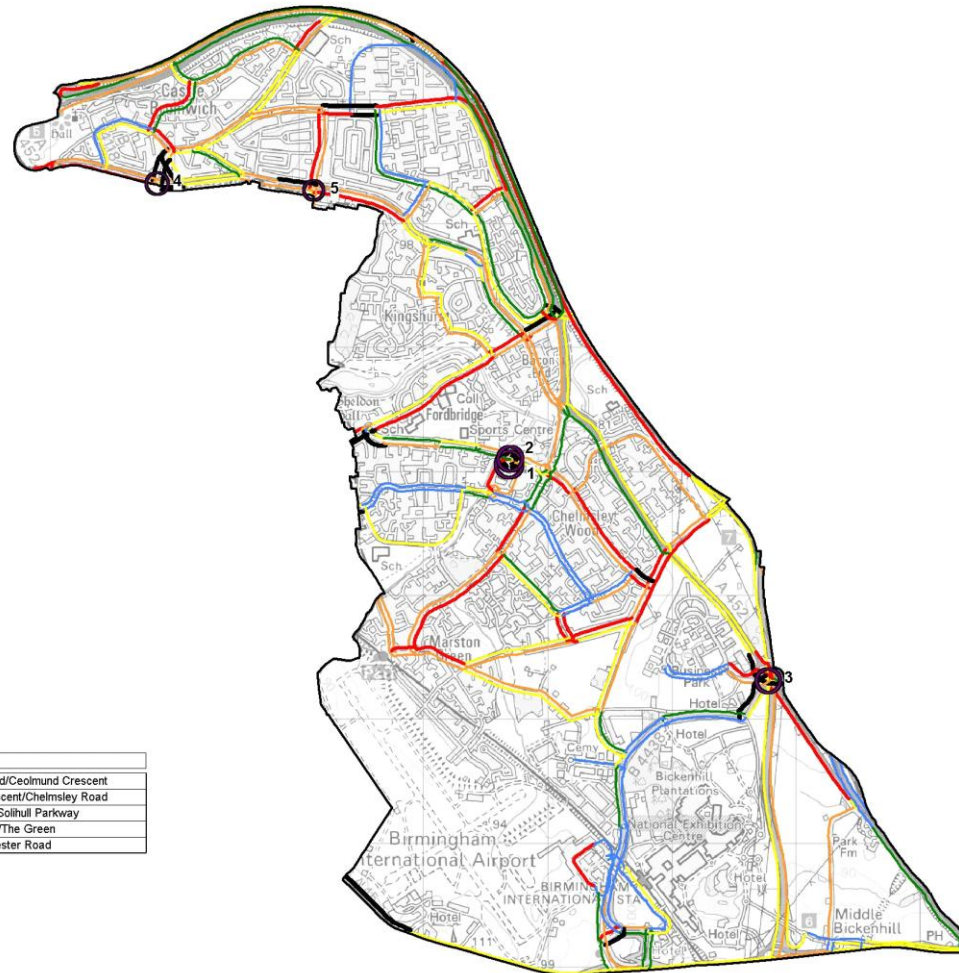


## 2007 AM & PM Combined Congestion Hotspots North Solihull

### Delay per Mile (Seconds)



### Delay at Worst 5 Junctions



### Worst 5 Junctions (Delay in seconds)

ID	Delay	Junction
1	343.628	Chelmsley Road/Ceolmund Crescent
2	311.709	Ceolmund Crescent/Chelmsley Road
3	281.926	Chester Road/Solihull Parkway
4	244.624	Old Croft Lane/The Green
5	197.008	Hurst Lane/Chester Road



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### **South Solihull Urban Area**

4.140 In the AM and PM peaks combined, the worst 5 junctions in terms of congestion in the South Solihull urban area are:

	Junction	Delay (in seconds)	Settlement
1	Princes Way / Homer Road	755.919	Solihull
2	Streetsbrook Road / Lode Lane	655.357	Solihull
3	Solihull By-pass / Yew Tree Lane	629.977	Solihull
4	Warwick Road / St Margaret's Road	615.811	Olton
5	Warwick Road / Lode Lane	470.905	Solihull

4.141 These are the most congested junctions in the South Solihull urban area. However, junctions 1 – 4 are also the 4 most congested junctions in the whole Borough with the Warwick Road / Lode Lane junction being the sixth most congested junction in the Borough.

4.142 In addition to these junctions, the other links in the South Solihull urban area that suffer the most significant delays include:

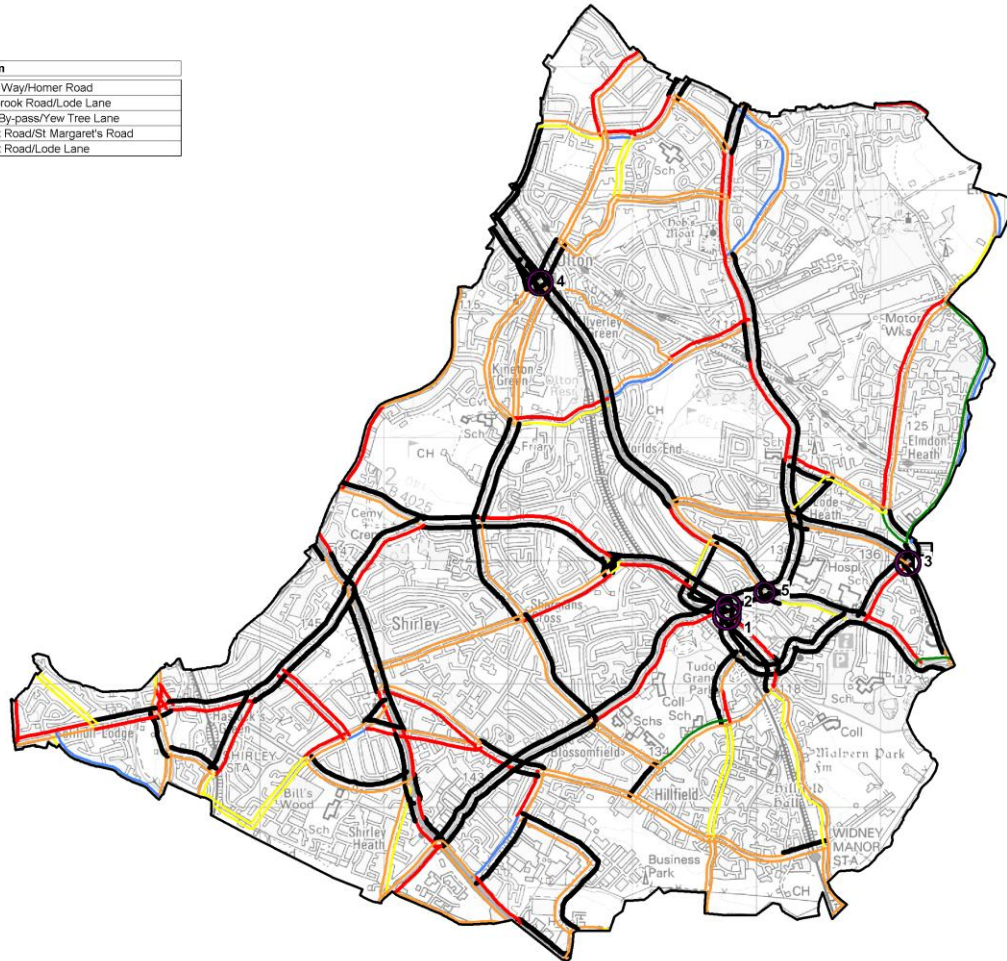
- The majority of routes in and around the town centre, including Monkspath Hall Road
- Blossomfield Road in Solihull
- Much of Warwick Road in Solihull and Olton;
- Hobs Moat Road around the junction with the A45 in Elmdon / Lyndon
- Lyndon Road around the junction with the A42 in Elmdon / Lyndon
- Lode Lane in Solihull and Elmdon / Lyndon
- St Bernards Road in Olton
- Streetsbrook Road in Solihull and on the Olton / Shirley border
- Danford Lane and Prospect Lane on Solihull / Shirley settlement border
- Olton Road in Shirley
- A34 Stratford Road in Shirley
- Haslucks Green Road and Colebrook Road around the railway station in Shirley
- Marshall Lake Road in Shirley

4.143 The map overleaf highlights the location of the congestion hotspots and identifies the delays along key links.

## 2007 AM & PM Combined Congestion Hotspots Central Solihull

### Worst 5 Junctions (Delay in seconds)

ID	Delay	Junction
1	755.919	Prince's Way/Homer Road
2	655.357	Streetsbrook Road/Lode Lane
3	629.977	Solihull By-pass/Yew Tree Lane
4	615.811	Warwick Road/St Margaret's Road
5	470.905	Warwick Road/Lode Lane



### Delay per Mile (Seconds)



### Delay at Worst 5 Junctions



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### **Solihull's Rural South and East**

4.144 In the AM and PM peaks combined, the worst 5 junctions in terms of congestion in Solihull's rural south and east:

	Junction	Delay (in seconds)	Settlement
1	Station Road / Station Approach	515.444	Dorridge
2	Coventry Road / Terminal Road	376.333	Not within a defined settlement for the purposes of this study
3	Kenilworth Road / Station Road	360.929	Balsall Common
4	Warwick Road / Lodge Road	332.295	Knowle
5	Kenilworth Road / Alder Lane	308.655	Balsall Common

4.145 Although these are the 5 most congested junctions in Solihull's rural south and east, only two are amongst the 10 worst junctions in the Borough. These are the Station Road / Station approach junction in Dorridge, which is the fifth most congested junction in the Borough as a whole, and the Kenilworth Road / Station Road junction in Balsall Common, which is the ninth most congested junction in the Borough.

4.146 In addition to these junctions, the other links in the South Solihull urban area that suffer the most significant delays include:

- The A3400 Stratford Road through Hockley Heath
- Spring Lane in Hockley Heath
- Mill Lane in Bentley Heath and Dorridge
- Widney Road in Bentley Heath and the Knowle / Dorridge Boundary
- The A452 Kenilworth Road through Balsall Common
- Alder Lane in Balsall Common
- Station Road in Balsall Common
- Leys Lane in Meriden

4.147 The map overleaf highlights the location of the congestion hotspots and identifies the delays along key links.

## 2007 AM & PM Combined Congestion Hotspots Rural Solihull

### Delay per Mile (Seconds)

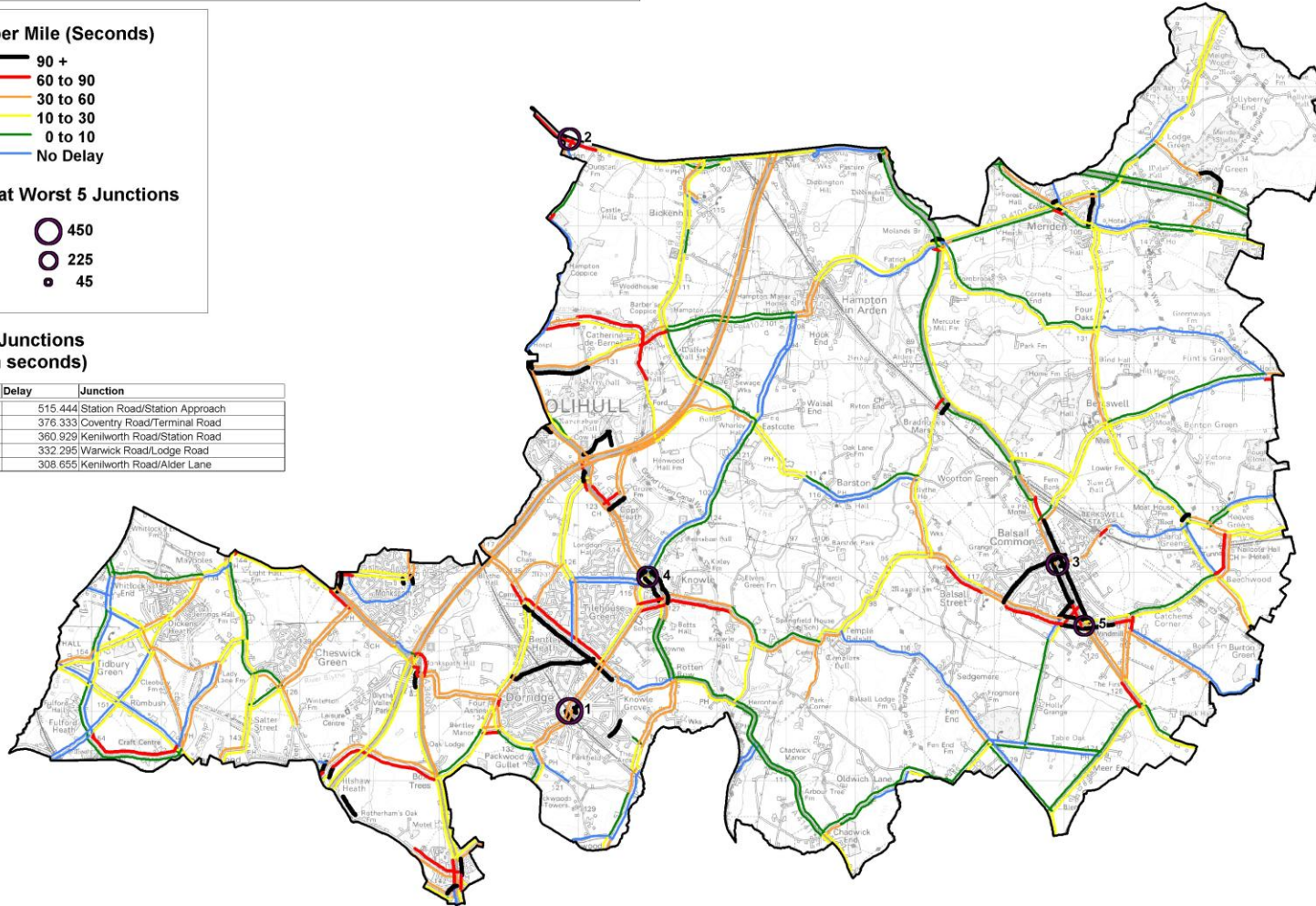


### Delay at Worst 5 Junctions



### Worst 5 Junctions (Delay in seconds)

ID	Delay	Junction
1	515.444	Station Road/Station Approach
2	376.333	Coventry Road/Terminal Road
3	360.929	Kenilworth Road/Station Road
4	332.295	Warwick Road/Lodge Road
5	308.655	Kenilworth Road/Alder Lane



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## Overview

- 4.148 The most congested links in the Borough occur in the south Solihull urban area. In 2007 this area contained 7 out of the 10 most congested junctions in the whole Borough. It also has the largest number of links which suffer the most significant delays. Solihull's rural south and east has a small number of congestion hotspots in Dorridge, Knowle and Balsall Common. In the north Solihull urban area there are very few areas of congestion or significant link delays.

## **Public Transport**

- 4.149 The availability and frequency of public transport is an important element in helping to reduce reliance on the private car. It meets a need for those without access to a car and provides choice for those with access to a car.
- 4.150 For the purposes of this study the settlements have been categorised into how well they are served by public transport. The categories and definitions of public transport provision is summarised in the table 13 below.

**Table 13 - Public Transport Classification**

<b>Category</b>	<b>Definition</b>
Very well served by public transport	4 or more buses per hour to a main centre all day, including an evening service of at least 2 or more buses per hour <u>and</u> a railway station.
Well served by public transport	4 or more buses to a main centre all day including an evening service of at least 2 or more buses per hour. No railway station.  <u>Or:</u> 3 or more buses in the peak periods to a main centre, at least 2 buses per hour to a main centre during the day, at least 1 hourly evening service to a main centre <u>and</u> a railway station.
Adequately served by public transport	3 or more buses per hour in the peak periods to a main centre, at least 2 buses per hour to a main centre during the day and at least 1 hourly evening service to a main centre. No railway station.  <u>Or:</u> 2 or more buses per hour to a main centre in the peak periods, at least 1 bus per hour to a main centre during the day, at least 1 hourly evening service or a railway station (instead of an evening service).
Poorly served by public transport	1 or more bus per hour to a main centre in the peak periods, at least 1 bus per hour to a main centre during the day, at least 1 hourly evening service. No railway station.
Very poorly served by public	At least 1 bus per hour to a main centre in the peak periods, at least 1 bus per hour to

transport	a main centre during the day. No evening service. No railway station.
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### **North Solihull Urban Area**

- 4.151 In accordance with the definitions in table 13 above, all settlements in the North Solihull urban area are either very well served or well served by public transport.

<b>Category</b>	<b>Settlement</b>
Very well served by public transport	<ul style="list-style-type: none"> <li>• Marston Green</li> </ul>
Well served by public transport	<ul style="list-style-type: none"> <li>• Chelmsley Wood</li> <li>• Fordbridge</li> <li>• Kingshurst</li> <li>• Smiths Wood</li> <li>• Castle Bromwich</li> </ul>
Adequately served by public transport	-
Poorly served by public transport	-
Very poorly served by public transport	-

- 4.152 Marston Green has been categorised as being very well served by public transport as there are frequent services throughout the day and evening to Birmingham and Solihull, as well as a railway station providing regular services to Birmingham and Coventry throughout the day and evening. Marston Green Station has also seen an 11% increase in usage between 2004 and 2008.
- 4.153 Other settlements in North Solihull are well served by public transport as they have regular services throughout the day and evening to Birmingham and Solihull.

### **South Solihull Urban Area**

- 4.154 In accordance with the definitions in table 13 above, all settlements in the South Solihull urban area are either very well served or well served by public transport.

<b>Category</b>	<b>Settlement</b>
Very well served by public transport	<ul style="list-style-type: none"> <li>• Solihull</li> <li>• Shirley</li> <li>• Olton</li> </ul>
Well served by public transport	<ul style="list-style-type: none"> <li>• Elmdon / Lyndon</li> <li>• Monkspath</li> </ul>
Adequately served by public transport	-
Poorly served by public transport	-
Very poorly served by public transport	-

- 4.155 Three out of the 5 settlements in the South Solihull urban area are very well served by public transport as they have very frequent bus services to main centres, together with a railway station.
- 4.156 Between 2004 and 2008 Olton and Widney Manor railway stations have seen a 13% and 10% increase in usage respectively. Solihull railway station has seen a 31% increase in usage over the same period.

**Solihull's Rural South and East**

<b>Category</b>	<b>Settlement</b>
Very well served by public transport	-
Well served by public transport	<ul style="list-style-type: none"> <li>• Dorridge</li> </ul>
Adequately served by public transport	<ul style="list-style-type: none"> <li>• Knowle</li> <li>• Bentley Heath</li> <li>• Balsall Common</li> <li>• Cheswick Green</li> <li>• Meriden</li> <li>• Hampton-in-Arden</li> <li>• Hockley Heath</li> </ul>
Poorly served by public transport	<ul style="list-style-type: none"> <li>• Dickens Heath</li> </ul>
Very poorly served by public transport	<ul style="list-style-type: none"> <li>• Tidbury Green</li> <li>• Catherine-de-Barnes</li> </ul>

- 4.157 In Solihull's rural south and east no settlement is very well served by public transport and Dorridge is the only settlement that is classed as being well served by public transport. The majority of settlements are adequately served by public transport in that they provide at least 2 buses per hour to a main centre throughout the day or have a railway station with frequent access to a centre. Dickens Heath, Tidbury Green and Catherine-de-Barnes are poorly or very poorly served by public transport, although Dickens Heath has potential to tap into proposed improvements at Whitlocks End railway station, a short distance away.
- 4.158 In the rural settlements between 2004 and 2008 Berkswell station in Balsall Common has seen a 9% increase in usage, Hampton-in Arden railway station has seen a 10% increase in usage, Dorridge has seen an 11% increase in usage and Whitlocks End has seen a 65% increase in usage.

**Overview**

- 4.159 All settlements within the north Solihull urban area and the south Solihull urban are very well served or well served by public transport. These areas are densely populated and have the critical mass of development to make bus services viable, unlike more rural settlements. Of the rural settlements, Dorridge is the most well served by public transport, having frequent train services to Solihull, Birmingham, Warwick and Leamington as well as bus services to Solihull town centre throughout the day. Tidbury Green and Catherine-de-Barnes are the most poorly served by public transport.
- 4.160 However, it must also be acknowledged that this is an overall picture. For example bus services often run along main road corridors, rather than in core residential areas. Therefore, settlements that have been classed as being very well served or well served by public transport may have pockets that are not particularly well served by public transport. This must be considered when assessing the overall public transport accessibility of the settlement.



## ***Natural, Historic and Environmental Constraints***

- 4.161 This section will examine the natural and historic environments of settlements, looking at constraints such as Green Belt, Conservation Areas and listed buildings, SINC and pSINC, SSSIs and flood zones.

### **North Solihull Urban Area**

#### ***Green Belt***

- 4.162 With the exception of Castle Bromwich, all settlements in the north Solihull urban area include areas of Green Belt. Therefore, in accordance with Green Belt policy, development in these areas will be restricted and very special circumstances will need to be demonstrated as to why certain development should be permitted.

#### ***Built Heritage***

- 4.163 Of the settlements in the north Solihull urban area, Castle Bromwich has the most distinguished built heritage and historic environment. The Castle Bromwich Conservation Area includes the Grade 1 Listed Castle Bromwich Hall, a Jacobean style seventeenth century mansion as well as many other buildings of architectural or historic interest.
- 4.164 None of the other settlements in the north Solihull urban area include Conservation Areas. In addition, there are very few listed or locally listed buildings in the area, particularly within the settlements making up the north Solihull regeneration zone. However, Kingshurst does include one of only a small number of Ancient Monuments in the Borough.

#### ***Nature Conservation Designations***

- 4.165 Settlements making up the north Solihull regeneration zone include a number of nature conservation designations. Babbs Mill Lake and Yorks Wood are both SINC in Kingshurst, Chelmsley Wood settlement includes Alcott Wood SINC and Chelmsley Wood SINC, and Smiths Wood in Smiths Wood is also a SINC. There are also a number of pSINC including Kingshurst Brook and Low Brook which run through Chelmsley Wood, Fordbridge and Marston Green settlements. Castle Bromwich also includes SINC and pSINC within, or partly within the Conservation Area. There are no SSSIs within the north Solihull urban area.

#### ***Flooding***

- 4.166 Of all the settlements in the north Solihull urban area, only Castle Bromwich and Smiths Wood settlements include no areas that are within or near to a flood zone. Parts of Marston Green are within the flood zone and flooding is a potential issue for some areas of Chelmsley Wood, Fordbridge, Kingshurst.
- 4.167 These constraints are identified on the plans in the respective settlement profiles in Appendices 4 – 9.

### **South Solihull Urban Area**

#### ***Green Belt***

- 4.168 Solihull, Elmdon/Lyndon, Monkspath and Shirley have boundaries with the Green Belt which will constrain any further expansion of these settlements. Solihull, Elmdon/Lyndon and Monkspath also have areas of Green Belt within them. The only settlement in the south Solihull urban area that is not constrained by Green Belt is Olton.

#### ***Built Heritage***

- 4.169 The south Solihull urban area has a distinguished built heritage and historic environment, particularly Solihull itself and Olton. The settlement of Solihull includes 5 Conservation Areas, numerous listed and locally listed buildings. Olton also includes the largest Conservation Area in the Borough. All in the south Solihull urban area contain listed and locally listed buildings.

#### ***Nature Conservation Designations***

- 4.170 Within the settlements of the south Solihull urban area there 2 SSSIs; one in Solihull settlement and one in Monkspath. All other settlements include SINC and / or pSINC
- 4.171 However, of the settlements in the south Solihull urban area, Olton is probably the least constrained by nature conservation designations.

#### ***Flooding***

- 4.172 All the settlements in the south Solihull urban area include areas that are within the flood zone.
- 4.173 These constraints are identified on the plans in the respective settlement profiles in Appendices 10 – 14.

### **Solihull's Rural South and East**

#### ***Green Belt***

- 4.174 All settlements in Solihull's rural south and east are bounded by the Green Belt, thereby constraining any further expansion of these settlements. Furthermore, unlike the other settlements in Solihull's rural south and east, which are inset in the Green Belt, Tidbury Green and Cheswick Green are 'washed over' by the Green Belt, meaning that any further development within these settlements is also severely restricted.

#### ***Built Heritage***

- 4.175 There are certain settlements within Solihull's rural south and east that have a more distinguished built heritage and historic environment than others. They include Knowle, Dorridge, Hampton in Arden and Meriden. All these settlements have at least one Conservation Area as well as a number of listed and locally listed buildings.
- 4.176 Some settlements such as Cheswick Green and Bentley Heath have no Conservation Areas or listed buildings, but have a small number of locally listed buildings. Bentley Heath also has one of a small number of ancient monuments in the Borough.
- 4.177 Catherine-de-Barnes, Dickens Heath and Tidbury Green have no Conservation Areas, listed buildings, locally listed buildings or ancient monuments.

#### ***Nature Conservation Designations***

- 4.178 The River Blythe, which is a SSSI flows through the settlement of Cheswick Green and lies within close proximity to Hampton-in-Arden. Many other settlements have a number of nature conservation designations including SINC and pSINC.

There are no nature conservation designations within Knowle, although there are a number of SINC and pSINC located outside the settlement boundary along its eastern edge. However, of all the rural settlements, Bentley Heath is probably the least constrained in terms of nature conservation designations.

#### ***Flooding***

- 4.179 Settlements which have areas within a flood zone include Cheswick Green and Tidbury Green, as well as a small part of the extreme eastern edge of Hampton-in-

Arden. The area around Berkswell Railway station immediately adjacent to the settlement of Balsall Common is also identified as being within a flood zone.

- 4.180 Settlements which have no areas within or adjacent to a flood zone include: Bentley Heath, Catherine-de-Barnes, Dickens Heath, Dorridge, Hockley Heath, Knowle and Meriden.
- 4.181 These constraints are identified on the plans in the respective settlement profiles in Appendices 15 – 25.

## 5 Conclusions

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### *Limitations*

- 5.1 Before drawing conclusions, it is important to outline main limitations that should be recognised when interpreting the findings of this study. It should first be acknowledged that this study of the Borough's settlements will only help to inform the decision making process. Other evidence is available and will be used alongside this study to support policy choices.
- 5.2 The settlement boundaries that have been used for this study have been applied purely as a means of comprehensively gathering statistical and other information in a form that allows comparisons between settlements to be made. They do not and will not represent actual settlement boundaries for planning purposes.
- 5.3 Furthermore, it is also important to recognise that the settlements in the north and south urban areas of the Borough are very much interdependent and are physically, economically and socially linked. Residents in one settlement will most likely utilise the services and facilities in adjacent settlements, as physical settlement boundaries do not exist on the ground.
- 5.4 With regard to the collection of quantitative data, much of the information is taken from the 2001 census, which although up to 10 years old, is still the most reliable and widely recognised source of data available. Moreover, using census data will enable this study to be easily updated when future census statistics are available.
- 5.5 It is also important to recognise that details on the range and scale of local services and facilities in settlements reflects what was present at the time the surveys and monitoring work were undertaken. Since the data was collected, there may have been changes that are not reflected in this study.
- 5.6 In addition, for the purposes of this study, services and facilities have been divided into 'essential' and 'other' facilities. Essential facilities are those which are considered to be most important to provide for most residents' everyday needs. However, personal circumstances will also dictate what is important to meet everyday needs, and what is considered essential to some residents, may not be considered essential to others and vice versa.
- 5.7 With regard to the provision of public transport, it is important to recognise that although a settlement may have been classed as being very well served by public transport, this is unlikely to apply to all areas of the settlement. There will be areas within the settlement that are not located near to a bus route and such areas would not be very well served by public transport. More detailed work on this will need to be undertaken when final policy decisions are to be made. However, other evidence base work, such as accessibility planning, will help to inform the decision making process.
- 5.8 Overall, it is important to recognise that the information collected for this study can only represent a snapshot in time and it is acknowledged that service provision, accessibility and public transport provision may increase or decrease over time.

### *Conclusions*

- 5.9 Overall, settlements within the north and south Solihull urban areas are more sustainable than rural settlements. They have a far greater range and scale of services and facilities and are much better served by public transport. Furthermore, the individual 'settlements' are part of a wider urban area which means that residents

do not need to travel great distances to access the services and facilities that may not be available to them in their own 'settlement'.

- 5.10 Rural settlements are more standalone and have a much smaller range of local services and facilities compared to the urban area. The need to travel is therefore much greater when services and facilities are unavailable in settlements.
- 5.11 As most rural settlements are not particularly well served by public transport, travel by car is likely to be the mode of choice for accessing the services and facilities that are not available in settlements. It is therefore important to improve and maintain a level of essential services and facilities in rural areas to help reduce the need to travel.
- 5.12 All settlements include a number of constraints that need to be taken into account when considering the area's ability to accommodate further growth and development. In the south Solihull urban area a number of settlements are bounded by Green Belt which will restrict any further expansion. Similarly, all settlements in Solihull's rural south and east are bounded by Green Belt which will also restrict their further expansion. In the north Solihull urban area all settlements with the exception of Castle Bromwich include areas of Green Belt within them.
- 5.13 With regard to built heritage and the historic environment, the settlements in the south Solihull urban area are considerably more constrained than settlements in the north Solihull urban area. The rural areas that are most constrained include Knowle, Dorridge, Hampton-in-Arden and Meriden, which have a more distinguished built heritage and historic environment than some other rural settlements.
- 5.14 All settlements include some nature conservation designations which need to be considered when making decisions about where to locate new development. Similarly, development in settlements that include or are near to flood zones will need to be carefully considered.
- 5.15 Congestion is a particular issue in the south Solihull urban area, particularly around Solihull town centre. However, although there are some links that suffer delays in the north Solihull urban area and the rural settlements, congestion is not a significant issue for these areas overall.
- 5.16 In the rural settlements, the provision of affordable housing is a particular issue. Overall, the number of households living in shared ownership properties or renting from RSLs is much lower in rural settlements than in settlements in the urban area.
- 5.17 The socio-economic and demographic data for each settlement, as obtained from the 2001 census is important baseline information that should be used to help inform the policy making process at the local level. For example, settlements with a higher proportion of young or old people should be planned to ensure that the needs of these groups are appropriately considered.

# Appendices

**Appendix 1 –Solihull Characterisation Study (see separate document)**

## Appendix 2: Data Sources

Data Type	Source	Date Collected
<b>Demographic</b>		
Settlement Size	Internal data from Solihull GIS	2009
Population 2001	2001 Census Key Statistics – www.statistics.gov.uk	2001
Population 2009	Solihull MBC estimate based on monitoring of completed residential development between 2001 and 2009.	2009
Age Structure	2001 Census Key Statistics – www.statistics.gov.uk	2001
Ethnicity	2001 Census Key Statistics - www.statistics.gov.uk	2001
<b>Employment and Economy</b>		
Economic Activity	2001 Census Key Statistics - www.statistics.gov.uk	2001
Economic Inactivity	2001 Census Key Statistics - www.statistics.gov.uk	2001
Employment Type	2001 Census Key Statistics - www.statistics.gov.uk	2001
<b>Housing</b>		
Dwelling Numbers and Type 2001	2001 Census Key Statistics - www.statistics.gov.uk	2001
Dwelling Number and Type 2009	Internal data from Solihull House Monitoring	2009
Tenure 2001	2001 Census Key Statistics - www.statistics.gov.uk	2001
Tenure 2009	Internal data from Solihull House Monitoring	2009
Deprivation	Indices of Multiple Deprivation – www.communities.gov.uk	2007
<b>Local Services and Facilities</b>		
Banks / Building Societies	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
ATMs	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Accountants	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Solicitors	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Estate Agents	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Surveyors	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Job Centres / Employment Agencies	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009



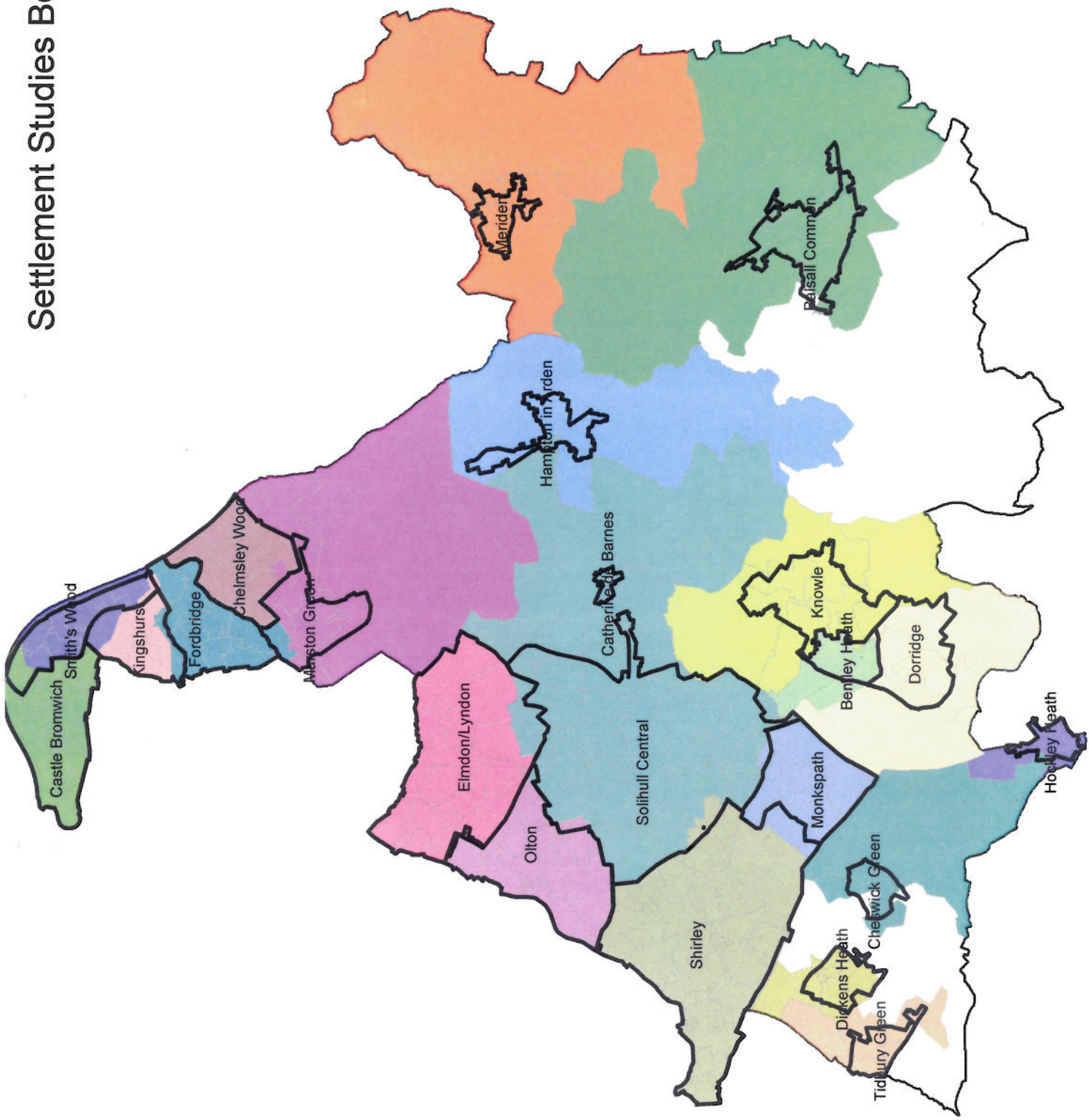
<b>Data Type</b>	<b>Source</b>	<b>Date Collected</b>
Travel Agents	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Supermarket / Convenience Stores	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Other Local Food Shop	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Hairdressers	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Beauty	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Petrol Stations	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Cafes and Coffee Shops	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Public Houses	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Take-aways	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Off-licenses	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Car repair garages	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Other Convenience Shops / Services	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Specialist Shops	Surveys, Solihull shops monitoring, www.yell.co.uk	2008 and 2009
Nurseries and Pre-schools	Solihull MBC, www.yell.co.uk	2008 and 2009
Primary Schools	Solihull MBC	2009
Secondary Schools	Solihull MBC	2009
Further / Higher education	Solihull MBC, www.yell.co.uk	2009
Other schools / educational facilities	Solihull MBC, surveys, www.yell.co.uk	2009
Doctors	Surveys, www.nhs.uk	2009
Dentist	Surveys, www.nhs.uk	2009
Pharmacy	Surveys, www.nhs.uk	2009
NHS Hospital	Surveys, www.nhs.uk	2009
Private Hospital	Surveys, www.nhs.uk	2009
Clinics	Surveys, www.nhs.uk	2009
Other health facilities (e.g. Chiropodist, Chiropractor)	Surveys, www.nhs.uk	2009

<b>Data Type</b>	<b>Source</b>	<b>Date Collected</b>
Eye Care / Opticians	Surveys, Solihull shops monitoring, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Family Centres	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Residential Care	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Day Centres	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Hospices	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Library / Mobile Library	Surveys, Solihull MBC,	2009
Community / Youth Centre	Surveys, <a href="http://www.solihull.gov.uk">www.solihull.gov.uk</a>	2008 and 2009
Church and Village halls	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Play areas equipped	Solihull MBC	2009
Areas with skate / youth / other outdoor leisure facilities (public access)	Solihull MBC	2009
Areas with Sports Pitches (public access)	Solihull MBC	2009
Sport and Leisure Facilities (Leisure centres/ swimming pools / sports halls /ice rink / gyms / dance studios / private sports facilities)	Surveys, Solihull MBC, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Principal Parks	Solihull MBC	2009
Other parks / recreation ground	Solihull MBC	2009
Places of Worship	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Restaurant	Surveys, Solihull shops monitoring, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Cinema	Surveys, Solihull shops monitoring, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Theatre	Surveys, Solihull shops monitoring, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Museum	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Art Gallery	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Police Stations	Surveys, <a href="http://www.west-midlands.police.uk">www.west-midlands.police.uk</a>	2008 and 2009
Fire Stations	Surveys, <a href="http://www.wmfs.net">www.wmfs.net</a>	2008 and 2009
Ambulance Stations	Surveys, <a href="http://www.nhs.uk">www.nhs.uk</a>	2008 and 2009
Magistrates Courts	Surveys, <a href="http://www.hmcourts-service.gov.uk">www.hmcourts-service.gov.uk</a>	2008 and 2009
Register Offices	Surveys, <a href="http://www.solihull.gov.uk">www.solihull.gov.uk</a>	2008 and 2009
Local government offices / departments and other government departments	Surveys, <a href="http://www.solihull.gov.uk">www.solihull.gov.uk</a>	2008 and 2009

<b>Data Type</b>	<b>Source</b>	<b>Date Collected</b>
Citizens Advice	Surveys, <a href="http://www.solihull.gov.uk">www.solihull.gov.uk</a>	2008 and 2009
Tourist Information Offices	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Hotels / Hostels / Boarding Houses / Camp Sites	Surveys, <a href="http://www.yell.co.uk">www.yell.co.uk</a>	2008 and 2009
Recycling Facilities	<a href="http://www.solihull.gov.uk">www.solihull.gov.uk</a>	2009
<b>Transport</b>		
Car Ownership	2001 Census Key Statistics – <a href="http://www.statistics.gov.uk">www.statistics.gov.uk</a>	2001
Journey to Work	2001 Census - <a href="http://www.statistics.gov.uk">www.statistics.gov.uk</a>	2001
Congestion	Solihull Congestion Monitoring Report (Mott MacDonald)	October 2008
Public Transport	2001 Census Key Statistics – <a href="http://www.statistics.gov.uk">www.statistics.gov.uk</a>	2001
<b>Environment, Nature and Planning Conservation</b>		
Green Belt	Solihull MBC	2009
Built Heritage	Solihull MBC	2009
Nature Conservation Designations	Solihull MBC	2009
Flooding	Solihull MBC Strategic Flood Risk Assessment	Jan 2008

**Appendix 3 –Settlement Study Boundaries**

# Settlement Studies Boundaries



## **Appendices 4 – 25: Individually bound**

## **Appendix 26: Indices of Multiple Deprivation 2007 - Deprivation Domains**

### **Explanation of Deprivation Domains**

#### **Income Deprivation Domain**

The purpose of this domain is to capture the proportion of the population experiencing income deprivation in an area.

- Adults and children in Income Support Households (Source: Department for Work and Pensions (DWP) 2005)
- Adults and children in Income-Based JSA Households (Source: DWP 2005)
- Adults and children in Pension Credit (Guarantee) Households (Source: DWP 2005)
- Adults and children in those Working Tax Credit households where there are children in receipt of Child Tax Credit whose equivalised income (excluding housing benefits) is below 60 per cent of the median before housing costs (Source: HMRC 2005)
- Adults and children in Child Tax Credit Households (who are not eligible for IS, Income-Based JSA, Pension Credit or Working Tax Credit) whose equivalised income (excluding housing benefits) is below 60 per cent of the median before housing costs (Source: HMRC 2005)
- National Asylum Support Service (NASS) supported asylum seekers in England in receipt of subsistence support, accommodation support, or both (Source: NASS 2006)

In addition, an Income Deprivation Affecting Children Index and an Income Deprivation Affecting Older People Index were created. These two indices represent the proportion of children aged 0-15 living in income deprived households and the proportion of older people aged 60 and over living in income deprived households respectively.

#### **Employment Deprivation Domain**

This domain measures employment deprivation conceptualised as involuntary exclusion of the working age population from the labour market.

- Recipients of Jobseekers Allowance (both contribution-based and income based): men aged 18-64 and women aged 18-59 (Source: DWP 2005)
- Recipients of Incapacity Benefit: men aged 18-64 and women aged 18-59 (Source: DWP 2005)
- Recipients of Severe Disablement Allowance: men aged 18-64 and women aged 18-59 (Source: DWP 2005)
- Participants in the New Deal for the 18-24s who are not in receipt of JSA (Source: DWP 2005)
- Participants in the New Deal for 25+ who are not in receipt of JSA (Source: DWP 2005)
- Participants in the New Deal for Lone Parents (after initial interview) (Source: DWP 2005)

#### **Health Deprivation and Disability Domain**

This domain measures rates of poor health, early mortality and disability in an area and covers the entire age range.

- Years of Potential Life Lost (YPLL) (2001 to 2005, Source: ONS)
- Comparative Illness and Disability Ratio (CIDR) (2005, Source: DWP)
- Measures of acute morbidity, derived from Hospital Episode Statistics (2004 to 2005, Source: Department of Health)
- The proportion of adults under 60 suffering from mood or anxiety disorders based on prescribing (2005, Source: Prescribing Pricing Authority), Hospital Episode Statistics (2004 to 2005, Source: Department of Health) and Incapacity Benefit data (2005, Source: DWP)

### **Education, Skills and Training Deprivation Domain**

This domain captures the extent of deprivation in terms of education, skills and training in a local area. The indicators are structured into two sub domains: one relating to education deprivation for children/young people in the area, and one relating to lack of skills and qualifications among a sub-set of the working age adult population.

#### ***Sub Domain: Children/young people***

- Average test score of pupils at Key Stage 2 (2 year weighted average, 2004- 2005, Source: Department for Children, Schools and Families (DCSF))
- Average test score of pupils at Key Stage 3 (2 year weighted average, 2004- 2005, Source: DCSF)
- Best of 8 average capped points score at Key Stage 4 (this includes results of GCSEs, GNVQs and other vocational equivalents) (2 year weighted average, 2004-2005, Source: DCSF)
- Proportion of young people not staying on in school or non-advanced education above the age of 16, Source: HMRC Child Benefit (CB) data
- Secondary school absence rate (2 year average 2004-2005, Source: DCSF)
- Proportion of those aged under 21 not entering higher education (5 year average, 2001-2005, Source: Universities and Colleges Admission Service (UCAS), Higher Education Statistics Agency (HESA))

#### ***Sub Domain: Skills***

- Proportions of working age adults (aged 25-54) in the area with no or low qualifications (Source: 2001 Census)

### **Barriers to Housing and Services Domain**

The purpose of this domain is to measure barriers to housing and key local services. The indicators are structured into two sub-domains: 'geographical barriers', and 'wider barriers' which includes issues relating to access to housing, such as affordability.

#### ***Sub Domain: Wider Barriers***

- Household overcrowding (Source: 2001 Census)
- LA level percentage of households for whom a decision on their application for assistance under the homeless provisions of housing legislation has been made, assigned to the constituent SOAs (Source: Communities and Local Government, 2005)
- Difficulty of Access to owner-occupation (Source: modeled estimates produced by Heriot-Watt University, 2005)

#### ***Sub Domain: Geographical Barriers***



- Road distance to a GP surgery (Source: National Administrative Codes Service, 2005)
- Road distance to a general stores or supermarket (Source: MapInfo Ltd, 2005)
- Road distance to a primary school (Source: DCFS, 2004-05)
- Road distance to a Post Office or sub post office (Source: Post Office Ltd, 2005)

### **Crime Domain**

This domain measures the rate of recorded crime for four major crime types, representing the risk of personal and material victimisation at a small area level.

- Burglary (4 recorded crime offence types, Police Force data for April 2004-March 2005, constrained to Crime and Disorder Reduction Partnership (CDRP) level)
- Theft (5 recorded crime offence types, Police Force data for April 2004-March 2005, constrained to CDRP level)
- Criminal damage (10 recorded crime offence types, Police Force data for April 2004-March 2005, constrained to CDRP level)
- Violence (14 recorded crime offence types including Robbery, Police Force data for April 2004-March 2005, constrained to CDRP level).

### **The Living Environment Deprivation Domain**

This domain focuses on deprivation with respect to the characteristics of the living environment. It comprises two sub-domains: the 'indoors' living environment which measures the quality of housing, and the 'outdoors' living environment which contains two measures about air quality and road traffic accidents.

#### ***Sub-Domain: The 'indoors' living environment***

- Social and private housing in poor condition (2003 – 2005 average, Source BRE and Communities and Local Government, modelled EHCS)
- Houses without central heating (Source: 2001 Census)

#### ***Sub-Domain: The 'outdoors' living environment***

- Air quality (2005, Source: Geography Department at Staffordshire University and NAEI modelled at LSOA level)
- Road traffic accidents involving injury to pedestrians and cyclists (2003-2005 average, Source: DfT, STATS19 (Road Accident Data) smoothed to LSOA level)

## Appendix 27: Local Services and Facilities Scoring System

The following tables show how the settlements are scored based on the results of the data collection:

<b>Essential Financial Services: Banks / Building Societies and ATMs</b>	<b>Score</b>
All essential financial and professional services represented with a combined total of 30 or more facilities	10
All essential financial and professional services represented with a combined total of 20 - 29 facilities	9
All essential financial and professional services represented with a combined total of 15 - 19 facilities	8
All essential financial and professional services represented with a combined total of 10 - 14 facilities	7
All essential financial and professional services represented with a combined total of 5 - 9 facilities	6
All essential financial and professional services represented with a combined total of 3 - 4 facilities	5
All essential financial and professional services represented with a combined total of 2 facilities	4
At least 2 Banks / Building Societies represented	3
At least 1 Bank / Building Society represented	2
At least 1 ATM present but no bank or building society	1
No essential financial or professional service represented	0

<b>Other financial and professional services: Accountants, Solicitors, Estate Agents, Surveyors, Job Centres / employment agencies, Travel Agent</b>	<b>Score</b>
All services represented with a combined total of 50+ facilities	10
All services represented with a combined total of 20 – 49 facilities	9
All services represented with a combined total of 10 – 20 facilities	8
All services represented with a combined total of up to 10 facilities	7
At least 6 types of service represented	6
At least 5 types of service represented	5
At least 4 types of service represented	4
At least 3 types of service represented	3
At least 2 types of service represented	2
At least 1 type of service represented	1
No service represented	0

<b>Essential Convenience Services and Facilities: Supermarket / convenience store, other local food shop (e.g. butcher, baker, greengrocer), post office</b>	<b>Score</b>
All essential facilities present with a combined total of 20+ establishments	10
All essential facilities present with a combined total of 10 - 19 establishments	9
All essential facilities present with a combined total of 5 to 9 establishments	8
All essential facilities present with a combined total of up to 4 establishments	7
Settlement includes 5 or more supermarkets / convenience stores and a post office	6
Settlement includes up to 5 supermarkets / convenience stores and a post office	5
Settlement includes more than 5 supermarkets / convenience stores but no post office	4
Settlement includes at least 2 facilities, one of which is a post office	3
Settlement includes at least 2 facilities but no post office	2
Settlement includes at least 1 facility but no post office	1
No facilities present in settlement	0

<b>Other convenience shops / services: Hairdresser, beauty salon, petrol station, cafes and coffee shops, public houses, takeaways, off licences, car repair garages, other convenience shops and services</b>	<b>Score</b>
Settlement includes 4 - 9 different types of other convenience shops / services with a combined total 100+ establishments	10
Settlement includes 4 - 9 different types of other convenience shops / services with a combined total of 50 – 99 establishments	9
Settlement includes 4 - 9 different types of other convenience shops / services with a combined total of 20 – 50 establishments	8
Settlement includes 4 - 9 different types of other convenience shops / services with a combined total of 10 – 20 establishments	7
Settlement includes 4 - 9 different types of other convenience shops/ services with a combined total of 5 – 9 establishments	6
Settlement includes 4 - 9 different types of other convenience shops / services with less than 5 establishments	5
Settlement includes 3 different types of other convenience shops / services with a combined total of 5 or more establishments	4
Settlement includes 3 different types of other convenience shops/ services with a combined total of less than 5 establishments	3
Settlement includes 2 different types of other convenience shops / services	2
Settlement includes 1 type of convenience shops/ service	1
Settlement includes no other convenience shops / services	0

<b>Comparison shops / services</b>	<b>Score</b>
Settlement includes 100+ comparison shops / services	10
Settlement includes 50 – 99 comparison shops / services	8
Settlement includes 20 – 49 comparison shops / services	6
Settlement includes 5 – 19 comparison shops / services	4
Settlement includes less than 5 comparison shops / services	2
Settlement includes no comparison shops / services	0

<b>Essential education facilities: Nurseries / pre-schools, primary schools</b>	<b>Score</b>
Settlement includes all essential facilities with a combined total of 15 or more facilities	10
Settlement includes all essential facilities with a combined total of 10 – 14 facilities	8
Settlement includes all essential facilities with a combined total of 5 – 9 facilities	6
Settlement includes at least 2 primary schools and at least 1 nursery / pre-school	4
Settlement includes at least 1 primary school and / or at least 1 nursery / pre-school	2
Settlement includes no essential facilities	0

<b>Other education facilities: Secondary schools, further / higher education</b>	<b>Score</b>
Settlement includes a secondary school and a further / higher educational establishment	10
Settlement includes a secondary school or further / higher educational establishment	5
Settlement includes no secondary school or higher educational establishment	0

<b>Essential health facilities: Doctors, Dentists, Pharmacies</b>	<b>Score</b>
Settlement includes all essential health facilities with a combined total of 10 or more facilities	10
Settlement includes all essential health facilities with a combined total of 5 – 9 facilities	8
Settlement includes all essential health facilities	6
Settlement includes at least 2 services from doctors, dentist or pharmacy	4
Settlement includes at least 1 service from doctors, dentist or pharmacy	2
Settlement includes no essential health facilities	0

<b>Other health facilities: NHS hospital, private hospital, clinic, other health facilities (e.g. chiropractor, chiropodist), eye care/optician, family centre, residential care, day centres, hospices</b>	<b>Score</b>
Settlement includes 4 – 9 different types of other health facility, including a NHS hospital, with a combined total of 30 or more facilities	10
Settlement includes 4 – 9 different types of other health facility, not including a NHS hospital with a combined total of 30 or more facilities	9
Settlement includes 4 – 9 different types of other health facility with a combined total of 20 – 29 facilities	8
Settlement includes 4 – 9 different types of other health facility with a combined total of 10 – 19 facilities	7
Settlement includes 4 – 9 different types of other health facility with a combined total of 5 – 9 facilities	6
Settlement includes 4 – 9 different types of other health facility with a combined total of less than 5 establishments	5
Settlement includes 3 different types of other health facility with a combined total of 5 or more establishments	4
Settlement includes 3 different types of other health facility with a combined total of less than 5 establishments	3
Settlement includes 2 different types of other health facility	2
Settlement includes 1 type of health facility	1
Settlement includes no other health facility	0

<b>Recreation / Leisure – Essential facilities: Libraries, Community / youth centre, Church and village halls, Equipped play areas, Areas with Skate / youth / other outdoor facilities, Areas with sports pitches (public access or communal use)</b>	<b>Score</b>
All types of recreation / leisure service represented, with a combined total of 10 or more facilities	10
All types of recreation / leisure service represented, with a combined total of less than 10 facilities	9
4 – 6 types of recreation / leisure service represented, with a combined total of 10 or more facilities	8
4 – 6 types of recreation / leisure service represented, with a combined total of less than 10 facilities	7
3 types of recreation / leisure service represented, with a combined total of 5 or more facilities	6
3 types of recreation / leisure service represented, with a combined total of less than 5 facilities	5
2 types of recreation / leisure service represented, with a combined total of 5 or more facilities	4
2 types of recreation / leisure service represented, with a combined total of less than 5 facilities	3
1 type of recreation / leisure service represented, with a combined total of 2 or more facilities	2

1 type of recreation / leisure service represented	1
No recreation / leisure service represented	0

<b>Recreation / Leisure - Other facilities: Sport and leisure facilities (leisure centres, gyms, sports halls, other sports and private clubs etc), Principal parks, Other parks / recreation ground, Places of Worship, Restaurants, Cinemas, Theatres, Museums, Art Galleries</b>	<b>Score</b>
Settlement includes 7 - 9 different leisure facilities	10
Settlement includes 4 – 6 different leisure facilities with a combined total of 30 or more facilities	9
Settlement includes 4 – 6 different facilities with a combined total of 20 - 29 facilities	8
Settlement includes 4 – 6 different facilities with a combined total of 10 – 19 facilities	7
Settlement includes 4 – 6 different facilities with a combined total of less than 10 facilities	6
Settlement includes 3 different facilities with a combined total of 5 or more facilities	5
Settlement includes 3 different facilities with a combined total of less than 5 facilities	4
Settlement includes 2 different facilities with a combined total of 5 or more facilities	3
Settlement includes 2 different facilities with a combined total of less than 5 facilities	2
Settlement includes 1 different facility	1
Settlement includes no other leisure facilities	0

<b>Public Services: Police stations, Fire stations, Ambulance stations, Magistrates courts, Register offices, Local government offices / other government departments, Citizens Advice Bureaus</b>	<b>Score</b>
All services present	10
5 - 6 types public services present	8
3 - 4 types of public services present	6
2 types of public service present	4
1 type of public service present	2
No public services present	0

<b>Tourism: Tourist information centres, hotels / hostels / boarding houses / campsites</b>	<b>Score</b>
All services present	10
Settlement includes 10 or more hotels / hostels / boarding houses / campsites	8
Settlement includes 5 – 9 hotels / hostels / boarding houses / campsites	6
Settlement includes 2 – 4 hotels / hostels / boarding houses / campsites	4

Settlement includes 1 hotel / hostel / boarding house / campsite	2
No facilities present	0

<b>Recycling Facilities</b>	<b>Score</b>
5 or more recycling facilities present	10
4 recycling facilities present	8
3 recycling facilities present	6
2 recycling facilities present	4
1 recycling facility present	2
No recycling facilities present	0