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## **GROUP MEETINGS NOTIFIED**

In the Council House, Birmingham: -

Labour	9.00 am	Committee Room 2
Conservative	9.00 am	HMS Daring Room

## **ANNUAL MEETING OF THE WEST MIDLANDS JOINT COMMITTEE**

**TO BE HELD IN COMMITTEE ROOMS 3 AND 4 IN THE COUNCIL HOUSE,  
BIRMINGHAM ON WEDNESDAY 29 JUNE 2016 AT 10AM**

## **A G E N D A**

**1. ELECTION OF CHAIRMAN**

For the period ending with the Annual Meeting in 2017

**2. ELECTION OF VICE-CHAIRMAN**

For the period ending with the Annual Meeting in 2017

**3. APOLOGIES**

**Attached**

**4. MINUTES**

To confirm the "Public" section of the Minutes of the previous meeting held on 27<sup>th</sup> January 2016.

**Attached**

**5. GOVERNANCE REPORTS OF SECRETARY/LEAD MET.CHIEF  
EXECUTIVES**

A. **Nomination of Members to serve on West Midlands  
Joint Committee 2016/2017 – Report of Secretary WMJC/Chief  
Executive, Birmingham CC**

- B. **West Midlands Police & Crime Panel Membership/Nominations** - Report of Chief Executive, Dudley MBC/Lead CEX, WM Police & Crime Panel.
- C. **Birmingham Airport Holdings Ltd: Board of Directors – District Nominations** – Report of Secretary WMJC/Airport Advisors
- D. **WMJC Nominations and Subscriptions to Other Bodies 2015/16** – Report of Secretary WMJC/ Chief Executive, Birmingham CC - SASIG, West Midlands Arts Trust

Attached

6. **PROPOSED CHANGES TO WMJC CONSTITUTION**

Attached

7. **WEST MIDLANDS JOINT COMMITTEE 2015/16 OUTTURN AND ANNUAL RETURN**

Report of Secretary WMJC/ Chief Executive, Birmingham CC

Attached

8. **COMBINED AUTHORITY UPDATE**

Report of Secretary WMJC/ Chief Executive, Birmingham CC.

Attached

9. **MATTERS OF INTEREST**

A. **West Midlands Fire and Rescue Authority**

To receive and note an update report from the Chair of the WM Fire & Rescue Authority.

B. **Local Aggregate Assessment**

To receive and note an update report on latest Local Aggregate Assessment.

10. **SUGGESTED DATES FOR MEETINGS IN 2017 and 2018**

Options to be agreed.

11. **EXCLUSION OF THE PUBLIC**

**CHAIRMAN TO MOVE:-**

"That in view of the nature of the business to be transacted, which includes the following exempt information, the public be now excluded from the meeting: -

**Title of Report etc**

**Description of  
Exempt Information**

(Part 1, Schedule 12A of the Local Government Act, 1972)

**1. MINUTES**

"Private" Minutes of the meeting held on 27<sup>th</sup> January 2016.

Paragraph 3

**2. BIRMINGHAM AIRPORT – ACTION  
TAKEN BETWEEN MEETINGS**

Paragraph 3

Reports of District Advisers

**3. MUNICIPAL BONDS AGENCY**

Contact Officer:  
Tracey Murray  
WMJC Secretariat  
Birmingham City Council  
Tel: 0121 464 5718  
E-mail: [tracey.murray@birmingham.gov.uk](mailto:tracey.murray@birmingham.gov.uk)

**MINUTES OF THE WEST MIDLANDS JOINT  
COMMITTEE HELD AT THE COUNCIL HOUSE,  
BIRMINGHAM ON WEDNESDAY, 27 JANUARY  
2016**

**PRESENT:-**

**Birmingham**

Councillor J Clancy (Voting Member)

**Coventry**

Councillor A Khan

Councillor John Blundell

**Dudley**

Councillor P Lowe (Voting Member)

**Sandwell**

Councillor D Cooper (Voting Member)

**Solihull**

Councillor R Sleigh (Voting Member)

**Walsall**

Councillors M Bird (Voting Member)

**Wolverhampton**

Councillor R Lawrence (Voting Member)

Councillor W Thompson

**West Midlands Fire and Rescue Authority**

Councillor John Edwards (Chairman)

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**1. APOLOGIES**

2044 Apologies were submitted on behalf of the following: -

Councillor A Lucas – Coventry  
Councillor I Courts – Solihull  
Councillor J Windmill - Solihull  
Councillor P Bilson – Wolverhampton  
Councillor R Alden - Birmingham

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**2. CHANGE TO NOMINATED MEMBERS**

Nominations for new members were received from Birmingham and Coventry City Council.

2045 **RESOLVED:-**

That the nominations of Cllr John Clancy from Birmingham City Council and Cllr Abdul Khan from Coventry City Council be received and noted.

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**3. MINUTES**

2046 The "public" section of the Minutes of the meeting held on 24th June 2015, having been previously circulated, were confirmed as a correct record.

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**4. COORDINATED SERVICES AND SHARED FACILITIES BUDGET 2016/17**

A report of the Secretary/Chief Executive, Birmingham CC was submitted:-

2047 **RESOLVED:-**

- (i) That the West Midlands Joint Committee's 2016/17 Budget and consequential member Authority contributions, as set out in Section 3 and in Appendices A and B of the report be approved.
  - (ii) That the required member Authority contributions for the Joint Data Team (JDT) contract for 2016/17, set out in Section 4 and Appendix C of the report be noted.
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**5. WEST MIDLANDS JOINT COMMITTEE ANNUAL RISK ASSESSMENT**

A report of the Secretary/Chief Executive, Birmingham CC was submitted:-

2048 **RESOLVED:-**

That the content of the Annual Risk Assessment statement and actions taken to mitigate risks as outlined at appendix 1 of the report be approved.

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**6. COMBINED AUTHORITY**

A verbal update from the Secretary/Chief Executive, Birmingham CC was received.

2049

**RESOLVED:-**

That the update be noted.

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**7. BIRMINGHAM AIRPORT HOLDINGS LTD**

A report of Birmingham CC and Dudley MBC District Advisers was submitted:-

2050

**RESOLVED:-**

That the action taken under Section 5.4 of the Districts' Side Agreement as set out in paragraphs 3 and 4 of the report be noted.

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**8. DATE OF NEXT MEETING**

The date of the next meeting notified as Wednesday 29<sup>th</sup> June 2016.

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## WEST MIDLANDS JOINT COMMITTEE – 29 JUNE 2016

Report of Secretary**NOMINATION OF MEMBERS TO SERVE ON  
WEST MIDLANDS JOINT COMMITTEE 2016/2017**

For the information of the Committee, I set out below the nominations which have been received from the West Midlands District Councils for service on the West Midlands Joint Committee for 2016/2017.

**BIRMINGHAM CITY COUNCIL**

Councillor	J Clancy	(L) (Voting)
"	I Ward	(L)
"	R Alden	(C)

**SOLIHULL MBC**

Councillor	R Sleigh	(C) (Voting)
"	I Courts	(C)
"	J Windmill	(LD)

**COVENTRY CITY COUNCIL**

Councillor	G Duggins	(L) (Voting)
	A Salam Khan	(L)
	J Blundell	(C)

**WALSALL MBC**

Councillor	S Coughlan	(L) (Voting)
"	M Bird	(C)
"	A Andrew	(C)

**DUDLEY MBC**

Councillor	P Lowe	(L) (Voting)
"	J Foster	(L)
"	P Harley	(C)

**WOLVERHAMPTON CITY COUNCIL**

Councillor	R C Lawrence	(L) (Voting)
"	P Bilson	(L)
"	W Thompson	(C)

**SANDWELL MBC**

Councillor	S Eling	(L) (Voting)
	S Khatun	(L)

**KEY:-**

C = Conservative  
L = Labour  
LD = Liberal Democrat

**RECOMMENDATION**

That the nomination of Members from District Councils for service on the West Midlands Joint Committee for 2016/2017, as set out above be received and noted.

**MARK ROGERS**  
**SECRETARY**

Background documents: Correspondence with District Councils

Contact Officer: Tracey Murray  
Tel: (0121) 464 5718  
e-mail: tracey.murray@birmingham.gov.uk

## **REPORT TO WEST MIDLANDS JOINT COMMITTEE**

**29<sup>th</sup> June 2016**

### **West Midlands Police and Crime Panel Membership**

#### **Introduction**

1. The West Midlands Joint Committee is asked to confirm the elected Member appointments to the West Midlands Police and Crime Panel for 2016/17 as set out below.

#### **Background and Update on Work of the Panel in 2015-16**

2. Established in November 2012 as part of the new governance arrangements for policing, the Panel scrutinises and supports the actions and decisions of the Police and Crime Commissioner (PCC).
3. The Panel has the status of a joint committee of the seven West Midlands district councils, consisting of 12 elected members and 2 independent members. The Chief Executive of Dudley MBC acts as Lead Officer to the Panel on behalf of the authorities. Birmingham City Council is the host authority providing administrative and scrutiny support as well as managing the Panel's complaints policy.
4. As the terms of office of the two independent members came to an end in line with the term of office of the PCC (May 2016), a recruitment exercise was held in March and two independent members will be appointed at the first meeting of the Panel in July.
5. The Panel was chaired by Councillor Darren Cooper (Sandwell MBC) and met six times during 2015/16.
6. Panel meetings have provided Members with the opportunity to question the PCC on a number of community safety and policing issues including the Government plans for police and fire services; the availability of zombie knives, neighbourhood policing and restorative justice.
7. During the year Panel also undertook a number of statutory tasks:
  - On 29 June 2015, the Panel held confirmation hearings for the proposed appointment of the Chief Executive and Chief Finance Officer;
  - On 12 October 2015, the Panel held a confirmation hearing for the proposed appointment of the Chief Constable;
  - In June 2015, the Panel reviewed the PCC's annual report and published its report;
  - In February 2016, the Panel reviewed the policing budget and proposed precept and published its report and recommendations.



8. Throughout the year the Panel has also dealt with complaints submitted about the conduct of the PCC and signposted a number of cases that fell beyond the Panel's remit onto the appropriate body.
9. Building on its scrutiny role, the Panel this year also conducted a short scrutiny inquiry into the community safety funding model whereby the PCC allocates funds to CSPs. A report was published and recommendations made to the PCC in December 2015.

### **Elected Member Appointments 2016/17**

10. The Panel consists of twelve elected members appointed on an annual basis by the Authorities as follows:
  - (a) One Member appointed by each of the following Councils, subject to that appointee being the Elected Mayor in the case of those Councils operating such a system of governance:
 

Birmingham City Council  
Coventry City Council  
Dudley Metropolitan Borough Council  
Sandwell Metropolitan Borough Council  
Solihull Metropolitan Borough Council  
Walsall Metropolitan Borough Council  
Wolverhampton City Council
  - (b) Two further Members to be nominated by Birmingham City Council and appointed by the West Midlands Joint Committee.
  - (c) Two further Members to be jointly nominated by Dudley MBC, Sandwell MBC, Walsall MBC and Wolverhampton City Council (via the Association of Black Country Authorities) and appointed by the West Midlands Joint Committee.
  - (d) One further Member to be jointly nominated by Coventry City Council and Solihull Metropolitan Borough Council and appointed by the West Midlands Joint Committee. Coventry is to nominate for 2016/17.
11. Appointments must be made with a view to ensuring the balanced appointment objective as required under Schedule 6, Section 31 of the Police and Social Responsibility Act 2011 in that it represents all parts of the police area and the political make-up of the local authorities (when taken together).
12. Taking into account the West Midlands 2016 local election results the following political balance will apply to the Panel:

Labour	8
Conservative	4

13. Each district council is responsible for making its own individual appointment each with a named substitute. Appointments to the remaining 5 elected member places (and named substitutes) will be considered by the Joint Committee in line with the tables shown below.

	<b>Local Authority individual appointments (7)</b>	<b>Places for confirmation at this meeting of the West Midlands Joint Committee (5)</b>	<b>Total (12)</b>
<b>Labour (8)</b>	<u>6 places</u> Birmingham (1) Coventry (1) Dudley (1) Sandwell (1) Walsall (1) Wolverhampton (1)	<u>2 places</u> Birmingham (1)  Coventry CC /Solihull MBC (1) to be nominated on an annual rotation basis – (Coventry to nominate 2016/17)	8
<b>Conservative (4)</b>	<u>1 place</u> Solihull MBC (1)	<u>3 places</u> Birmingham (1)  Black Country Councils (2) to be nominated via the Association of Black Country Authorities	4
<b>Total</b>	7	5	12

14. The nominations received to date are set out in Appendix 1. An update will be given at the meeting.

### **Recommendation**

- (a) **That the panel appointment principles for achieving the balanced appointment objectives set out in paragraph 9 - 17 above be considered; and**
- (b) **The Joint Committee confirm the appointment of the 5 additional members to the Panel (with named substitutes) to achieve the balanced appointment objectives.**



Sarah Norman,  
Chief Executive, Dudley MBC  
[sarah.norman@dudley.gov.uk](mailto:sarah.norman@dudley.gov.uk)  
Tel: 01384 815200

## Appendix 1

Local authority appointments (7 places + named substitutes)			
Political Group	District	Member	Named Substitute
Labour	Birmingham	Cllr Fiona Williams	Cllr John O'Shea
Labour	Coventry	Cllr George Duggins	Cllr Pervez Akhtar
Labour	Dudley	Cllr Dave Tyler	Cllr Cathryn Bayton
Labour	Sandwell	Cllr Preet Kaur Gill	Cllr Julie Webb
Conservative	Solihull	Cllr Ken Hawkins	Cllr Mrs Diana Holl-Allen
Labour	Walsall	Cllr Sean Coughlan	Cllr Claire Clews
Labour	Wolverhampton	Cllr Paul Sweet	Cllr Roger Lawrence
Appointments to be confirmed by the West Midlands Joint Committee (5 places + named substitutes)			
Political Group	District	Member	Named Substitute
Labour	Birmingham	<i>To be appointed</i>	<i>To be appointed</i>
Conservative	Birmingham	Cllr Peter Douglas Osborn	Cllr David Barrie
Labour	Coventry	Cllr Abdul Khan	Cllr Sucha Bains
Conservative	ABCA	<i>To be nominated at meeting on 22<sup>nd</sup> June</i>	<i>To be nominated at meeting on 22<sup>nd</sup> June</i>
Conservative	ABCA	<i>To be nominated at meeting on 22<sup>nd</sup> June</i>	<i>To be nominated at meeting on 22<sup>nd</sup> June</i>

WEST MIDLANDS JOINT COMMITTEE – 29TH JUNE 2016

**BIRMINGHAM AIRPORT HOLDINGS LTD: BOARD OF DIRECTORS**

**DISTRICT NOMINATIONS**

**1. Purpose of Report**

- 1.1 To appoint representative Directors to the Board of Birmingham Airport Holdings Limited for a two year term of office.

**2. Background**

- 2.1 The West Midlands Joint Committee is responsible under the terms of the Districts' Side Agreement, for the appointment of the Districts' Directors to the Board of Birmingham Airport Holdings Limited.
- 2.2 Each of the Districts other than Birmingham (which nominates four persons) nominates one person to the Joint Committee for appointment to the Board. Directors need not be Councillors. The Joint Committee is required to observe the wishes of each of the Districts in respect of each appointment and removal, and wherever practicable to appoint Directors for a period of two years.
- 2.3 The current term of office for each of the Districts' Directors expires with today's Annual Meeting of the Committee.

**3. Board Membership until 29 June 2016**

- 3.1 The Directors currently appointed for the term ending 29 June 2016 are as follows:

Councillor T Ali	Lab	- Birmingham
Councillor J Clancy	Lab	- Birmingham
Councillor P Tilsley	Lib Dem	- Birmingham
Paul Dransfield	Officer	- Birmingham
Councillor J McNicholas	Lab	- Coventry
Councillor H Bills	Lab	- Dudley
Councillor R Piper	Lab	- Sandwell
Councillor G E Richards	Con	- Solihull
Councillor M A Bird	Con	- Walsall
Councillor H Banger	Lab	- Wolverhampton

**4      Proposed appointments**

- 4.1      Each of the Districts are requested to nominate Directors to the Joint Committee for appointment to the Board of Birmingham Airport Holdings Ltd in line with Paragraph 2.2 above

**5.      Recommendation**

- 5.1      That the Committee appoints representative Directors to the Board of Birmingham Airport Holdings Limited in accordance with the nominations received from District Councils for the two year term of office expiring with the Annual Meeting of the Committee in June 2018.

**Elaine Peach**  
**District adviser**

**Mohammed Farooq**  
**District Adviser**

## WEST MIDLANDS JOINT COMMITTEE – 29 JUNE 2016

### Report of Secretary

#### WMJC NOMINATIONS AND SUBSCRIPTIONS TO OTHER BODIES 2016/2017

##### **Purpose of Report**

1. This report seeks the Joint Committee's confirmation of the elected Member appointments to two bodies outlined below and in one case to agree an annual subscription for the financial year 2016/17 as outlined in paragraph 6 of this report.

##### **Bodies for Appointment/Subscription renewal**

##### **Strategic Aviation Special Interest Group of the Local Government Association**

##### **Background**

2. The Strategic Aviation Special Interest Group of the LGA (SASIG) works for Local Authorities in a strategic manner on national aviation policy so as to reconcile economic, social and environmental issues in a sustainable way.
3. SASIG's objectives are:
  - to promote the need for long-term, sustainable aviation policies that lead to a reduction in the environmental impact of aviation whilst securing appropriate social and economic benefits;
  - to increase understanding of the local and global impacts of aviation on the environment and communities;
  - to identify and promote the changes needed to move towards sustainable aviation practices within the industry and Government; and
  - to work with other organisations and the Government on the formulation of policy advice.
4. The Joint Committee maintains "block" membership of the Special Interest Group entitling the West Midlands to one voting place, together with a further nomination in an observer capacity. Substitutes can be nominated to attend and officers are permitted to act as substitutes.
5. Member are asked to attend three SASIG meetings a year. Meetings are held at 11am, Local Government House, Smith Square, SW1P 3HZ. The next

scheduled meeting is 8<sup>th</sup> July 2016 and further meetings are to be confirmed but usually take place in November 2016 and March 2017.

### **Subscription/Appointments**

6. The Special Interest Group subscription for 2016/17 is £5,700.
7. At last year's Annual meeting of this Committee, Councillor H Bills (Lab - Dudley) was appointed as voting member and the late Councillor D Cooper (Lab - Sandwell) was appointed as observer member.

### **Recommendations**

- i) **That approval be given to continued membership of the Strategic Aviation Special Interest Group of the Local Government Association for the current Municipal Year at an annual subscription rate of £5,700.**
- ii) **That Councillor..... (Voting member) and Councillor ..... (Observer member) be appointed to serve on the Strategic Aviation Special Interest Group for the period ending with the Annual Meeting of this Committee in 2017.**

### **West Midlands Arts Trust**

#### **Background**

8. The Joint Committee annually appoints two representatives to serve on the Council of West Midlands Arts Trust for a one year term of office. The West Midlands Arts Trust owns the premises at 82 Granville Street, Birmingham which were purchased and refurbished by the former West Midlands County Council, for use by the Arts Council. The West Midlands Arts Trust normally holds a single meeting per year.

#### **Appointments**

9. The Committee is requested to appoint two representatives to serve on this body.
10. The 2015/16 appointees were Councillor P Holbrook (Lab – Birmingham) and Councillor S Trow (Lab- Sandwell).

**Recommendation**

- i) That .....and.....be appointed to serve as the representatives of this Committee on the Arts Council for the period ending with this Committee's Annual Meeting in June 2016.

**MARK ROGERS  
SECRETARY**

Background documents: Correspondence outside bodies.

Contact Officer: Tracey Murray  
Tel: (0121) 464 5718  
e-mail: [tracey.murray@birmingham.gov.uk](mailto:tracey.murray@birmingham.gov.uk)



## WEST MIDLANDS JOINT COMMITTEE – 29 JUNE 2016

### Report of Secretary

#### WMJC NOMINATIONS AND SUBSCRIPTIONS TO OTHER BODIES 2016/2017

##### **Purpose of Report**

1. This report seeks the Joint Committee's confirmation of the elected Member appointments to two bodies outlined below and in one case to agree an annual subscription for the financial year 2016/17 as outlined in paragraph 6 of this report.

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##### **Strategic Aviation Special Interest Group of the Local Government Association**

##### **Background**

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3. SASIG's objectives are:
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  - to identify and promote the changes needed to move towards sustainable aviation practices within the industry and Government; and
  - to work with other organisations and the Government on the formulation of policy advice.
4. The Joint Committee maintains "block" membership of the Special Interest Group entitling the West Midlands to one voting place, together with a further nomination in an observer capacity. Substitutes can be nominated to attend and officers are permitted to act as substitutes.
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scheduled meeting is 8<sup>th</sup> July 2016 and further meetings are to be confirmed but usually take place in November 2016 and March 2017.

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### **Recommendations**

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- ii) **That Councillor..... (Voting member) and Councillor ..... (Observer member) be appointed to serve on the Strategic Aviation Special Interest Group for the period ending with the Annual Meeting of this Committee in 2017.**

### **West Midlands Arts Trust**

#### **Background**

8. The Joint Committee annually appoints two representatives to serve on the Council of West Midlands Arts Trust for a one year term of office. The West Midlands Arts Trust owns the premises at 82 Granville Street, Birmingham which were purchased and refurbished by the former West Midlands County Council, for use by the Arts Council. The West Midlands Arts Trust normally holds a single meeting per year.

#### **Appointments**

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10. The 2015/16 appointees were Councillor P Holbrook (Lab – Birmingham) and Councillor S Trow (Lab- Sandwell).

**Recommendation**

- i) That .....and.....be appointed to serve as the representatives of this Committee on the Arts Council for the period ending with this Committee's Annual Meeting in June 2016.

**MARK ROGERS  
SECRETARY**

Background documents: Correspondence outside bodies.

Contact Officer: Tracey Murray  
Tel: (0121) 464 5718  
e-mail: [tracey.murray@birmingham.gov.uk](mailto:tracey.murray@birmingham.gov.uk)

**PROPOSED CHANGES TO WEST MIDLANDS JOINT COMMITTEE  
CONSTITUTION**

[~~22 June 2016~~<sup>28<sup>th</sup></sup> ~~January 2015~~]

1. (i) The District Councils of the County of West Midlands established on 24 July 1985 a Joint Committee known as the West Midlands Joint Committee ("the Committee") for the purpose of discharging the functions mentioned in the Annex. The Committee was a joint committee for the purposes of Part VI of the Local Government Act 1972 and the provisions of that part applicable to joint committees shall apply to the Committee.
- (ii) This Revised Constitution has been updated to reflect changes as set out in the Localism Act 2011 in relation to strategic planning and cross boundary infrastructure matters which must now be dealt with via the Duty to Cooperate ("the duty").
2. (i) The Committee shall comprise seven voting members, each District Council being entitled to appoint one voting member who shall be a member of the District Council making the appointment. In the event of any voting member of the Committee ceasing to be a member of the District Council which appointed him/her, the District Council shall forthwith appoint another voting member in his/her place. Only a voting member is entitled to be elected as Chair or Vice-Chair of the Committee.
- (ii) Each District Council may appoint two of its members to attend the meeting of the Committee as observer members in addition to the voting member appointed under (i) above. Such observer members may speak at meetings of the Committee but not vote.
- (iii) Each District Council may appoint members of its Council as substitute for the voting members or observer members appointed under (i) or (ii) above to attend meetings of the Committee and its sub-committees in the absence for any reason of the voting members or observer members appointed under (i) or (ii) above and in attending meetings of the Committee and its sub-committees the substitute voting members or observer members shall be treated in all respects as if they were appointed under (i) or (ii) above as the case may be. The Secretary for the Committee shall be informed prior to the commencement of the meeting of the names of substitute members.
- (iv) The Chairman of each Joint Authority appointed in the West Midlands shall be an ex officio member of the Committee. Such ex officio members may speak at meetings of the Committee but not vote.
- (v) The Committee shall, at its Annual Meeting, elect a Chair and Vice-Chair from amongst its voting members. In the event of both being absent from the meeting, the Chair and the Vice-Chair for whatever reason, the Committee shall elect a Chair from amongst the voting members present for that meeting.
- (vi) Four voting members of the Committee shall constitute a quorum. Except as otherwise provided by statute, all questions shall be decided by a majority of the votes of the voting members present, the Chair having the casting vote in addition to his/her vote as a Member of the Committee.
- (vii) The Committee will meet as agreed at AGM but in any event at least quarterly. However, a meeting of the Committee may be convened at any time by the Secretary in consultation with the Chair. A meeting of the Committee must also be convened by the Chair within 28 days of the receipt of a requisition of any two voting members of the Committee addressed to the Secretary to the Committee. All requisitions shall be in writing and no business other than that specified in the requisition shall be transacted at such a meeting.

- (viii) The Committee shall from time to time make such standing orders for the carrying on of the business of the Committee as the Committee shall deem necessary or desirable.
  - (ix) For the avoidance of doubt and subject to there being no changes to the law on this issue, where a District Council is operating executive arrangements pursuant to the Local Government Act 2000 (and any regulations made under it), it will be a matter for the Executive of the District Council to appoint any voting member, observer member or substitute member to the Committee.
3. The Committee shall from time to time appoint such sub-committees to consider and deal with any of the functions of the Committee as may be thought desirable.
  4. The Committee shall employ a Secretary and such other officers as may be deemed necessary for the due conduct of the business of the Committee at such remuneration (if any) and upon such terms as the Committee shall decide. The appointment of Secretary shall be for a term of three years and shall be made at the annual meeting of the Committee in the appropriate year.
  5. (i) The Secretary shall keep proper accounts of the money received and expended by the Committee.  
  
(ii) The Secretary shall apportion the expenses of the Committee between the District Councils in proportion to the population of each district in the County.
  6. This Revised Constitution and, subject as hereinafter mentioned, the functions of the Committee may be amended at any time by the unanimous agreement of the District Councils.
  7. That the relevant Standing Orders for West Midlands Joint Committee are those of Birmingham City Council.
  8. Decision making between meetings is delegated to the Chair, but those decisions are only to be implemented if supported in writing by the signatures of all of the Chief Executives of each of the 7 Districts.

## The Annex

### (Functions of the Joint Committee)

1. To make nominations or appointments as the case may be:-
  - (i) to the 5 balancing places of the West Midlands Police and Crime Panel
  - ~~(ii) to the 5 balancing places of the West Midlands Integrated Transport Authority Joint Overview and Scrutiny Committee.~~
2. In relation to Birmingham Airport, to:-
  - 2.1 (i) determine the exercise of the Districts' powers and rights as shareholders of the Company including the manner in which the Districts' block shareholder vote is to be exercised;
  - (ii) determine the manner in which the block vote is to be cast by any of the Districts' Directors.
  - (iii) determine the exercise of rights and performance of obligations, warranties, indemnities and covenants contained in the Investment Agreement and Taxation Deed relating to the restructuring of the Airport;
  - (iv) appoint and remove the Districts' Directors on the Board and appoint appropriate officers as Districts' Observers to attend Board meetings and support the District Directors.
  - 2.2 The delegation of powers by the Districts to the Joint Committee in clause 2.1 shall be subject to a condition that all resolutions of the Joint Committee or any Sub-Committee appointed by the Joint Committee shall be passed by a majority of the members present who between them represent Districts who hold at least 51% of the Districts' total shareholding.
  - 2.3 The Joint Committee may arrange for the discharge of their functions by a Sub-Committee subject to the same condition set out in clause 2.2.
  - 2.4 The Joint Committee may arrange for the discharge of their functions subject to the condition set out in clause 2.2 by each of the Districts' Chief Executives or anyone authorized by any District to act in the Chief Executive's absence acting in consultation with the Chair or Vice Chair of the Joint Committee.
- ~~3.. To co-ordinate actions on important issues affecting the Districts and to provide a vehicle for communicating these actions, and the needs of Districts, to Government and other influential bodies.~~
4. To consult and co-operate as respects matters affecting the District Councils (including the Duty to Cooperate and as appropriate with each District Council and the Joint Authorities.
- ~~5. To consider, in consultation with and, if appropriate, in partnership with the Joint Authorities, whether they could make better value arrangements for the provision of any services, supplies or works required in connection with the discharge of the functions of the District Councils.~~
- ~~6. To co-ordinate the exercise by the District Councils of the enforcement functions conferred on them by the Weights and Measures Act 1985 (as amended) with a view to securing uniformity in the exercise of those functions throughout the West Midlands and the employment provision or use by those Councils for the purposes of those functions of staff, property and facilities.~~

7. ~~To oversee the work of and payment of the Joint Data Team contract with Mott Macdonald Ltd dated 27 March 2008.~~
8. To receive reports from any partnership
9. ~~To exercise the functions delegated to it by the Agreement between the District Council relating to landfill brokerage dated 9 September 1994.~~

**PROPOSED CHANGES TO WEST MIDLANDS JOINT COMMITTEE  
CONSTITUTION**

[~~22 June 2016~~<sup>28<sup>th</sup> January 2015</sup>]

1. (i) The District Councils of the County of West Midlands established on 24 July 1985 a Joint Committee known as the West Midlands Joint Committee ("the Committee") for the purpose of discharging the functions mentioned in the Annex. The Committee was a joint committee for the purposes of Part VI of the Local Government Act 1972 and the provisions of that part applicable to joint committees shall apply to the Committee.
- (ii) This Revised Constitution has been updated to reflect changes as set out in the Localism Act 2011 in relation to strategic planning and cross boundary infrastructure matters which must now be dealt with via the Duty to Cooperate ("the duty").
2. (i) The Committee shall comprise seven voting members, each District Council being entitled to appoint one voting member who shall be a member of the District Council making the appointment. In the event of any voting member of the Committee ceasing to be a member of the District Council which appointed him/her, the District Council shall forthwith appoint another voting member in his/her place. Only a voting member is entitled to be elected as Chair or Vice-Chair of the Committee.
- (ii) Each District Council may appoint two of its members to attend the meeting of the Committee as observer members in addition to the voting member appointed under (i) above. Such observer members may speak at meetings of the Committee but not vote.
- (iii) Each District Council may appoint members of its Council as substitute for the voting members or observer members appointed under (i) or (ii) above to attend meetings of the Committee and its sub-committees in the absence for any reason of the voting members or observer members appointed under (i) or (ii) above and in attending meetings of the Committee and its sub-committees the substitute voting members or observer members shall be treated in all respects as if they were appointed under (i) or (ii) above as the case may be. The Secretary for the Committee shall be informed prior to the commencement of the meeting of the names of substitute members.
- (iv) The Chairman of each Joint Authority appointed in the West Midlands shall be an ex officio member of the Committee. Such ex officio members may speak at meetings of the Committee but not vote.
- (v) The Committee shall, at its Annual Meeting, elect a Chair and Vice-Chair from amongst its voting members. In the event of both being absent from the meeting, the Chair and the Vice-Chair for whatever reason, the Committee shall elect a Chair from amongst the voting members present for that meeting.
- (vi) Four voting members of the Committee shall constitute a quorum. Except as otherwise provided by statute, all questions shall be decided by a majority of the votes of the voting members present, the Chair having the casting vote in addition to his/her vote as a Member of the Committee.
- (vii) The Committee will meet as agreed at AGM but in any event at least quarterly. However, a meeting of the Committee may be convened at any time by the Secretary in consultation with the Chair. A meeting of the Committee must also be convened by the Chair within 28 days of the receipt of a requisition of any two voting members of the Committee addressed to the Secretary to the Committee. All requisitions shall be in writing and no business other than that specified in the requisition shall be transacted at such a meeting.



- (viii) The Committee shall from time to time make such standing orders for the carrying on of the business of the Committee as the Committee shall deem necessary or desirable.
  - (ix) For the avoidance of doubt and subject to there being no changes to the law on this issue, where a District Council is operating executive arrangements pursuant to the Local Government Act 2000 (and any regulations made under it), it will be a matter for the Executive of the District Council to appoint any voting member, observer member or substitute member to the Committee.
3. The Committee shall from time to time appoint such sub-committees to consider and deal with any of the functions of the Committee as may be thought desirable.
  4. The Committee shall employ a Secretary and such other officers as may be deemed necessary for the due conduct of the business of the Committee at such remuneration (if any) and upon such terms as the Committee shall decide. The appointment of Secretary shall be for a term of three years and shall be made at the annual meeting of the Committee in the appropriate year.
  5. (i) The Secretary shall keep proper accounts of the money received and expended by the Committee.  
  
(ii) The Secretary shall apportion the expenses of the Committee between the District Councils in proportion to the population of each district in the County.
  6. This Revised Constitution and, subject as hereinafter mentioned, the functions of the Committee may be amended at any time by the unanimous agreement of the District Councils.
  7. That the relevant Standing Orders for West Midlands Joint Committee are those of Birmingham City Council.
  8. Decision making between meetings is delegated to the Chair, but those decisions are only to be implemented if supported in writing by the signatures of all of the Chief Executives of each of the 7 Districts.

## The Annex

### (Functions of the Joint Committee)

1. To make nominations or appointments as the case may be:-

(i) to the 5 balancing places of the West Midlands Police and Crime Panel

~~(ii) to the 5 balancing places of the West Midlands Integrated Transport Authority Joint Overview and Scrutiny Committee.~~

2. In relation to Birmingham Airport, to:-

2.1 (i) determine the exercise of the Districts' powers and rights as shareholders of the Company including the manner in which the Districts' block shareholder vote is to be exercised;

(ii) determine the manner in which the block vote is to be cast by any of the Districts' Directors.

(iii) determine the exercise of rights and performance of obligations, warranties, indemnities and covenants contained in the Investment Agreement and Taxation Deed relating to the restructuring of the Airport;

(iv) appoint and remove the Districts' Directors on the Board and appoint appropriate officers as Districts' Observers to attend Board meetings and support the District Directors.

2.2 The delegation of powers by the Districts to the Joint Committee in clause 2.1 shall be subject to a condition that all resolutions of the Joint Committee or any Sub-Committee appointed by the Joint Committee shall be passed by a majority of the members present who between them represent Districts who hold at least 51% of the Districts' total shareholding.

2.3 The Joint Committee may arrange for the discharge of their functions by a Sub-Committee subject to the same condition set out in clause 2.2.

2.4 The Joint Committee may arrange for the discharge of their functions subject to the condition set out in clause 2.2 by each of the Districts' Chief Executives or anyone authorized by any District to act in the Chief Executive's absence acting in consultation with the Chair or Vice Chair of the Joint Committee.

~~3. To co-ordinate actions on important issues affecting the Districts and to provide a vehicle for communicating these actions, and the needs of Districts, to Government and other influential bodies.~~

4. To consult and co-operate as respects matters affecting the District Councils (including the Duty to Cooperate and as appropriate with each District Council and the Joint Authorities.

~~5. To consider, in consultation with and, if appropriate, in partnership with the Joint Authorities, whether they could make better value arrangements for the provision of any services, supplies or works required in connection with the discharge of the functions of the District Councils.~~

~~6. To co-ordinate the exercise by the District Councils of the enforcement functions conferred on them by the Weights and Measures Act 1985 (as amended) with a view to securing uniformity in the exercise of those functions throughout the West Midlands and the employment provision or use by those Councils for the purposes of those functions of staff, property and facilities.~~

7. ~~To oversee the work of and payment of the Joint Data Team contract with Mott Macdonald Ltd dated 27 March 2008.~~
8. To receive reports from any partnership
9. ~~To exercise the functions delegated to it by the Agreement between the District Council relating to landfill brokerage dated 9 September 1994.~~

## **REPORT TO WEST MIDLANDS JOINT COMMITTEE – 29<sup>th</sup> JUNE 2016**

Report from Mark Rogers - Secretary to West Midlands Joint Committee, Chief Executive Birmingham City Council, (on behalf of West Midlands District Treasurers' Group)

### **West Midlands Joint Committee 2015/16 Outturn and Annual Return**

#### **1. Introduction**

- 1.1 The purpose of this report is to present the 2015/16 Outturn for the West Midlands Joint Committee (WMJC).

#### **2. Recommendation**

- 2.1 The Joint Committee is recommended to:
- a) Note the 2015/16 WMJC Outturn as set out in section 3 and Appendix A.
  - b) Approve Appendix B.

#### **3. 2015/16 Outturn**

- 3.1 At its meeting on 27<sup>th</sup> January 2016, the WMJC received a report on the Co-ordinated Services and Shared Facilities Budget 2015/16 which included a forecast of the 2015/16 Outturn for the WMJC budget. Appendix A of this report compares the actual outturn for 2015/16 with the forecast Outturn reported in January.
- 3.2 The forecast Outturn in January, taking into account surplus balances brought forward from 2014/15, was for a net surplus Outturn balance of £74,157 for 2015/16. Appendix A shows that the actual Outturn is a net surplus balance of £75,293 and the variations are mainly due to a lower charge for Aeronautical advice.

#### **4. Annual Return**

- 4.1 From 1 April 2015, implementation of the Local Audit and Accountability Act 2014 will mean that joint committees will no longer be required to have their accounts separately prepared and audited. The financial results of joint committees are reported in the accounts of constituent bodies, so there will be no need for a separate audit appointment to joint committees.

**MARK ROGERS  
SECRETARY TO WEST MIDLANDS  
JOINT COMMITTEE, CHIEF  
EXECUTIVE, BIRMINGHAM CITY  
COUNCIL**

**West Midlands Joint Committee 2015/16 Actual Outturn**

ITEM 7

APPENDIX A

**(compared to Forecast Outturn for 2015/16 reported to the Committee on 27th January 2015)**

		2015/16		
		Forecast Outturn £	Actual Outturn £	Variation £
<b>BALANCES BROUGHT FWD</b>				
	<b>Total</b>	<b>(35,967)</b>	<b>(35,967)</b>	<b>0</b>
<b>EXPENDITURE</b>				
<b>Joint Committee</b>				
	Pensions	46,280	46,280	<b>0</b>
	Subscriptions	7,000	7,150	<b>150</b>
	Finance & Administrative Support	56,000	62,056	<b>6,056</b>
	Aeronautical Adviser	20,000	11,100	<b>(8,900)</b>
	Legal Fees	0	0	<b>0</b>
	Projects	0	0	<b>0</b>
	Miscellaneous	500	2,057	<b>1,557</b>
	Audit of accounts	2,200	2,200	<b>0</b>
		<b>131,980</b>	<b>130,844</b>	<b>(1,136)</b>
<b>INCOME</b>				
	Contributions			
		<b>(170,170)</b>	<b>(170,170)</b>	<b>0</b>
<b>(SURPLUS)/SHORTFALL BALANCE CARRIED FWD</b>				
		<b>(74,157)</b>	<b>(75,293)</b>	<b>(1,136)</b>

**West Midlands Joint Committee 2015/16 Actual Outturn**

ITEM 7 APPENDIX B

**Comparison of 2014/15 and 2015/16 Outturn**

	2014/15 £	2015/16 £	Variation £	Explanation of significant variances
<b>OPENING BALANCES</b>				
<b>Liabilities</b>				
Deficit (Surplus) balances brought forward:				
- Joint Committee	(19,988)	(35,967)	(15,979)	Projects not identified in 15/16 will be utilised in 16/17
Sundry creditors	0	0	0	
	<u>(19,988)</u>	<u>(35,967)</u>	<u>(15,979)</u>	
<b>Assets</b>				
Cash	19,988	35,967	15,979	
<b>EXPENDITURE</b>				
<b><u>Joint Committee</u></b>				
Pensions	59,480	46,280	(13,200)	Decreasing year on year
Subscriptions:				
Strategic Aviation Special Interest Group	5,700	5,700	0	
West Coast Rail 250 Campaign		1,450	1,450	
Finance and Administrative Support	57,930	62,056	4,127	
Aeronautical Adviser	19,079	11,100	(7,978)	Agreed change in advise provision
Audit & Public Inspection of accounts	2,220	2,200	(20)	
Consultant	7,500		(7,500)	Projects not identified in 15/16 will be utilised in 16/17
Legal Recharges	0	0	0	
Miscellaneous	2,282	2,057	(225)	
<b>TOTAL EXPENDITURE</b>	<b><u>154,190</u></b>	<b><u>130,844</u></b>	<b><u>(23,347)</u></b>	
<b>INCOME</b>				
Contributions	(170,169)	(170,170)	(1)	
Other income	0	0	0	
<b>TOTAL INCOME</b>	<b><u>(170,169)</u></b>	<b><u>(170,170)</u></b>	<b><u>(1)</u></b>	
<b>(SURPLUS)/SHORTFALL FOR YEAR</b>	<b><u>(15,979)</u></b>	<b><u>(39,326)</u></b>	<b><u>(23,348)</u></b>	
<b>CLOSING BALANCES</b>				
<b>Liabilities</b>				
Balances carried forward:	(35,967)	(75,293)	(39,326)	
Sundry creditors	0	0	0	
	<u>(35,967)</u>	<u>(75,293)</u>	<u>(39,326)</u>	
<b>Assets</b>				
Cash	35,967	75,293	39,326	
<b><u>Outturn per Annual Return Format</u></b>				
(note - the Annual Return shows income as + and expenditure as -)				
1 Balances brought forward	19,988	35,967	15,979	}
2 (+) Income from taxation and/or levy	170,169	170,170	1	}
3 (+) Total other receipts	0	0	0	}
4 (-) Staff costs	(5,012)	(25,672)	(20,660)	}
5 (-) Loan interest/capital repayments	0	0	0	}
6 (-) Total other payments	(172,993)	(105,172)	67,821	} See explanations above
7 (=) Balances carried forward	12,152	75,293	63,141	}
				}
8 Total cash and investments	35,967	75,293	39,326	}
9 Total fixed assets and long term assets	0	0	0	}
10 Total borrowings	0	0	0	}

## **WEST MIDLANDS JOINT COMMITTEE – 29th June 2016**

### **COMBINED AUTHORITY UPDATE**

#### **1.0 Purpose**

- 1.1 To provide an update on the progress made on the establishment of the West Midlands Combined Authority (WMCA) and the Devolution Deal (DD).

#### **2.0 Background**

- 2.1 The Seven Metropolitan Councils of the West Midlands conducted a Review of Strategic Governance in 2015 to assess whether the arrangements for economic development, regeneration and transport as they stood should continue or would benefit from improvements. This review highlighted the positive joint working to date that has been in place through informal arrangements, and then considered the options for the future. It considered change against the key statutory tests under the Local Democracy, Economic Development and Construction Act 2009:

- The exercise of statutory functions relating to economic development, regeneration and transport
- The effectiveness and efficiency of transport
- The economic conditions in the area.

- 2.2 The Review concluded that the establishment of a Combined Authority (CA) for the West Midlands was best placed to support business to generate further growth and to create jobs, thus securing an improvement in the region's economic conditions. The Combined Authority would draw together strategic work across transport, economic development, employment and skills, improving outcomes and providing opportunity for the region.

#### **3.0 Governance and Creation of the WMCA**

- 3.1 The 2009 Act enables authorities to prepare and publish a Scheme. This is the legal basis for the creation of the new body and contains the membership, powers, functions and voting arrangements. The Scheme was drafted for the establishment of a Combined Authority for the seven metropolitan area in 2015. The Scheme was approved by all Metropolitan Authorities and submitted to Government on 26 October 2015.
- 3.2 Under the 2009 Act, once the Scheme is submitted, the statutory Order is drafted by Government, based on the Scheme, and a consultation carried out. In response to changing legislation under the Cities and Local Government Devolution Act 2016 with regards to establishing Combined Authorities, whereby if the Constituent Councils carry out a consultation that the Secretary of State deems sufficient no further consultation is required, the seven prospective Constituent Councils carried out the consultation to ensure that a Combined Authority can be established as soon as possible. This consultation built on the engagement in the region from July 2015 and informed the Secretary of State's decision to establish a Combined Authority. The consultation ran from 18 Jan - 8 Feb 2016.

- 3.3 The Order was laid before Parliament and was passed in the w/b 13 June 2016.
- 3.4 The Combined Authority's vesting day was the 17 June 2016 when it assumed democratic responsibility for the functions of the West Midlands Integrated Transport Authority, and its executive Passenger Transport Executive (Centro), as well as accepting transfer of its assets and liabilities.

#### 4.0 Governance Review and Mayoral WMCA 'Powers' Scheme

- 4.1 In November 2015, the seven Constituent Leaders and the three Local Enterprise Partnership (LEP) Chairs signed up to a proposed devolution deal agreement. This deal provided for a Metro Mayor and was subject to separate council approval. The powers proposed to be conferred on the Mayoral WMCA, now that the Cities and Local Government Devolution Act has been passed and the devolution agreement signed, will improve the ability of the WMCA to exercise its statutory functions. The proposed devolution deal is dependent on a separate approval by each Constituent authority. The current governance timeline is detailed below:

<b>May 2016</b>	The Constituent Councils are presented with: 1. Mayoral (elections) Order, to create the position of a Mayor and allow for the election of a Mayor <i>only</i> 2. The Mayoral Combined Authority 'functions' Scheme, for approval to consult on the proposals in the Scheme
<b>June 2016</b>	The Combined Authority is presented with: 1. Mayoral (elections) Order, to create the position of a Mayor and allow for election of a Mayor <i>only</i> 2. The Mayoral Combined Authority 'functions' Scheme, for approval to consult on the proposals in the Scheme The Mayoral (elections) Order is laid in Parliament in June 2016. The Mayoral Combined Authority, 'functions' Scheme will be published and consulted on. (The indicative date for the consultation is that it will begin following the EU referendum, on Monday 27 June 2016.)
<b>July - Aug 2016</b>	Consultation on the Scheme proposals (27 June - 22 Aug 2016)
<b>Sept 2016</b>	The consultation responses are collated and submitted to the Secretary of State and DCLG.
<b>Sept - Oct 2016</b>	1. Mayoral Combined Authority 'functions' Order is drafted based on the Mayoral Combined Authority 'functions' Scheme 2. The Mayoral Combined Authority 'functions' Order is presented to Constituent Councils for consent to lay the Mayoral Combined Authority 'functions' Order in Parliament.
<b>Nov 2016</b>	The Mayoral (elections) Order is in place at least six months before the election of an Mayor
<b>Nov 2016 - Feb 2017</b>	Any further Orders required (Buses Bill etc.) are required to be in place by February 2017 to allow sufficient time for Mayoral candidates to be fully aware of the powers of the elected Mayor and to prepare a Manifesto
<b>May 2017</b>	First Mayoral election



## 5.0 Devolution Implementation

- 5.1 A Devolution Agreement Implementation Plan was developed in December which provides details on several key devolution areas (super clarification, governance & creation, finance & funding, skills, employment, supporting & attracting business & innovation, public service reform, more & better homes, transport, HS2 Growth Strategy and delivery, monitoring & evaluation). Further work was undertaken between the CA and the Cities and Local Growth team in January and February to develop a Devolution Agreement Summary Implementation Plan (DASIP) which will be used to secure agreement and approval with HMT in implementing and monitoring the Deal. The DASIP requires agreement with the cross-Whitehall Decentralisation Implementation Group prior to any payment of money to the Combined Authority. Work is underway to develop proposals for a second devolution deal with government over summer 2016.

## 6.0 Senior Management and Governance Arrangements

- 6.1 The WMCA needs three statutory postholders in place - Head of Paid Services (Chief Executive), S151 Officer and Monitoring Officer. They have specific roles to advise the WMCA on policy, legal and financial matters. The following recommendations to the CA Board have been made (having been previously provisionally agreed by the Shadow CA Board):

- WMCA Head of Paid Services - Martin Reeves from Coventry City Council
- Chief Operating Officer - Jan Britton from Sandwell Metropolitan Borough Council
- WMCA S151 Officer - James Aspinall from Centro
- WMCA Monitoring Officer (and Clerk to the CA Board) - Keith Ireland from the City of Wolverhampton Council
- Managing Director of Transport West Midlands - Laura Shoaf
- Communications Lead - Jan Jennings

## 7.0 Key WMCA Boards

- 7.1 The **Officer Management Board** is responsible for ensuring the day-to-day operational activities of the WMCA and the policy framework are delivered. It also ensures that performance and delivery are effective, monitored and reported to the relevant forums before consideration by the Combined Authority Board. The Board will prepare an Investment Strategy, ensure instructions by the Combined Authority or Chair or Vice Chair are dealt with appropriately and undertake all necessary work to ensure the WMCA has delivery models appropriate to meet the policy objectives of the WMCA.
- 7.2 The CA **Programme Board** comprises of the Chief Executives of all members. It supports the WMCA Board do its business and manage agendas. It co-ordinates, oversees and monitors all WMCA Boards and programmes, oversees budgets, risk register and allocates resources.
- 7.3 The CA **Board** has overall responsibility for developing and delivering the Strategic Economic Plan (SEP) (inc. Public Sector Reform (PSR) and £8bn programme), for future

devolution deal development; investment decisions and allocating resources. They have a role in formulating a long-term vision for the WM Public Transport System.

- 7.4 Draft governance structures have been developed for the Councillor and LEP Boards and Officer Boards (see appendix 1). On 10 June 2016 the Combined Authority Shadow Board approved these to be recommended to the Combined Authority for formal adoption (once vested).

## **8.0 Assurance Framework**

- 8.1 An Assurance Framework is a set of systems, processes and protocols designed to provide an evidence-based and independent assessment of the governance, risk management, and control processes of an organisation. The Assurance Framework enables organisations to monitor, measure and scrutinise how well objectives are being met and risks managed. An Assurance Framework was developed in May 2016 which will help WMCA to allocate public resources in accordance with the law and proper standards, and in an efficient and effective way that delivers both desired outcomes and value for money. The WMCA Assurance Framework applies to all WMCA funding (i.e. not just the funding agreed through the West Midlands Devolution Agreement). The WMCA Assurance Framework has been designed to align with the Single Pot Assurance Framework Guidance developed by the DCLG and the Cities and Local Growth Unit. It is also designed to align with existing Assurance Frameworks and additional guidance used by the West Midlands' LEPs, although there remains a clear distinction between the LEP Assurance Frameworks and the WMCA Assurance Framework.

## **9.0 Annual General Meeting (AGM) of the West Midlands Combined Authority Board**

- 9.1 Following the formal creation of the Combined Authority on 17 June 2016 the AGM of the Combined Authority will take place on 29 June 2016. The AGM will receive the annual 2016/17 budget and the constitution for approval. The draft Mayoral (elections) order and the draft Mayoral WMCA (functions) Scheme (to be published and consulted upon) will also be considered by the AGM for consent / approval. This is part of the process of implementing the devolution deal and providing for a Mayor in May 2017.

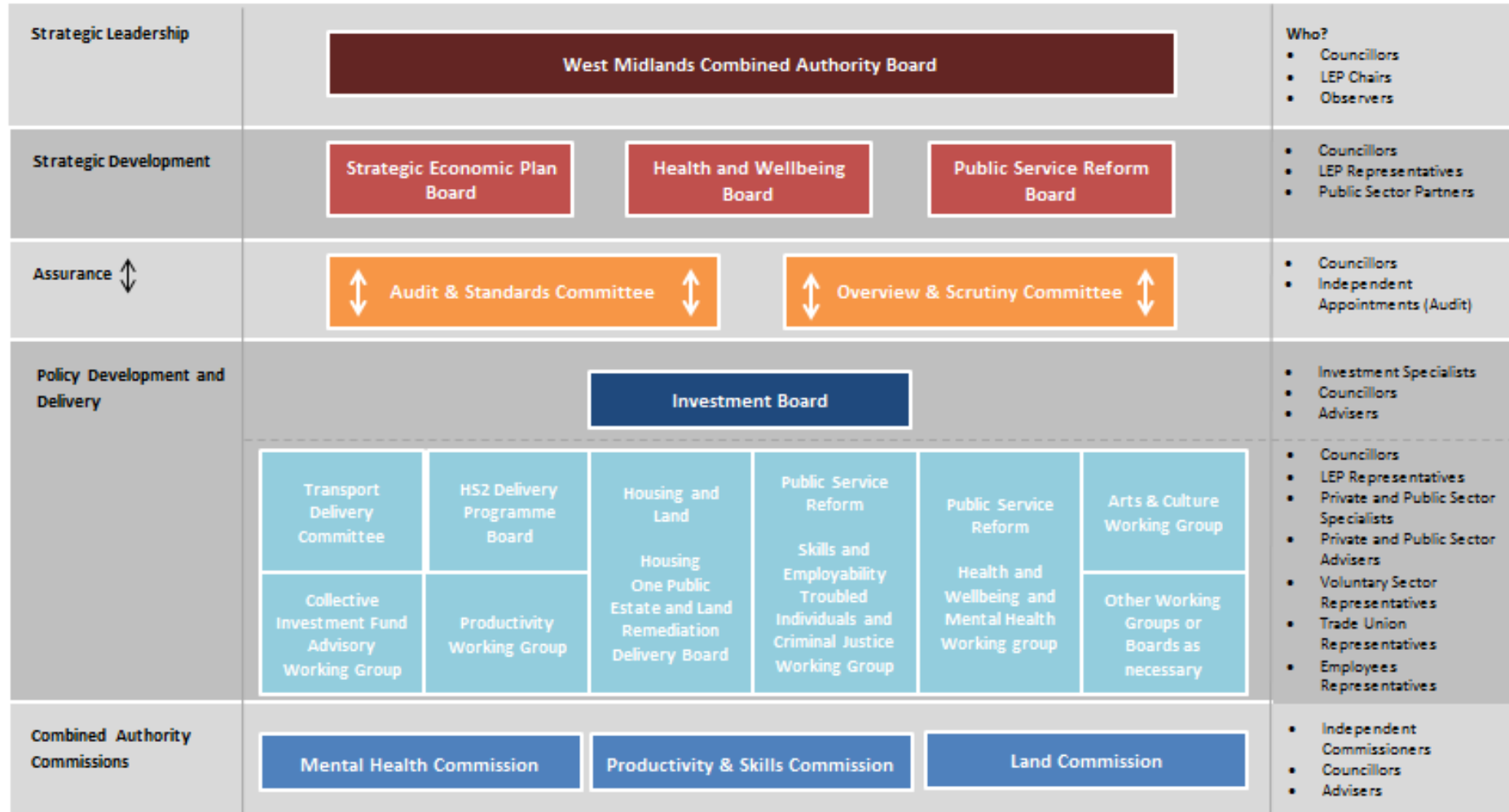
## **10.0 Conclusion**

- 10.1 This report provides an update on the development of the Combined Authority for noting.

## ITEM 8

### Appendix 1 - Governance Arrangements

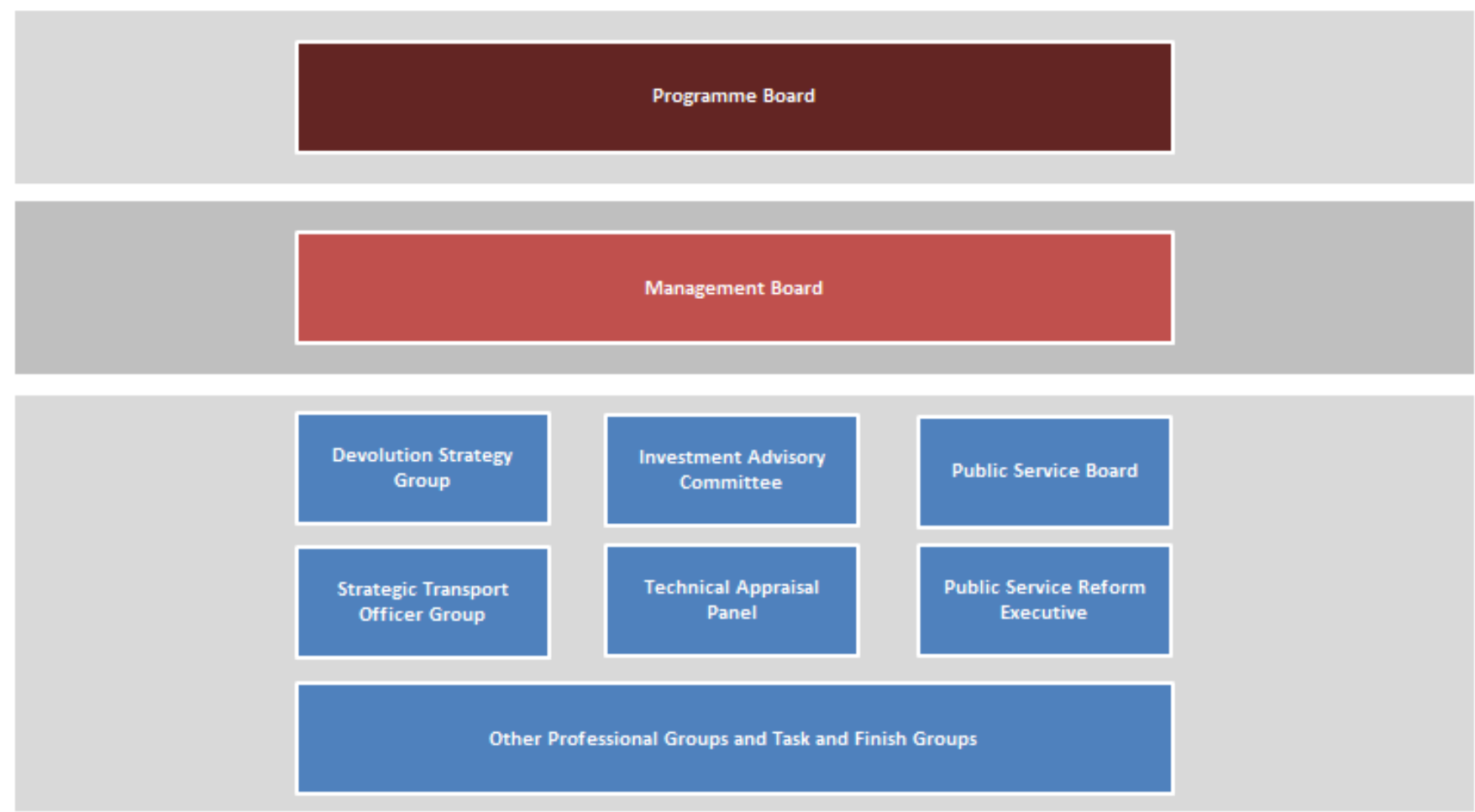
#### Councillor and LEP Governance



As at May 2016

ITEM 8

Officer Governance



As at June 2016

**West Midlands Joint Committee****29<sup>th</sup> June 2016****West Midlands Fire and Rescue Authority (WMFRA)**Report by Councillor John Edwards, Chair of the Authority

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**1. Finances:**

The West Midlands Fire and Rescue Authority (WMFRA) agreed a net Revenue Budget for 2016/17 of £97m, which comes in the form of core funding from the Government (£59m) and Precepts on District Councils collected through Council Tax (£38m).

By 2019/20, Core Funding provided by the Government will have been reduced by an unprecedented 50% since the cuts began in 2011, £38 million.

In addition to the provisional settlement for 2016/17, the Government made an offer for a multi-year funding settlement.

The four year settlement offer (provisional for 2017/18 – 2019/20) would result in the following core funding reductions:

- 2016/17 £3.278m
- 2017/18 £3.985m
- 2018/19 £1.691m
- 2019/20 £0.690m

A total reduction over the four year period (2016/17 – 2019/20) of £9.644m (15.6% of the 2015/16 core funding).

Any Authority wishing to take up the four year funding settlement to 2019/20 would be required to set out their proposals in an efficiency plan to qualify for the four year settlement from April 2016.

WMFRA are considering their option to exercise this option in the knowledge that this will provide funding certainty and stability to enable more proactive planning of service delivery and to support strategic collaboration with local partners. Those Fire and Rescue Authorities that choose not to accept the offer will be subject to the existing yearly process for determining the local government finance settlement. Allocations could be subject to additional reductions dependant on the fiscal climate and the need to make further savings to reduce the deficit.

In order to continue to provide the current high level of service delivery WMFRA following consultation with local s.41 Members and the 7 Council leaders of the West Midlands approved a 1.99% or £1.09 per annum increase to its council tax precept for band D properties in 2016/17. Despite this increase WMFRA still remain amongst the most cost-effective metropolitan authorities when comparing band D with peers.

## **2. The Plan 2016-2019: Revised Vision Statement, Annual Priorities and Outcomes:**

In accordance with its planning framework, WMFS has reviewed its rolling three year corporate strategy – The Plan, and as part of this approach the Service has reviewed its Vision Statement, Annual Priorities and Outcomes which are enablers to achieving our vision of *Making West Midlands Safer*.

Our [Community Safety Strategy](#) provides the risk based analysis that informs The Plan. ‘The Plan’ clearly demonstrates our commitment to the delivery of integrated prevention, protection and response services. A significant element to the integration of services guided through ‘The Plan’ focuses on how the Service has and continues to embed itself in the delivery of wider prevention and protection based services in order to improve health and wellbeing, which has a direct correlation to the risk of fire. These services, endorsed by Sir Michael Marmot (Director of the UCL Institute of Health Equity) and Shirley Cramer (The Royal Society for Public Health) for addressing inequalities at the heart of our communities, seek to deliver wider joint partner outcomes to the communities of the West Midlands such as enhancing independent living for the most vulnerable and supporting economic growth through strategic regulation.

In view of this work our Vision Statement, Priorities and Outcomes have been aligned to more appropriately reflect our ongoing ambition to support wider improved outcomes in other areas, in particular health and well-being. This also provides clarity to employees and the community alike as to the core services that we deliver to our communities. The Vision statement has been revised to: *“Making the West Midlands Safer, Stronger and Healthier”*.

The broadening of this vision statement to include stronger and healthier, reflects how our prevention and protection work is continuing to widen through the services we provide. It also provides clarity in our alignment to the devolved WMCA and supporting wider and improved health and well-being outcomes for our community.

## **3. Delivering Wider Prevention Services as part of a collaborative approach:**

The widening of the services we provide is reflected in WMFS’s current working with strategic local authority partners, blue light responders, and care agencies to identify possible opportunities to be commissioned to provide care and wellbeing services on behalf of and/or in partnership with these public bodies. A number of emerging work-streams around which our capability to deliver is being discussed include:

- Telecare/Falls response service
- A&E/hospital Discharges follow up visits

Our capability to respond 24/7 365 days per year represents a potentially highly skilled, efficient and cost effective approach to the delivery of these services when compared to current way these services are provided. Having a ‘needs led approach’ delivered through our safe and trusted service will help

many vulnerable people to remain independent. If commissioned we will potentially reduce costs to the NHS and partner agencies (social services for example) associated with lack of movement, hospitalisation and reliance on social services.

Of equal importance to WMFRA is that undertaking this work will support the delivery of our strategic document 'The Plan', through helping the most vulnerable in our community, therefore making West Midlands safer. It will provide the opportunity to strengthen our delivery model through an evolving and enhanced local delivery of prevention based services. This will be achieved by us getting instant referrals for home safety checks and enable us to target and engage some of the most vulnerable people in our community to make them as safe as we can. This will reduce the personal burden upon delivery crews, time and costs associated with identifying and delivering home safety checks to some of our most vulnerable people.

**Example: Non-emergency Telecare / Falls Response:**

Our firefighters are now responding to non-emergency calls to falls for the elderly and vulnerable in ground breaking partnership pilot schemes launched with Coventry and Wolverhampton City Councils in 2015 and 2016 respectively.

Vulnerable and older members of the community prone to falls are provided with a community alarm to alert the Councils Telecare call centre who conduct an assessment to determine the level of response. Should it be determined that a non-injury falls response is required contact is made with WMFS Fire Control who arrange for a smaller fire engine known as a Brigade Response Vehicle (BRV) to attend.

Being commissioned to provide this type of work provides a valuable opportunity to help the most vulnerable members of our community by allowing them to remain independent in their homes and to improve their health and wellbeing.

This service also provides us with the opportunity to conduct our comprehensive Safe and Well visits to people that really need them in order to reduce risk and help reduce hospital admissions freeing up beds and access to vital services and reducing the overall cost to the public purse.

The BRV is the perfect vehicle for this purpose, allowing the traditional fire engines to attend life threatening incidents within the risk based 5 minutes attendance times. We know that fast response times are evidentially important to saving lives, reducing injuries and economic damage to the community.

**4. Leading on Troubled Individuals Project:**

We have embraced the launch of the West Midlands Combined Authority (WMCA) and welcome the synergy between our work and opportunities for even greater opportunities for collaboration. As such we are delighted to have been appointed as the Lead Agency for shaping and influencing the Troubled Individuals Project by the WMCA.

A troubled individual strikes through the heart of our Plan in that they are vulnerable members of our community who are at greater risk from harm, fire or injury. Troubled individuals will access a range of public services in health, housing, crime, benefits and a range of local authority services and we have the experience and ability to work with partners to reduce risk.

We look forward to using our experience in prevention through an evidenced approach to identifying risk, understanding the causes and tackling upstream issues to reduce risk.

We will work with the WMCA to develop sustainable approaches that are person-centred in a range of options and lifestyle choices that help to reduce the risk of becoming a troubled individual. We are delighted to be at the centre of Public Service Reform in a unique position to influence change that improve the lives of our communities.

## **5. Flexible and Innovative Workforce deployment:**

WMFS has extensively and constructively engaged with Representative Bodies to achieve £4m in staffing savings from the £10m deficit required to meet the budget cuts.

In order to make the savings required, a New Staffing Model was suggested and worked through to agreement reducing the number of firefighting staff from 1332 down to 1168. WMFS has worked with the Representative Bodies to introduce Voluntary Additional Shifts to cover the deficit whilst working within the Working Time Directive.

Securing this flexibility from our workforce represents a real breakthrough within the fire service sector and contributes to very positive staff morale. Critically, this agreement allows WMFS to meet its contract with our communities to continue to provide our risk based 5 minutes emergency attendance standard. The integrated services our firefighters provide means that fighters will continue to help the most vulnerable members of our community, allowing them to remain independent in their homes and to improve their health and wellbeing.

## **6. Attendance Times:**

Critical to the delivery of The Plan is the Service Delivery Model (SDM). The SDM is the foundation of all planning and analysis and provides the level of resources needed to be able to respond to high risk (life and property) incidents within a risk based 5 minute attendance standard.

To inform our work we have undertaken research using real incident data to understand the desired speed of response to make a positive intervention. Our research informs us that a 5 minute attendance standard is important to positively affecting rescue and survivability.

The SDM is the lynch pin to supporting an integrated approach to the delivery of our prevention, protection and response services. This is our commitment to the



communities of the West Midlands in response to our IRMP and aligned to our Plan. Amidst the challenges that CSR presents to the Service, the SDM cannot be compromised.

In a financial climate where many fire services are relaxing their attendance standards we are pleased to report that our commitment to excellence means that we have shaved precious seconds off our average attendance times to category 1 incidents (house fires and road traffic collisions), which stands at 4 minutes 42 seconds. That is well within our 5 minute target and reduces the risk to the victim, the responding firefighter and reduces the economic impact of fire on the local and national economy.

## **7. Business Support Vehicles:**

To enhance the delivery of the priorities and outcomes as detailed above 3 Business Support Vehicles (BSV's) have been added to the fleet and will enhance the Service Delivery Model and delivery of The Plan 2016-2019.

The BSV's focus on responding to unwanted fire signals, providing business safety advice and operational resilience to the Service Delivery Model using operationally competent fire safety staff.

The BSV's have been effective in contributing to a reduction of twenty seconds off Pump Rescue Ladders attending high risk incidents within five minutes. This has been achieved through ensuring that appliances are available for the high risk incidents by attending unwanted fire signals rather than the appliance.

# **WEST MIDLANDS METROPOLITAN AREA LOCAL AGGREGATE ASSESSMENT (LAA) 2015**

**(November 2015)**

**Agreed by West Midlands Aggregates Working Party on 21.03.16**



**Walsall Council**

**CITY OF  
WOLVERHAMPTON  
COUNCIL**

**WEST MIDLANDS METROPOLITAN AREA:  
JOINT LOCAL AGGREGATE ASSESSMENT 2015  
November 2015**

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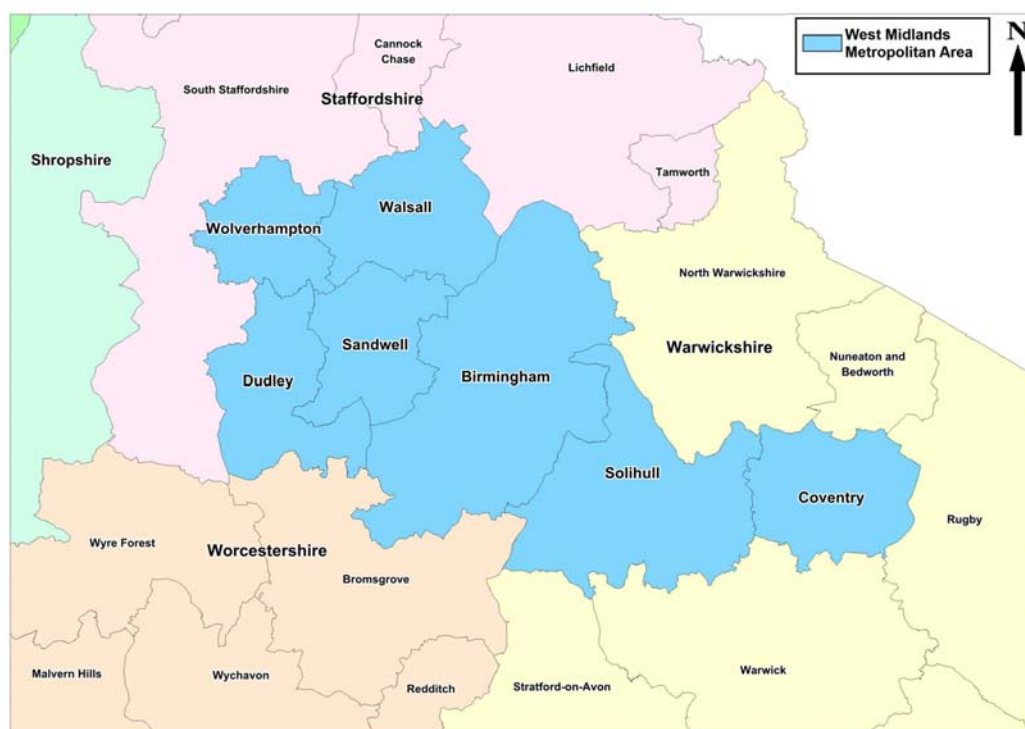
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## 1. Introduction

- 1.1 This Local Aggregates Assessment (LAA) is the first to be produced for the West Midlands Metropolitan Area, which covers the area administered by the seven unitary authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. The LAA was originally produced as a Draft in November 2015, and was formally endorsed by the West Midlands Aggregates Working Party (AWP) on 21 March 2016. Figure 1 below shows the location of the area within the wider former West Midlands region.

**Figure 1: West Midlands Metropolitan Area**



- 1.2 National policy guidance requires mineral planning authorities to plan for a steady and adequate supply of aggregates and to prepare an annual Local Aggregate Assessment (LAA) to provide an assessment of the demand for and supply of aggregates. This report provides the first LAA produced by the West Midlands Metropolitan Area Authorities in accordance with the National Planning Policy Framework, 2012 (NPPF) and National Planning Policy Guidance, 2014 (NPPG).

1.3 The NPPG has superseded the previous Managed Aggregate Supply System Guidance (MASS) (2012). However the longstanding MASS continues to operate through national, sub-national and local partners working together to deliver a steady and adequate supply of aggregates in the following ways:

- At local level, mineral planning authorities are expected to prepare Local Aggregate Assessments, to assess the demand for and supply of aggregates;
- At sub-national level, mineral planning authorities belong to and are supported by Aggregate Working Parties, who produce fit-for-purpose and comprehensive data on aggregates covering specific geographical areas; and
- At national level, there exists the National Aggregate Coordinating Group, who monitor the overall provision of aggregates in England.

1.4 A key additional tool which underpins the working of the Managed Aggregate Supply System is the aggregate landbank, which is principally a monitoring tool and the main basis for the mineral planning authority to consider whether to review the local plan.

1.5 The purpose of an LAA is to establish whether there is a shortage or surplus of aggregate supply, and to provide evidence for determining the level of provision for mineral aggregates to be made in the Local Plans / Minerals Local Plans. The NPPG identifies three core aims for an LAA:

- A forecast of the demand for aggregates based on both the rolling average of 10-years sales data and other relevant local information;
- An analysis of all aggregate supply options, as indicated by landbanks, mineral plan allocations and capacity data e.g. marine licences for marine aggregate extraction, recycled aggregates and

the potential throughputs from wharves. This analysis should be informed by planning information, the aggregate industry and other bodies such as local enterprise partnerships; and

- An assessment of the balance between demand and supply, and the economic and environmental opportunities and constraints that might influence the situation. It should reach conclusions as to whether there is a shortage or a surplus of supply and, if the former, how this is being addressed.

1.6 In accordance with the above guidance, the LAA considers the current and potential future demand for, and supply of, aggregates for the West Midlands Metropolitan Area. The Area is a producer of primary land won sand and gravel, all of which currently takes place in Solihull. While there are also potentially viable primary sand and gravel resources in Walsall, these are not being worked at the present time. There is no longer any viable crushed rock resource in the West Midlands Metropolitan Area, as the last quarry producing this in Sandwell closed in 2007. Facilities where recycled and secondary aggregates are produced are distributed more widely across the Area. An inevitable consequence of this is that the Area is a significant importer of aggregates, and this situation can be expected to continue.

1.7 Historically, the authorities in the West Midlands Metropolitan Area have worked together on aggregates matters as the Area is identified as a sub-region for the purposes of apportioning the future provision for aggregates set out in the National and Sub National Guidelines. LAAs are being prepared separately for each of the counties in the West Midlands. As most of the authorities in the Metropolitan Area do not have viable supplies of primary sand and gravel resources, it makes sense to work together on the LAA. This approach has been agreed through the West Midlands Metropolitan Area Duty to Co-operate Group. The Draft LAA has been submitted to the Aggregate Working Party (AWP) for the West Midlands Area for scrutiny, in accordance with the NPPF.

1.8 The first section of the report reviews the local plan policy context for aggregates. It then goes on to assess relevant information to provide a forecast for demand and the need for additional aggregate mineral resources. Finally it considers evidence relating to the supply of aggregates in the West Midlands Metropolitan Area. Unless otherwise indicated, the information used in the report relates to the period up to the end of the 2013 calendar year (1 January – 31 December) which is the latest information available.

## 2. Development Plan Context

2.1 The West Midlands Metropolitan Area includes seven separate unitary authorities, and has no single over-arching plan or strategy for minerals or other development. There is a Joint Core Strategy covering the four Black Country authorities (Dudley, Sandwell, Walsall and Wolverhampton) which includes policies on minerals, but otherwise, each authority has developed its own individual plans covering all or part of its area.

2.2 Table 2.1 below shows the current status and position on the preparation of Development Plans in the West Midlands Metropolitan Area, and refers to policies relating to aggregates.

**Table 2.1: Development Plan Status in West Midlands Metropolitan Area**

Development Plan	Status	Aggregates Policy
Birmingham Development Plan 2011 - 2031	Examination	TP14, TP15A
Black Country Core Strategy 2006 – 2026	Adopted	MIN1, MIN2, MIN5
Coventry Local Development Plan 2011 – 2031	Options	N/A
Solihull Local Plan 2011 – 2028	Adopted <sup>1</sup>	P13
Walsall Site Allocation Document (SAD) 2006 - 2026	Preferred Options (Sep 2015)	M1 - M5

Source: West Midlands Metropolitan Authorities

<sup>1</sup> The housing policies have been quashed following a High Court challenge on the basis that the number of dwellings proposed is inadequate. See Section 3 below for the possible implications for the future demand for aggregates.

### **3. Demand for Aggregates**

#### **3.1 Background**

3.1.1 Government guidance in the NPPF expects authorities to base LAAs on a rolling average of 10 years aggregate sales data and other relevant local information. The guidance indicates that the published National and Sub National Guidelines are themselves an indicator of future demand, as they are based on evidence of past trends indicating projected demand to 2020.

3.1.2 The main local driver of aggregate demand is construction, albeit different types of construction have different ‘intensities of use’. Housing and infrastructure are ‘more intensive than industrial and commercial construction and repairs.’<sup>2</sup> Other indicators of demand are manufacturing plants which produce construction materials from aggregates.

3.1.3 This section considers each of these indicators in turn.

#### **3.2 National and Sub National Guidelines**

3.2.1 As noted above, the National and Sub National Guidelines<sup>3</sup> are an indicator of future demand for aggregates in that:

- They seek to provide an indication of the total amount of aggregate provision that the mineral planning authorities, collectively within each Aggregate Working Party, should aim to provide; and
- They provide individual mineral planning authorities, where they are having difficulty in obtaining data, with some understanding of the overall demand and possible sources that might be available in their Aggregate Working Party area.

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<sup>2</sup> Forecasting Aggregate Demand – A Technical Summary DCLG (March 2006)

<sup>3</sup> NPPG ID27-065-20150306



- 3.2.2 These guidelines should be considered on this basis and not as rigid standards, but they are nonetheless capable of being a material consideration when determining the soundness of minerals plans and in taking decisions on individual planning applications for mineral extraction. The NPPG also states that in those areas where apportionment has taken place, the figures may be used as an indicators as to how much to plan for.
- 3.2.3 The 2009 guidelines suggest that 165 million tonnes of sand and gravel will be required in the former West Midlands region over the 16 year period from 2005 to 2020 along with 82 tonnes of crushed rock. A review of the sub-national apportionments for the West Midlands was undertaken during 2009 and 2010 following the publication of the guidelines, but was overtaken by the abolition of the regional tier of government and the subsequent revocation of the West Midlands Regional Strategy. However, an indicative set of “apportionments” produced by the AWP Secretariat in 2009, based on previous trends in sales, included a proposed “apportionment” of 0.55 million tonnes of sand and gravel per year for the West Midlands Metropolitan Area. No crushed rock apportionment was proposed as there are no viable resources remaining.
- 3.2.4 However, these proposed “apportionments,” which were supported by a majority of AWP members, have informed the preparation of development plans in the Area and is reflected in the indicative targets set in the Black Country Core Strategy, which was found sound and adopted in February 2011, and the Solihull Local Plan, which was found sound and adopted in December 2013. The Black Country Core Strategy (Policy MIN2) includes an indicative production target of 50,000 tonnes of sand and gravel per annum for Walsall, reflecting the levels achieved in the recent past when two quarries were operating. The Solihull Local Plan sets out a requirement for 7.5 million tonnes of sand and gravel production over the plan period. This reflects that the main source of sand and gravel reserves within the Metropolitan Area is Solihull, and the constraints to working in the resource areas within Walsall.

### 3.3 Aggregate Sales – Past Trends

3.3.1 Data on historic sales of aggregates within the West Midlands Metropolitan Area is contained in the West Midlands Aggregates Working Party Annual Monitoring Reports. The latest information available relates to the 2013 calendar year. Sales data for the ten years to 2013 and average (mean) sales over the 10-year period are shown in Table 3.1, compared to the indicative “apportionment” for the West Midlands Metropolitan Area referred to above, and the current requirements identified in the adopted Local Plans. Production of data for specific sites is regarded as commercially confidential, so in line with what has been agreed by AWP, figures are provided only for total annual production in the West Midlands Metropolitan Area rather than for individual Mineral Planning Authorities.

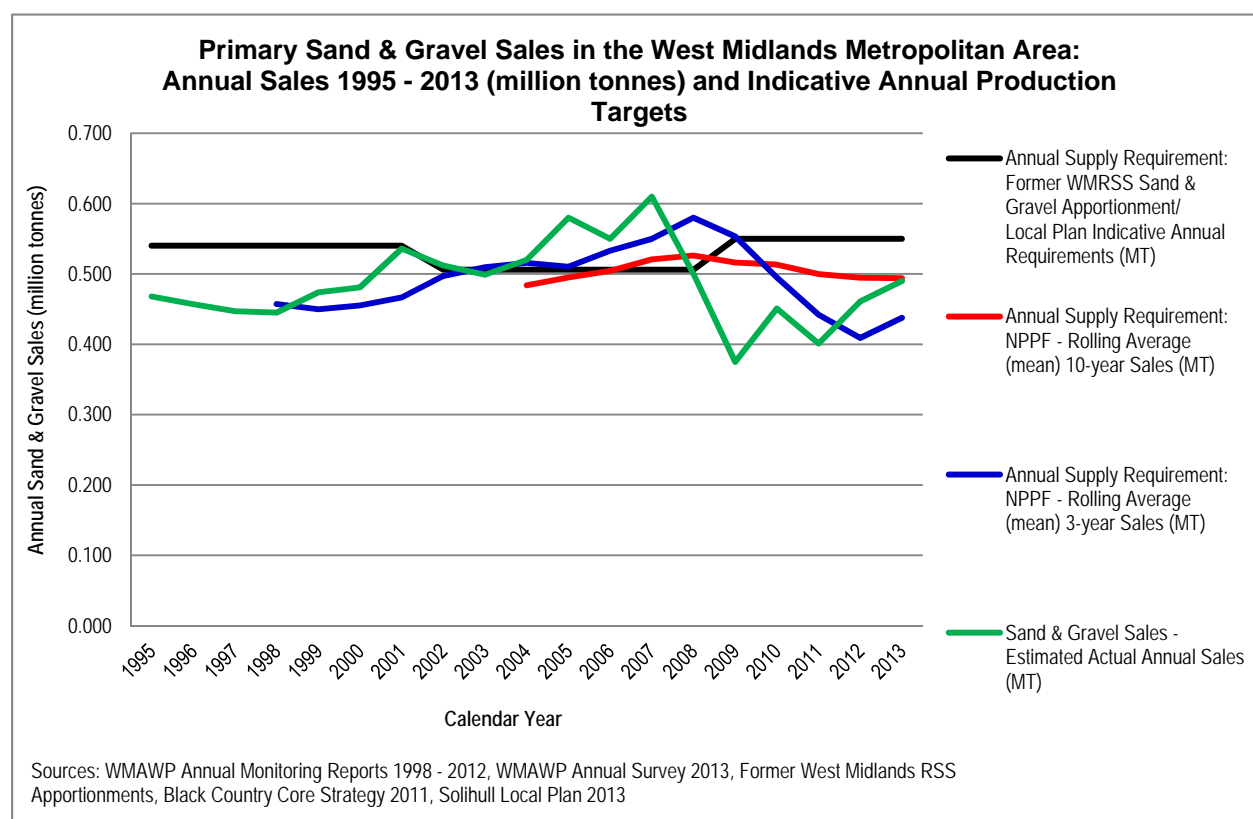
**Table 3.1: Sand and gravel sales in the West Midlands Metropolitan Area 2003 – 2013 (million tonnes)**

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	10- Year Ave.
Annual Sales	0.520	0.579	0.550	0.610	0.500	0.375	0.451	0.401	0.460	0.490	0.494
Apportionment/ Local Plan Requirements	0.506	0.506	0.506	0.506	0.506	0.506	0.506	0.550	0.550	0.550	0.519
Deviation (+/-)	+14	+73	+44	+104	-6	-131	-55	-149	-90	-60	-25

Source: AWP Annual Reports, AWP annual survey data for 2013

3.3.2 Nationally and regionally, sales of aggregates fell during the period 2007 – 2009 and remained at the lower level to 2013, which has been attributed to lower levels of construction activity during the economic recession (Competition Commission Report, 2014). This is reflected in the West Midlands Metropolitan Area where production fell in 2008 and again the following year, but is now showing signs of recovery.

**Figure 2: Comparison of Annual Sand and Gravel Sales in the West Midlands Metropolitan Area 1998 – 2013 with Annual Supply Requirements**



3.3.3 Comparisons with previous regional apportionments are shown in table 3.1 as these remain the most up to date and tested requirements having been examined through the Black Country Core Strategy and Solihull Local Plan. It is of note that this apportionment and the rolling average of the last ten years sales, which is the starting point for assessing future needs, give very similar results, as illustrated in Figure 2 above, although there are significant year on year variations with sales exceeding the apportionment during the boom years but falling well short of it during the recession.

3.3.4 There has been no production of crushed rock in the West Midlands Metropolitan Area since 2007 when the last quarry closed, and there are no winnable deposits of crushed rock remaining in the Area.

## Aggregate Sales – Issues for Future Planning

3.3.5 Trend data shows that while there has been some fluctuation, mainly as a result of the economic recession, production of primary land won sand and gravel in the West Midlands Metropolitan Area has been fairly consistent, and has been on average just over 0.5 million tonnes per annum since 1995. Supply has therefore been in line with current indicative requirements. Annual sales will continue to be monitored and reported on in future LAAs, using information obtained from annual surveys co-ordinated by the AWP and other relevant sources.

### **3.4 Construction Activity**

3.4.1 Aggregates are used in construction and they are the largest tonnage of material used by the sector overall. Whilst demand is driven by construction and economic performance, the relationship is not straightforward and forecasting based on estimates of future construction activity is difficult. Past forecasts have proved to be too high or too low, and so it is necessary to keep estimates under review. The main use for sand and gravel is concrete, accounting for 67% of all sales in Great Britain in 2011, whereas 41% of crushed rock sold in 2011 was used as roadstone in road construction<sup>4</sup>. The most recent data available indicates a similar pattern of use for construction aggregates in 2013 – see Figures 3 and 4 below.<sup>5</sup>

3.4.2 There is evidence to suggest that the intensity of use of primary aggregates has declined in recent years despite construction activity increasing in real terms. Nationally, consumption has fallen from 300 million tonnes per annum in 1989 to less than half of that (around 146 million tonnes) in 2010. Since

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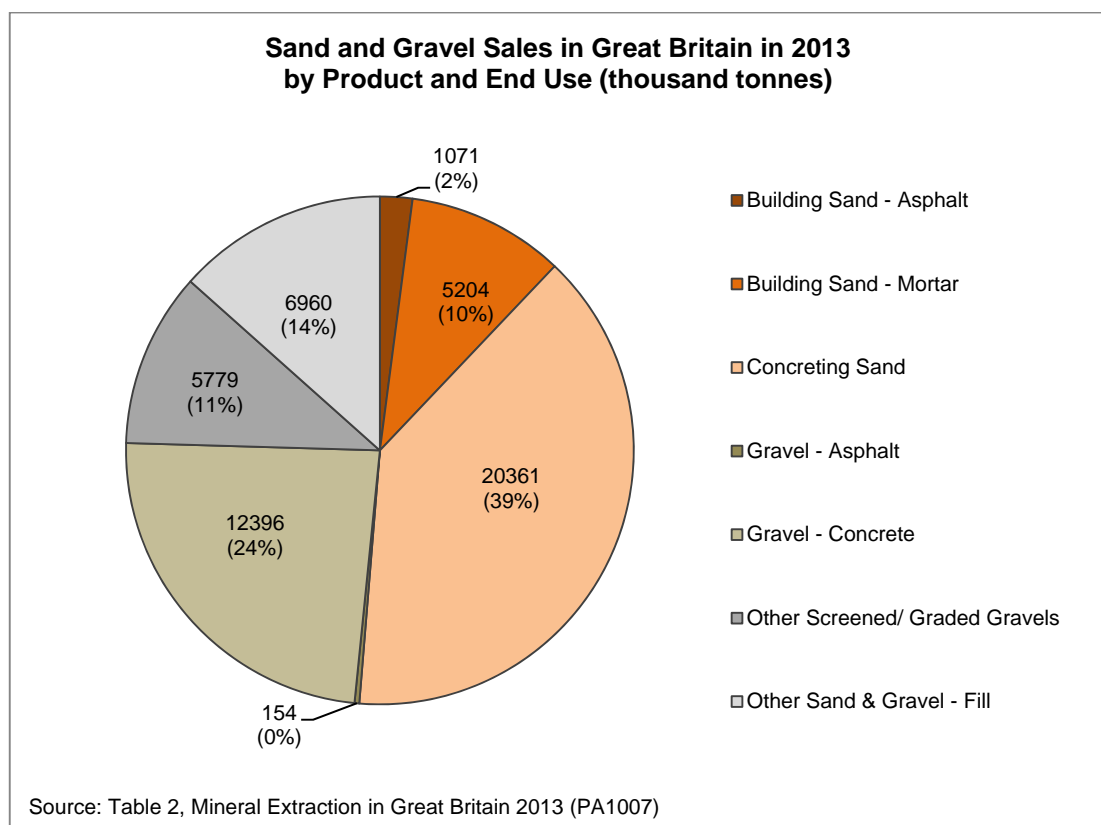
<sup>4</sup> Table 1, Construction Aggregates Mineral Planning Factsheet (June 2013), British Geological Survey and CLG (Department for Communities and Local Government)

<sup>5</sup> Tables 2 and 7, Mineral Extraction in Great Britain 2013: Business Monitor PA1007 (February 2015), CLG (Department for Communities and Local Government)

then it has fallen further, to around 134 million tonnes in 2013.<sup>6</sup> Macroeconomic performance aside, other factors which are likely to have influenced this include:

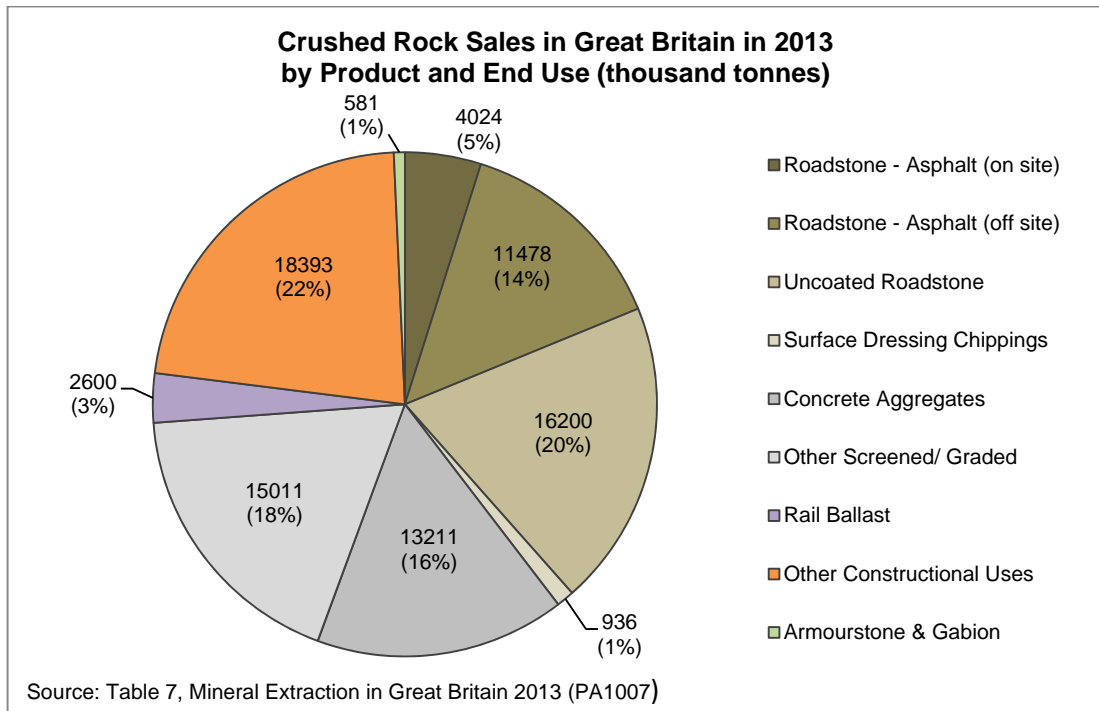
- Environmental taxation – The Landfill Tax and Aggregates Levy leading to increased usage of construction and demolition waste;
- Changes in construction techniques with increased use of steel and glass externally and plasterboard for internal walls; and
- Less waste of materials at construction sites.

**Figure 3: Sand & Gravel Sales and Uses in Great Britain in 2013**



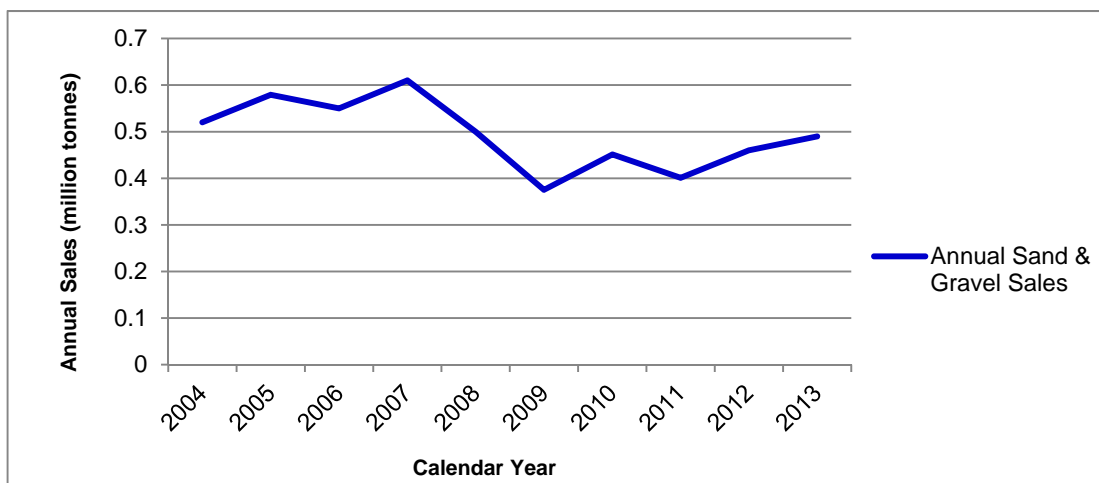
<sup>6</sup> Construction Aggregates Mineral Planning Factsheet (June 2013), British Geological Survey and CLG (Department for Communities and Local Government) and Tables 2 and 7, Mineral Extraction in Great Britain 2013: Business Monitor PA1007 (February 2015), CLG (Department for Communities and Local Government)

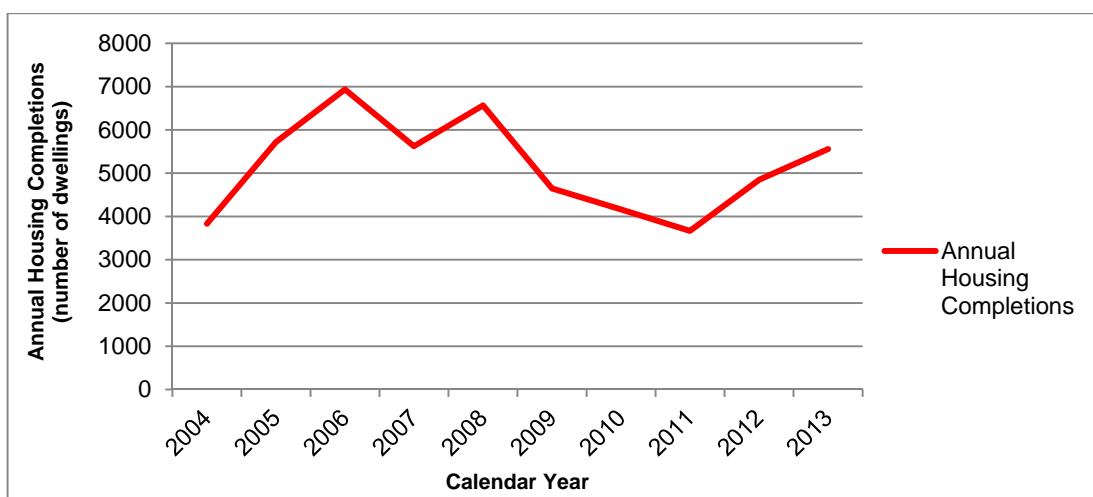
**Figure 4: Crushed Rock Sales and Uses in Great Britain in 2013**



3.4.3 Housing is the major element of construction activity and over the last ten years, it does appear that there has been some relationship between net housing completions and sales of aggregates in the West Midlands Metropolitan Area (see Figure 5 and Table 3.2 below), with sales falling off from 2008 onwards at the onset of the recession and gradually recovering as house building rates began to increase once again.

**Figure 5: West Midlands Metropolitan Area - Comparison of Sand and Gravel Sales with Housing Completions 2004 - 2013**





Source: See Table 3.2

That said, this relationship must be considered with caution, as imported materials account for the vast majority of aggregate consumption within the West Midlands Metropolitan Area. This is discussed further at 3.6 and 4.3.

**Table 3.2 Annual Sand and Gravel Sales (million tonnes) and Housing Completions (net increase in number of dwellings) in the West Midlands Metropolitan Area 2004 - 2013**

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Ave.
Annual Sand & Gravel Sales	0.520	0.579	0.550	0.610	0.500	0.375	0.451	0.401	0.460	0.490	0.494
Annual (net) Housing Completions	3832	5718	6936	5622	6566	4647	4164	3666	4846	5558	5155

Source: AWP Annual Reports, AWP annual survey data for 2013 and Joint Monitoring

3.4.4 Although there is evidence to suggest that aggregate use by the construction sector is less intensive, it is apparent that development plans are seeking to significantly boost the rate of house building in line with Government priorities set out in the NPPF. Within the Metropolitan Area boundary future annual housing requirements identified in existing and emerging local plans (totalling 7,385 dwellings per annum net) are around 65% higher than past rates of completions in the area, which on average have been 4,425 dwellings per annum net (see Table 3.3, total excluding “Birmingham shortfall”).

**Table 3.3: Local Plan Housing Completions (Net) v Annualised Net Housing Requirements in the West Midlands Metropolitan Area, 2001/02 – 2012/13**

<b>Mineral Planning Authority</b>	<b>Average (mean) Net Housing Completions 2001/02 to 2012/13</b>	<b>Annualised Net Plan Requirement<sup>7</sup></b>
Birmingham	1625	2,555
Black Country	1770	3,150
Coventry	635	1,180
Solihull	395	500 <sup>8</sup>
<b>Total</b>	<b>4425</b>	<b>7385</b>
Birmingham Shortfall	0	1895
<b>Overall Total</b>	<b>4425</b>	<b>9280</b>

Source: Adopted Local Plans and Joint Monitoring

3.4.5 These figures are based on the new housing requirements set out in the most recently published local plan documents (set out in Table 2.1). The calculation in the previous paragraph does not take account of the fact that Birmingham is unable to meet all of its future needs within its own boundary. Table 3.3 also includes a projected shortfall figure in the planned housing provision for Birmingham. Planning further to meet this shortfall implies a need to increase the requirements for housing in other local authority areas, both within and outside of the Metropolitan Area. When allowance is made for the Birmingham shortfall, planned future provision would be more than double the average annual completions for the Metropolitan Area over the past 11 years.

3.4.6 This proposed step change in housing delivery is inevitably dependent on continued economic recovery and the development sector's capacity to deliver. In addition future housing delivery is not scheduled to happen uniformly over the plan period. Housing trajectories in plans indicate higher rates of delivery in the latter stages of the period, and it will take time for land to be identified and brought forward for development to meet the Birmingham

<sup>7</sup> The annualised requirement is based on the time period of the latest adopted local plans, so does not correspond with the period over which annual completions are measured.

<sup>8</sup> See footnote to Table 2.1



shortfall. However it is clear that the direction of travel is towards much higher levels of housing development, which is likely to bring with it an increased demand for aggregates.

3.4.6 Major infrastructure projects may also lead to an increase in demand. Development of the High Speed 2 rail link between London and Birmingham is expected to commence in 2017, subject to the successful passage through Parliament of the Hybrid Bill, with services anticipated to start in 2026. The proposed line runs through the east of Solihull into Birmingham city centre. A new international terminus would be developed around the former Curzon Street station in Eastside, an area of major regeneration. There are plans for major development around the proposed HS2 Interchange east of the NEC in Solihull, branded as UK Central, to unlock the growth potential of the strategic economic assets of Birmingham Airport, the NEC, Birmingham Business Park and Jaguar Land Rover. The HS2 project will include a connectivity package of infrastructure investments across the West Midlands.

3.4.7 Major infrastructure development, particularly associated with HS2 and other transport infrastructure projects, will clearly have implications for demand for materials, although there is also scope for excavated material to be used in the construction of HS2 and for surplus materials to be used for local construction projects.<sup>9</sup> That said, as well as increasing demand for aggregate minerals, the HS2 project will potentially sterilise a significant proportion of the Area's sand and gravel resources, and will require the relocation of a major rail-linked production and distribution facility at Washwood Heath Sidings in Birmingham (see 3.5 and 4.2 below).

#### Construction Activity – Issues for Future Planning

3.4.8 The evidence outlined above indicates that planned housing and infrastructure requirements for the West Midlands Metropolitan Area will be much higher over the next 10 – 15 years than in the last 10 years. The increased

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<sup>9</sup> Hs2 Draft Environmental memorandum (November 2013)

requirement for housing and related infrastructure will therefore generate an increase in demand for construction aggregates over the same period. However, there is currently no reliable method for estimating the quantities of aggregate minerals that will be required cumulatively to support the future planned levels of development.

3.4.9 Discussions at recent meetings of the West Midlands AWP suggest that new house building and related infrastructure accounts for only around 15% of the aggregates market,<sup>10</sup> which in turn suggests that a significant increase in housing requirements may not translate into a very significant increase in demand for aggregate minerals. Evidence presented at recent minerals local plan examinations also suggests that there is no direct link between planned levels of development and growth in a particular area, and the aggregate mineral requirements for that area, as aggregate minerals are not necessarily used in the same area where they are produced.<sup>11</sup>

3.4.10 That said, the evidence in Section 3.6 below suggests that most of the aggregate minerals used in the West Midlands Metropolitan Area are sourced from within the West Midlands or the East Midlands. It will therefore be important to ensure that sufficient supplies of aggregate minerals are planned for to support the levels of growth anticipated in the West Midlands Metropolitan Area between now and 2031, not only within the Metropolitan Area itself, but also within the wider West Midlands and East Midlands, where it is not possible to identify sufficient resources more locally.

3.4.11 It is not possible to say at present whether the increased demand for aggregate minerals in the Metropolitan Area between now and 2031 will be so great as to have an impact on the existing guideline requirements for the West Midlands sub-national area. Therefore, until new guidelines are issued, or other evidence of demand for aggregate minerals in the West Midlands

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<sup>10</sup> Minutes of West Midlands AWP 24.06.14 (Item 4)

<sup>11</sup> Inspector's Report on the Examination into the Northamptonshire Minerals and Waste Local Plan (August 2014), see paragraph 58

Metropolitan Area becomes available, the existing guidelines will continue to provide a “benchmark” for aggregate minerals supply in the West Midlands. In the meantime, it is proposed to provide an update on construction activity and on general indicators of potential future demand, such as housing completions, in future LAAs.

### 3.5 Mineral Products – Manufacturing Plants

3.5.1 The West Midlands Metropolitan Area has a number of sites manufacturing building products from aggregates, such as concrete batching plants, ready-mixed concrete plants, coating plants, and concrete product factories. Known major companies are listed in Appendix 1, and Table 3.4 below provides a summary of the number of facilities of each type in the Area. It is of note that aggregate markets tend to be local in nature, and that markets for ready mixed (RMX) concrete have catchments of between eight and ten miles of the batching plant reflecting the perishable nature of the product.<sup>12</sup>

**Table 3.4: Manufacturing Plants in the West Midlands Metropolitan Area**

Facility Type	Number of Facilities by Area			
	Birmingham	Black Country	Coventry & Solihull	Metropolitan Area Total
Coating Plants	1	3	1	5
RMX Plants/ Concrete Batching Plants	9	13	3	25
Manufacture of Concrete Products	1	1	0	2
Lime/ Cement Works	0	0	0	0
Dry Silo Mortar Plants	0	1	1	2
<b>Total Number of Facilities by Area</b>	<b>11</b>	<b>18</b>	<b>5</b>	<b>34</b>

Source: Various sources, see also Appendix 1

<sup>12</sup> See 20, 2.74 – 2.76, 5.28 – 5.30 and 6.14 of Aggregates, Cement and Ready Mix Concrete Market Investigation: Final Report (January 2014), Competition Commission, see also Figure 7 below.

## Manufacturing Plants – Issues for Future Planning

- 3.5.2 Information on the requirements of these plants for aggregate consumption is limited, and where it exists may be confidential. The combination of raw materials used is also likely to vary from plant to plant. Nevertheless, the number of sites and their distribution provides some indication of the likely ongoing need for aggregate minerals (as well as “intermediate” products such as cement) within the West Midlands Metropolitan Area.
- 3.5.3 National policy guidance expects Local Plans to safeguard existing production and distribution sites such as those identified in Appendix 1 (NPPF paragraph 143). Many of these sites are in industrial areas. There is likely to be increasing pressure for housing development on industrial land within the Metropolitan Area in the future, which could put some of these facilities at risk, although some plans, such as the Black Country Core Strategy, include policies to safeguard industrial land. Future Local Plan reviews will therefore need to consider the extent to which the manufacturing plants and distribution facilities identified in Appendix 1 should be safeguarded from redevelopment or possible encroachment from housing development, where they are not already protected through existing policies.
- 3.5.4 For example, provision has been made to relocate an existing rail-linked facility at Washwood Heath Sidings in Birmingham whose site is needed to accommodate the main construction depot for the HS2 project. The existing facilities on this site which are to be relocated include a specialist manufacturing plant for pre-stressed concrete railway sleepers, a RMX concrete plant and a coating plant. The manufacturing facility produces 600,000 pre-stressed railway sleepers per annum, providing 75% of Network Rail's sleeper requirements and all of London Underground's requirements. In addition, the coating plant provides around 25% of the West Midlands

conurbation's requirement for asphalt, and the distribution hub handles 300,000 tonnes of aggregate products per annum.<sup>13</sup>

3.5.5 The main issue for local plans is to ensure that the role of the existing network of manufacturing plants is recognised and that where appropriate, they are identified and safeguarded in local plans. Local plans are also likely to have a role in identifying opportunities to develop new manufacturing facilities where there is an identified need, and to relocate existing facilities where this is necessary in order to meet local requirements for other development. Future LAAs should be able to report on significant changes to the existing network of manufacturing plants and development of new plants.

### **3.6 Consumption: Imports and Exports**

3.6.1 Guidance requests that LAAs capture the amount of aggregate that is imported into and exported from the area. The main source of evidence for inflows and outflows of aggregate minerals is the national Aggregate Minerals Surveys, normally carried out at four yearly intervals. The last national survey was carried out in 2009 and the results were published in the 2011 Collation Report.<sup>14</sup> Clearly, given the built up nature of the Metropolitan Area, its large population and corresponding level of development activity, it is inevitably heavily reliant on imports.

3.6.2 The survey results indicated that in 2009, more than 80% of the sand and gravel used in the Area came from within the former West Midlands region, whereas only 10% of crushed rock came from within the former region (see Figures 6 and 7 below). This reflects the dwindling supplies of crushed rock resources available meaning that primary crushed rock resources now have to be sourced from further afield. However, locally produced recycled materials

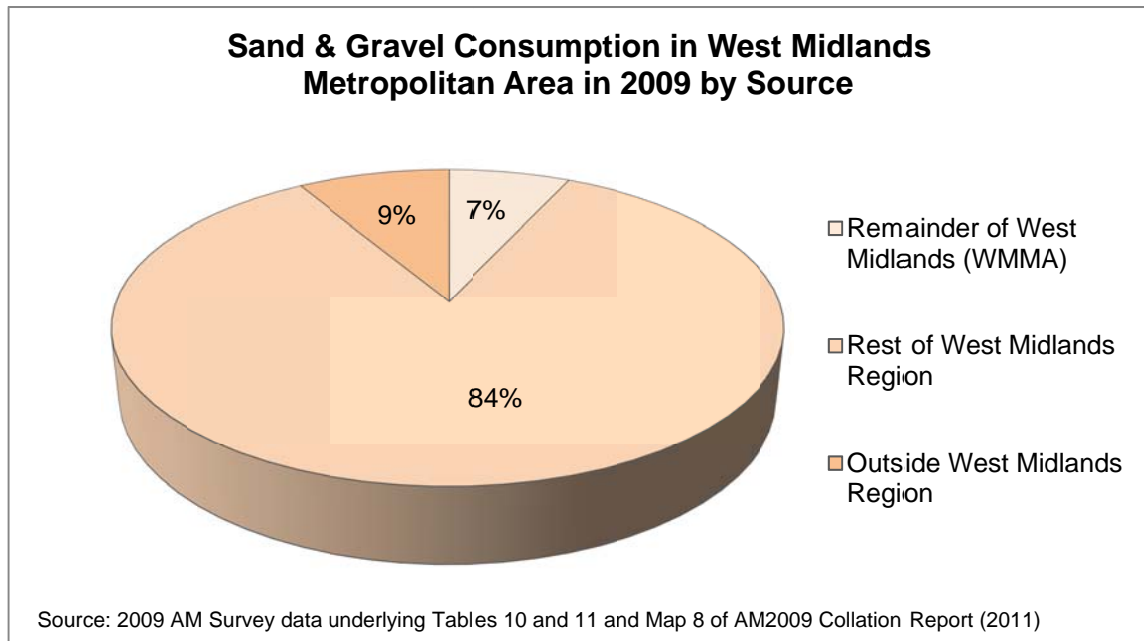
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<sup>13</sup> Information published on Birmingham City Council website – see: HS2 Consultations web page: <http://www.birmingham.gov.uk/hs2consultations>

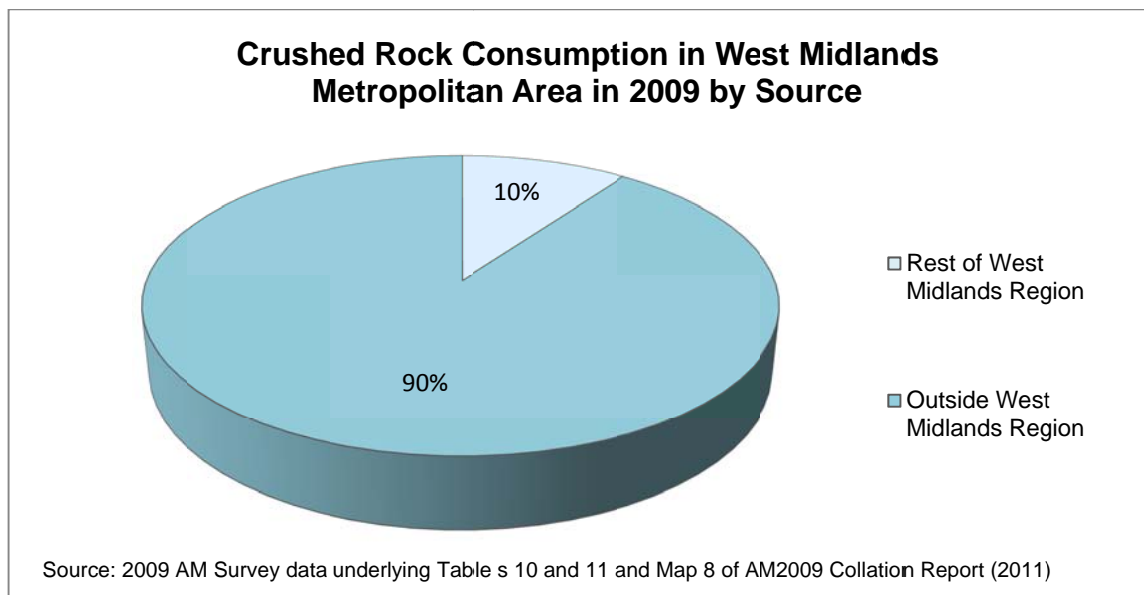
<sup>14</sup> Collation of the Results of the 2009 Aggregate Minerals Survey for England and Wales (May 2011), CLG, British Geological Survey and Welsh Assembly Government

are likely to be contributing towards supplies to some extent (see Section 4.3 below for further information).

**Figure 6: West Midlands Metropolitan Area - Sources of Sand and Gravel Consumed in 2009**



**Figure 7: West Midlands Metropolitan Area - Sources of Crushed Rock Consumed in 2009**



3.6.3 Further information from the survey is provided in Table 3.5 which sets out imports of primary aggregates by Mineral Planning Authority Area across the former West Midlands region. In all instances, the Metropolitan Area imports at least twice as much as the other MPAs and in some cases far more. In addition to importing 1,228 thousand tonnes of sand and gravel in 2009, a further 91 thousand tonnes of locally sourced material was also consumed, resulting in total consumption of 1,319 thousand tonnes.

3.6.4 In terms of the origin of imports, the published 2009 data does not disaggregate beyond sales in the host MPA and wider (former) regions. However, information from the survey, provided by British Geological Survey (BGS) to Staffordshire County Council and kindly shared with the Metropolitan Authorities, provides a general indication of which areas imported primary land-won sand and gravel and crushed rock came from in the survey year.

**Table 3.5: Imports of primary aggregates by Mineral Planning Authority Area in the former West Midlands Region in 2009**

Thousand Tonnes					
Source	Land won sand and gravel	Marine sand and gravel	Total sand and gravel	Crushed rock	Total Primary Aggregates
Metropolitan Area	1,228		1,228	903	2,131
Herefordshire	63	4	67	421	488
Shropshire	166		166	207	303
Staffordshire	141		141	544	685
Warwickshire	359		359	449	808
Worcestershire	45	13	58	192	250
Unknown in WM	674		674	820	1494
<b>Total</b>	<b>2,676</b>	<b>17</b>	<b>2,693</b>	<b>3,536</b>	<b>6,229</b>

Source: Aggregate Minerals Survey 2009 Collation Report, Table 10 (see footnote 9)

3.6.5 This indicates that the main source of imported sand and gravel is Staffordshire, which supplied around 65% of the primary land won sand and gravel consumed in the West Midlands Metropolitan Area, accounting for 23% of Staffordshire's sand and gravel sales. A further 15 – 20% came from Warwickshire, 5 -10% came from within the Metropolitan Area (nearly all from Solihull) as noted above, and the rest came from a number of different mineral planning authorities, including some remote from the West Midlands. Staffordshire is still the main producer of sand and gravel in the West Midlands, and produced just over 4 million tonnes in 2013, around 67% of the total sub-national area supply.<sup>15</sup> Warwickshire is no longer a significant producer as a number of quarries have closed in recent years, and actually produced less than the West Midlands Metropolitan Area in 2013.<sup>16</sup>

3.6.6 By contrast, the main source of crushed rock was the East Midlands, and in particular, Leicestershire, which contributed 60 – 65% of primary land-won crushed rock consumed in the West Midlands Metropolitan Area, and Derbyshire, which provided a further 20 – 25%. Derbyshire is also a significant source of imported lime and cement, distributed via a major rail linked depot in Walsall operated by Hope Construction Materials. The latest LAA for Leicestershire indicates that annual production of crushed rock has increased since 2009 and that in 2013 there were significant permitted reserves of igneous rock. In Derbyshire there are also significant reserves of limestone and gritstone, although annual production of crushed rock has reduced since 2009.<sup>17</sup> The only source of crushed rock from within the West Midlands was Shropshire, which provided the 10% of supplies indicated in

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<sup>15</sup> Based on information from the 2013 annual survey collated by the West Midlands AWP for the forthcoming 2013 annual report, see also Draft Staffordshire Local Aggregates Assessment 2015 (June 2015).

<sup>16</sup> Based on the above, see also 3.1, Draft Warwickshire Local Aggregates Assessment 2015 (October 2015) and Warwickshire Minerals Local Plan Preferred Option and Policies (October 2015)

<sup>17</sup> See Section 3, Table 7, Leicestershire Local Aggregates Assessment January 2015 and pages 15 - 21, Derby City Council, Derbyshire County Council and Peak District National Park Local Aggregates Assessment 2014



Figure 7. Shropshire is now the only significant area of crushed rock production in the West Midlands.<sup>18</sup>

3.6.6 Whilst clearly the Metropolitan Area is a net importer of aggregate, it is important not to overlook the fact that it also exports a significant proportion of its output. Table 3.4 shows that some 75% of sand and gravel sales from the Metropolitan Area in 2009 were to destinations beyond its collective boundaries. Overall the Metropolitan Area produced the equivalent of 28% of its sand and gravel consumption in 2009, although in practice only 7% of consumption was actually produced within the area. This reflects the fact that the only significant source of sand and gravel in the area is located in Solihull. As there is no production of crushed rock within the Area all of this material is imported.

**Table 3.6: Sand and Gravel Sales in the West Midlands Metropolitan Area in 2009 - Destination**

<b>Destination</b>	<b>Sales (thousand tonnes)</b>	<b>Percentage of total sales</b>
Within Metropolitan Area	91	24%
Elsewhere West Midlands	280	75%
Elsewhere other	1	1%
<b>Total</b>	<b>375</b>	<b>100%</b>

Source: Aggregate Minerals Survey 2009 Collation Report, Table 9f (see footnote 9)

3.6.7 The requirement for land-won aggregate products can be reduced through the use of recycled materials. All of the Mineral Planning Authorities in the Area are actively seeking to encourage an increase in recycling. Unfortunately there is no accurate data on the quantity of recycled aggregates produced or on the proportion of aggregate consumption which is made up of recycled products. However, it is reasonable to expect a continued increase in the importance of this sector in the future. Further information on the production of

<sup>18</sup> See West Midlands AWP Report for 2011 and 2012 (December 2014), and Table 7, Mineral Extraction in Great Britain 2013: Business Monitor PA1007 (February 2015), CLG (Department for Communities and Local Government).

recycled materials within the West Midlands Metropolitan Area can be found in paragraphs 4.4.1 – 4.4.6 below.

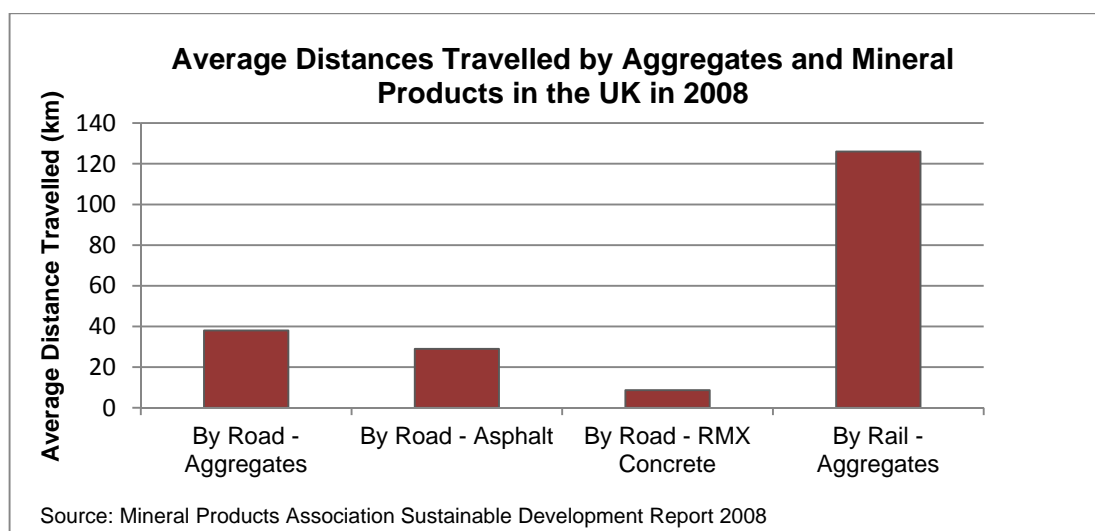
### Imports and Exports – Issues for Future Planning

3.6.8 The Metropolitan Area is likely to continue to rely on imports from other areas going forward, and reliance on imports could increase. It will be important for the mineral planning authorities in the West Midlands Metropolitan Area to engage with the other mineral planning authorities in the East and West Midlands who will be expected to provide a source of aggregate minerals to support development and growth within the Area, to ensure that appropriate provision is made in their local plans.

## **3.7 Aggregate Transport and Distribution Networks**

3.7.1 This is an important issue for the West Midlands Metropolitan Area, given the reliance on supplies of aggregates from outside the Area. While some mineral products tend to travel relatively short distances from their site of manufacture (see 3.4 above), raw materials (e.g. sand and gravel, crushed rock and equivalent secondary and recycled materials) may travel much further, particularly by rail. Figure 8 below illustrates the differences in average distances between aggregate minerals generally, and mineral products.

**Figure 8: Transportation of Aggregates – Average Distances**



3.7.2 There are three rail-linked sites for aggregates of significance in the West Midlands Metropolitan Area:

- **Washwood Heath Sidings in Birmingham** – this facility is operated by CEMEX and includes an aggregates distribution depot, a RMX plant, a coating plant and a facility for manufacture of railway sleepers (see 3.5 above regarding impact of HS2 project on this site);
- **Network Rail Local Distribution Centre (LDC) at Bescot Sidings in Sandwell** – this is a facility for storage, recycling and distribution of rail ballast, and is one of seven such facilities operated by Network Rail across the rail network; and
- **Hope Construction Materials in Walsall** – this was originally a bulk cement distribution facility only, but has recently (2015) expanded to include a RMX plant and aggregates distribution depot.

Potential for further rail diversion is limited in the absence of expansion of the freight network to allow the provision of additional integrated rail freight terminals, particularly in Black Country which is not currently well served by the rail freight network.

3.7.3 Although the West Midlands Metropolitan Area is well served by Inland waterways, these offer little potential for the transport of aggregates, except in special cases, due to the constraints of the canal network and conflicting land uses. There is no evidence that bulk transport of aggregates or mineral products by inland waterways is viable, and no proposals for the development of canal wharves have come forward in the Area to date.

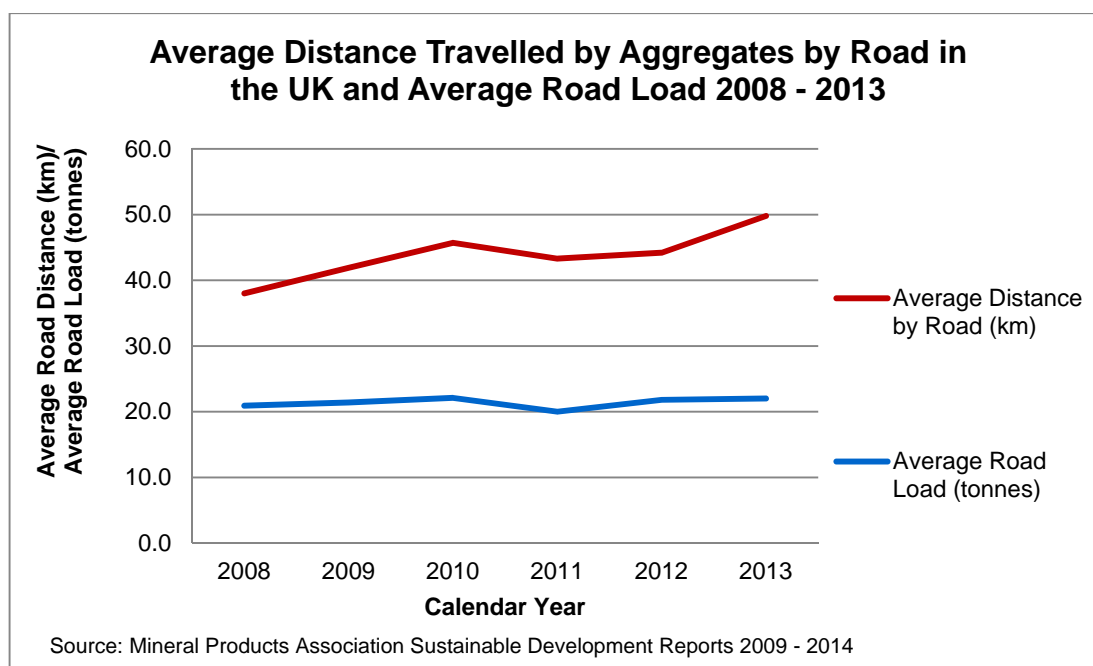
3.7.4 The West Midlands Metropolitan Area is at the hub of the national motorway network, the main connections being via the M5, M6, M6 Toll, M54 and M42 Motorways. Currently there is heavy reliance on motorways and the local

strategic highway network (SHN) to transport aggregates to and around the Area. This is likely to continue in the foreseeable future.

3.7.5 Information published by the Mineral Products Association suggests that the distance aggregate minerals travel by road has increased from around 38 km in 2008 to nearly 50 km in 2013, the latest year for which figures are available (see Figure 9 below). However, the average road load has not changed significantly over the same period, and was around 22 tonnes in 2013. This suggests that the overall number of delivery trips has not increased.

3.7.6 The impact of road transport of aggregates on air quality is an important issue for the West Midlands Metropolitan Area, as Air Quality Management Areas for nitrogen dioxide (NO<sub>2</sub>) have been declared over most of the Area. Road freight transport has been identified as a major source of NO<sub>2</sub> as well as being a significant source of carbon dioxide (CO<sub>2</sub>) emissions, and congestion is also a major contributing factor. HGVs are forecast to increase by 43% between 2010 and 2035.<sup>19</sup>

**Figure 9: Transportation of Aggregates by Road – Key Trends**



<sup>19</sup> See Key Issue B4 (3.32 – 3.37) and Appendices 5 and 13, West Midlands Metropolitan Area Freight Strategy 2030: Supporting Our Economy, Cutting Carbon (April 2013), Centro

3.7.7 The West Midlands Metropolitan Area Freight Strategy 2030 (2013),<sup>20</sup> the West Midlands Low Emissions Strategy,<sup>21</sup> and most recently, the draft replacement West Midlands Local Transport Plan (July 2015),<sup>22</sup> are aiming to address this by promoting modal shift onto rail where feasible, by supporting improvements to transport infrastructure to tackle congestion, and by promoting increased use of low emission freight vehicles. It is not clear to what extent the aggregates industry is likely to be moving towards the use of low emission freight vehicles to transport aggregate minerals by road, as the latest MPA Sustainable Development Report (2014) does not provide any information on this issue.

#### Distribution Networks – Issues for Future Planning

3.7.8 While the influence of local plans is likely to be limited, they are likely to have a role in safeguarding existing storage, handling and distribution facilities for aggregates and mineral products, and ensuring that new production facilities (including facilities that produce aggregates from secondary and recycled sources) are appropriately located in relation to existing transport networks.

### **3.8 Potential Future Demand – Conclusions**

3.8.1 The main conclusions in relation to demand are as follows:

- Under the most recent Sub-national Guidelines, the West Midlands Metropolitan Area has an apportionment for the production of 0.55 million tonnes of sand and gravel per annum. There is no apportionment for crushed rock;

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<sup>20</sup> See above.

<sup>21</sup> See West Midlands Low Emissions Towns and Cities Programme - documents published on Walsall Council website:  
[http://cms.walsall.gov.uk/index/low\\_emissions\\_towns\\_and\\_cities\\_programme.htm](http://cms.walsall.gov.uk/index/low_emissions_towns_and_cities_programme.htm)

<sup>22</sup> See 2.15, 3.1, 4.3, 4.7, 4.44, 5.1, Movement for Growth: The West Midlands Local Transport Plan Public Consultation Draft (July 2015), West Midlands Integrated Transport Authority.

- Over the past ten years, sand and gravel sales have averaged just under half a million tonnes per annum, but there is much variation from year to year, with sales being much higher during the boom years and much lower during the recession;
- Planned future levels of house building are some 65% higher per annum than the average level of completions over the last ten years and more than double past rates if planned overspill housing is taken into account. There are also a number of major planned infrastructure projects, notably HS2;
- The Area has a significant number of plants manufacturing products from aggregates, for which demand is likely to continue;
- The Area is heavily reliant on imports of land-won aggregates from adjoining areas, Staffordshire is particularly important in terms of the supply of sand and gravel, and the East Midlands in terms of the supply of crushed rock;
- Aggregate recycling is being encouraged through existing local plans, and is likely to be making an important contribution to consumption in the Area, but no accurate data is available on the extent of this (see 4.3 below);
- In view of the Area's reliance on imported material, the availability of transport and distribution networks for aggregates is an important issue for future local plans and reviews of local plans.

## **4. Aggregate Supply – Existing and Potential Sources**

### **4.1 Background**

4.1.1 Guidance on the Managed Aggregate Supply System is now contained in the NPPG<sup>23</sup>, which says that:

*The Managed Aggregate Supply System seeks to ensure a steady and adequate supply of aggregate mineral, to handle the significant geographical imbalances in the occurrence of suitable natural aggregate resources, and the areas where they are most needed. It requires mineral planning authorities which have adequate resources of aggregates to make an appropriate contribution to national as well as local supply, while making due allowance for the need to control any environmental damage to an acceptable level. It also ensures that areas with smaller amounts of aggregate make some contribution towards meeting local and national need, where that can be done sustainably. (para 27.060)*

4.1.2 Sources of aggregate mineral supply include the following:

- Primary land-won aggregates;
- Secondary aggregates;
- Recycled aggregates;
- Imports from other areas; and
- Marine-dredged aggregates (not applicable in West Midlands Metropolitan Area).

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<sup>23</sup> NPPG ID 27-060—201400306

In considering sources of supply, the LAA should have regard to the types of material and what they can be used for, e.g. manufacture of specific products.

4.1.3 Section 4.2 below summarises provision for production of primary land won aggregates in the West Midlands Metropolitan Area, and how this contributes to the current guidelines for the former West Midlands region. The Metropolitan Area currently produces sand and gravel only, as there are no workable crushed rock deposits in the area. However, the Metropolitan Area is likely to be producing significant quantities of “alternative materials” in the form of secondary and recycled aggregates.

4.1.4 The National and Regional Guidelines (2009) assume that a proportion of the requirements for aggregates in England 2005 - 2020 will be met from “alternative materials.” It is assumed that the supply of aggregates in the former West Midlands region will include 100 million tonnes of “alternative materials.” This equates to around 6.25 million tonnes per annum and represents 27% of the total supply guideline of 370 million tonnes. Sections 4.3 and 4.4 below set out the available evidence for production of “alternative materials” in the West Midlands Metropolitan Area.

4.1.5 Section 4.5 provides an overview of current imports of aggregates into the Area. While there is evidence that the Metropolitan Area is importing aggregates and mineral products from other mineral planning authority areas, there is no evidence that aggregates are being imported from outside the UK.

## **4.2 Primary Land Won Aggregates**

### West Midlands Metropolitan Area – Aggregate Mineral Resources

4.2.1 Primary land won aggregates are naturally occurring mineral deposits that can be extracted from quarrying, or where feasible, as part of the preparatory ground works in advance of development. They include both crushed rock, of which there are unlikely to be any viable sources remaining in the West Midlands Metropolitan Area, and sand and gravel.



- 4.2.2 Nationally, sand and gravel comes mainly from superficial ‘drift’ deposits typically concentrated in river valleys. However, in Walsall and adjoining areas in Staffordshire they are found in bedrock ‘solid’ deposits, from the Sherwood Sandstone Group.<sup>24</sup> There are various types of hard rock suitable for crushing, such as types of limestone, sandstone and igneous/metamorphic rocks such as dolerite, the latter being the only type occurring in the West Midlands Metropolitan Area.
- 4.2.3 The main hard rock resource in the West Midlands Metropolitan Area is dolerite, or ‘Rowley Rag’ as it is known locally, which is found in Rowley Regis in Sandwell and Dudley, with a smaller area in Walsall at Pouk Hill. The last dolerite quarry in the West Midlands Metropolitan Area in Sandwell closed in 2007, and any remaining resources of this mineral are unlikely to be economically viable to work.
- 4.2.4 Sand and gravel deposits are more extensive, with both glacial and river sand and gravel resources in parts of Birmingham and Solihull, and bedrock deposits in parts of northern Birmingham and the east of Walsall.<sup>25</sup> However, the only areas where there are known economically viable resources are at Berkswell, Meriden and Stonebridge in Solihull, and at Aldridge in Walsall. Much of the resource identified in “Mineral Resource Information for Development Plans West Midlands” is constrained by built development, particularly the resource areas in Aldridge in Walsall. This reflects the fact that the boundary of the Metropolitan Area is for the most part drawn tightly around the edge of the built-up area.

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<sup>24</sup> See: Mineral Resource Information for Development Plans: West Midlands - Mineral Resource Map WF/99/3 (1999), British Geological Survey. See also 3.5 and Figures 2, 3 and 4, Provision of Geological Information and a Revision of Mineral Consultation Areas for Staffordshire County Council (2006), CR/06/133 British Geological Survey.

<sup>25</sup> See: Mineral Resource Information for Development Plans: West Midlands - Mineral Resource Map WF/99/3 (1999), British Geological Survey. See also Figure 3.3 and Chapter 6, Walsall SAD and AAP Minerals Project – Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler.

## Sand and Gravel – Permitted Reserves and Areas of Search

4.2.5 The existing permitted sand and gravel sites in the West Midlands Metropolitan Area are listed in Appendix 2. Permitted reserves of sand and gravel within these sites amounted to 5.38 million tonnes at the end of 2013. Permitted reserves describe the amount of aggregates for which planning permission has been granted for excavation.

4.2.6 Current production of sand and gravel aggregates in the West Midlands Metropolitan Area takes place predominantly in Solihull, at Berkswell and Meriden quarries, and at a new quarry at Stonebridge which opened in 2012. There has also been some production in Walsall, at Branton Hill Quarry, although extraction ceased in May 2013 when the operator went into receivership, and the remaining reserves are believed to be negligible. Table 4.1 shows that permitted reserves have increased in the Metropolitan Area in recent years, reflecting the additional capacity in Solihull. This increase runs counter to the trends experienced elsewhere in the West Midlands, where permitted reserves have declined or stabilised.

**Table 4.1: West Midlands Metropolitan Area - Sand and Gravel Permitted Reserves 2004 - 2013**

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Reserves	2.50	2.00	1.60	2.39	5.21	5.06	4.61	4.65	6.23	5.38

Source: Solihull MBC and Walsall Council

4.2.7 The NPPF requires that a 7 year landbank of permitted reserves of sand and gravel should be maintained (NPPF paragraph 145). The length of the landbank is calculated by dividing permitted reserves by the annual requirement. The overall annual production requirement for sand and gravel in the West Midlands Metropolitan Area, based on indicative “apportionments” identified in Local Plans (1) and rolling average (mean) 10-year sales (2), is just over 0.5 million tonnes. Therefore, to provide a 7-year landbank the Area needs to identify permitted reserves of around 3.5 million tonnes in total.

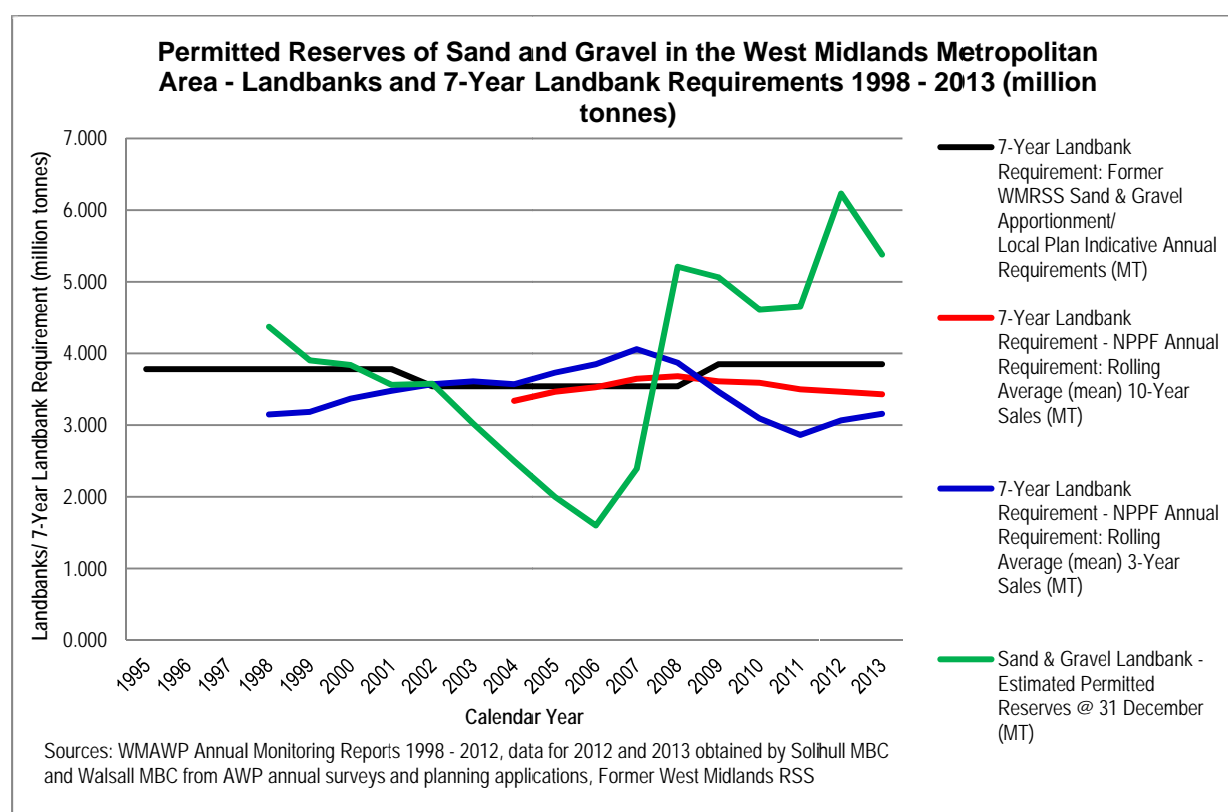
4.2.8 As at the end of 2013, the landbank in the Metropolitan Area was estimated to be around 5.4 million tonnes, sufficient to provide a supply of between 9.8 and 10.9 years, dependent on the method of calculating provision, well above the required figure (see Table 4.2 and Figure 10).

**Table 4.2: West Midlands Metropolitan Area - Estimated Sand and Gravel Landbank @ 31.12.13**

Permitted Reserves @ 31.12.13	SMBC Local Plan - Annual Provision (1)	2004 – 2013 Rolling Average (mean) Sales (2)	Landbank (1) years	Landbank (2) years
5.4	0.55	0.494	9.8	10.9

Source: Solihull MBC

**Figure 10: Comparison of Permitted Reserves of Sand and Gravel in the West Midlands Metropolitan Area 1998 – 2013 with Landbank Requirements**



4.2.9 The Solihull Local Plan 2013 identifies three preferred areas for sand and gravel extraction at Berkswell, and two areas of search for sand and gravel, which include the existing quarries in the Borough. Solihull's Minerals

Background Paper dated 29 November 2012 indicates that the preferred areas could provide for about 2.5 million tonnes with the remaining requirement of around 5 million tonnes from the areas of search. However, the preferred areas and areas of search in Solihull are subject to various constraints, notably the line of the proposed High Speed 2 (HS2) railway, which could sterilise sand and gravel resources along the rail corridor. There are also significant areas of biodiversity importance, including Berkswell Marsh Site of Special Scientific Interest, within the areas of search.

4.2.10 The Black Country Core Strategy 2011 identifies two indicative areas of search for sand and gravel extraction around former quarries within Walsall (MA1: Birch Lane and MA2: Branton Hill). Core Strategy Policy MIN2 aims to provide for a minimum of 0.05 million tonnes per annum. However, the policy identifies that the areas of search are subject to various constraints. Proposed boundaries for the areas of search are identified in the Draft Walsall Site Allocations Document (September 2015) which sets out Walsall Council's Preferred Options for the plan. Walsall Council estimates that there may be around 6.4 million tonnes of unpermitted resources within the two areas of search identified.<sup>26</sup>

4.2.11 The potential for future sand and gravel extraction in Walsall has been considered in a recent viability and deliverability study commissioned by Walsall Council from Amec Foster Wheeler in 2015, to inform the preparation of the Site Allocation Document. The Study considered potential alternatives to the areas of search identified in the Core Strategy within the sand and gravel resource area. It notes the current lack of interest in working the resources in Walsall (as evidenced by the responses received from the aggregates industry), and that none of the potential locations identified is without significant constraints. It is therefore concluded that future sand and gravel extraction proposals are most likely to come forward within the areas identified in the Core Strategy, and that there is sufficient flexibility within Core Strategy Policy MIN2 to allow for possible alternatives.

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<sup>26</sup> See Table 9.1, Policy M6, Chapter 9, Walsall Site Allocation Document: Preferred Options (September 2015), Walsall Council

4.2.12 Hence, the Draft Walsall Site Allocation Document does not identify any further potential working areas in Walsall, other than the two areas of search identified in the Core Strategy. Draft Policy M6 identifies the main constraints to future working in each area of search, which planning applications will be expected to address. The main constraints are the need to progress restoration of the former quarries (the Council is unlikely to support further working otherwise), proximity of potential future working areas to existing housing, potential impacts on hydrology and groundwater resources, and site access/ highway capacity constraints, and possible related impacts on amenity and air quality from increases in HGV traffic.

#### Sand and Gravel Extraction – Potential for “Prior Extraction”

4.2.13 Current good practice guidance on minerals safeguarding includes two documented examples of where “prior extraction” of sand and gravel has happened or has been required under a planning condition,<sup>27</sup> suggesting that where the circumstances allow, this may be feasible in the West Midlands Metropolitan Area. Where this is the case, “prior extraction” could provide a source of sand and conglomerate for use on-site, or which could be offered for sale, which may help offset the costs of individual development projects, or the cost of having to source these raw materials from elsewhere.

4.2.14 The Black Country Core Strategy and Solihull Local Plan have identified minerals safeguarding areas (MSAs) covering sand and gravel resources and other minerals of “local and national importance,” in accordance with national policy guidance (NPPF paragraph 143). Both plans include policies that encourage the “prior extraction” of any underlying mineral resources, where feasible. However, annual monitoring has so far not identified any recent cases where “prior extraction” of sand and gravel has been proposed as part of an urban development project in the Metropolitan Area.

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<sup>27</sup> See Case Studies 10 and 11 in Chapter 10, “Mineral Safeguarding in England: Good Practice Advice (2011), British Geological Survey

4.2.15 It has not been possible to identify any other published examples of where “prior extraction” of sand and gravel has actually taken place in an urban area, or any evidence that it is common practice. The scope for “prior extraction” of sand and gravel is likely to be limited in areas such as the Black Country, where many urban sites are covered by a significant depth of “made ground” and have already been subject to mineral extraction in the past, which is likely to have removed any resources likely to be of value.<sup>28</sup> While it is impossible to quantify how much sand and gravel could be generated through “prior extraction” in the Metropolitan Area between now and 2031, it is unlikely to make a significant contribution towards future supplies.

#### Primary Land Won Sand and Gravel – Issues for Future Planning

4.2.16 The available evidence shows that the West Midlands Metropolitan Area currently has a sufficient landbank of sand and gravel reserves to meet short-term requirements. Sufficient provision has also been made in local plans to meet potential longer-term requirements. Table 4.3 below summarises the potential long-term landbank requirements up to 2031 and beyond (reflecting the period covered by the most recent housing needs assessments for local plans) under each supply requirement scenario, compared to the existing supply identified from permitted reserves and unpermitted resources within the areas of search identified in the local plans. This shows that sufficient requirements have been identified to meet the indicative requirements under both scenarios.

4.2.17 However, there is no guarantee that the resources identified in the local plans will actually come forward, as this will depend on demand and overcoming the constraints to working where they exist. Furthermore, in some parts of the Metropolitan Area, difficult choices may have to be made between safeguarding any mineral resources present, and allowing non-mineral development to take place to meet identified requirements. This is a particular

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<sup>28</sup> See Chapter 10, Walsall SAD and AAP Minerals Project – Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler.

issue for the Black Country, where there are mineral resources underlying nearly the whole of the administrative area of each authority.

**Table 4.3: Sand and Gravel Requirements and Provision in the West Midlands Metropolitan Area @ 31.12.13**

<b>West Midlands Metropolitan Area – Sand and Gravel Supply Requirements</b>	<b>Resources Required (Million Tonnes)</b>
<b>Sand and Gravel Supply Requirement Scenario (1):</b> Black Country Core Strategy 2011 - Policy MIN2 Solihull Local Plan 2013 – Policy P13	
Indicative Annual Production Requirement	0.550
7-Year Landbank Requirement (1)	3.850
Long Term Landbank Requirement 2014 – 2031 (1) (18 years + 7 years = 25 years)	<b>13.750</b>
<b>Sand and Gravel Supply Requirement Scenario (2):</b> Average (mean) 10-year Sales 2004 – 2013	
Indicative Annual Production Requirement	0.494
7-Year Landbank Requirement (2)	3.458
Long Term Landbank Requirement 2014 – 2031 (2) (18 years + 7 years = 25 years)	<b>12.359</b>
<b>West Midlands Metropolitan Area – Potential Supply Available</b>	<b>Estimated Resources (Million Tonnes)</b>
Permitted Reserves @ 31.12.13	5.400
Unpermitted Resources in Walsall Areas of Search (Black Country Core Strategy 2011/ Walsall SAD)	6.400
Unpermitted Resources in Solihull Areas of Search (Solihull Local Plan 2013)	2.500
<b>TOTAL SUPPLY</b>	<b>14.300</b>

Source: West Midlands Metropolitan Authorities

## 4.3 Secondary Aggregates

- 4.3.1 Secondary aggregates are aggregates produced as a by-product of another industrial process. Examples include slag from furnaces, ash from incinerators and recycled materials such as glass and tyres. It also includes natural by-products of industrial activity, such as colliery spoil.<sup>29</sup> There is sometimes confusion between secondary and recycled aggregates (and there are some “grey areas”), but the main difference is that secondary aggregates are generally by-products rather than “waste.”<sup>30</sup>
- 4.3.2 Information on secondary aggregates production is difficult to come by, as there are no arrangements in place to monitor production of minerals from these sources either at a local or a national level, except for secondary aggregates produced as a by-product of other mineral extraction, which have been included in the last two national aggregate surveys. The last national study to provide sub-national estimates of aggregates produced from “alternative materials” was carried out in 2005<sup>31</sup> prior to the current guidelines.
- 4.3.3 The survey estimated that around 38.3 million tonnes of “other materials” (i.e. materials other than recycled construction, demolition and excavation waste) were generated in England in 2005, but of this, only 8.4 million tonnes (22%) was actually used as aggregate. Table 4.4 below summarises the data in the 2005 survey report relating to use of “Other” materials as aggregates in the West Midlands Metropolitan Area.

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<sup>29</sup> Construction Aggregates Mineral Planning Factsheet (June 2013), British Geological Survey and CLG (Department for Communities and Local Government)

<sup>30</sup> To qualify as a “by-product,” further use of the substance or object must be certain, it must be capable of being used directly without further processing other than “normal industrial practice,” it must be produced as an integral part of a production process and its further use must be lawful – see Article 5 of the Waste Framework Directive (2008/98/EC).

<sup>31</sup> Survey of Arisings and Use of Alternatives to Primary Aggregates in England 2005: Construction, Demolition and Excavation Waste and Other Materials (February 2007), Capita Symonds and WRc plc for CLG



**Table 4.4: Estimated Production of “Other” Materials in the West Midlands Metropolitan Area in 2005 by Source (million tonnes)**

Area	Incinerator Bottom Ash	Spent Rail Ballast	Waste Glass	Total “Other” Materials
Birmingham and Black Country <sup>32</sup>	0.08	0.11	0.08	<b>0.22</b>
Coventry Solihull & Warwickshire <sup>33</sup>	0.00	0.00	0.04	<b>0.04</b>
<b>Total</b>	<b>0.08</b>	<b>0.11</b>	<b>0.12</b>	<b>0.26</b>

Source: Annex 2, Survey of Arisings and Use of Alternatives to Primary Aggregates in England 2005: Other Materials (February 2007), Capita Symonds and WRc plc for CLG

4.3.4 The table reproduces the figures for Aggregate Use in Annex 2 of the report. Due to the limitations of the data, the total figure is for the West Midlands Metropolitan Area and Warwickshire combined. Assuming that most of this related to production in Coventry and Solihull, the data suggests that the Metropolitan Area produced around a quarter of a million tonnes of aggregates from “other” material sources in 2015.

4.3.5 Evidence recently gathered by the Metropolitan Authorities on the sites known to be producing aggregates from secondary sources suggests that the Area currently has around 0.4 million tonnes of capacity for recovery and processing of such materials, which is nearly twice as much as the estimated production in the 2005 national survey. A breakdown of estimated annual throughput/ production capacity is provided in Table 4.5 below.

4.3.6 The following paragraphs summarise the types of facilities in the Area, the by-product materials they process, and the end uses of the materials.

<sup>32</sup> This area is referred to as “West Midlands Excluding Coventry & Solihull” in the report.

<sup>33</sup> It is unfortunately not possible to disaggregate figures for Coventry and Solihull from this data, although most of the estimated production is likely to relate to Coventry and Solihull.

**Table 4.5: West Midlands Metropolitan Area – Estimated Capacity at Secondary Aggregates Production Facilities @ 31.12.13**

Facility Type	Number of Facilities				Estimated Annual Throughput/ Production Capacity (TPA)
	B'ham	Black Country	Coventry & Solihull	Total	
Use of Secondary Aggregates at Coating Plants and RMX Plants	1	3	0	4	Not known
Secondary Aggregates - Road Planings	1	1	0	2	140,000
Secondary Aggregates - Industrial By-Products	1	1	0	2	85,000
Secondary Aggregates - Rail Ballast	0	1	0	1	175,000
<b>Total Number of Facilities / Production Capacity</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>400,000</b>

Source: West Midlands Metropolitan Authorities

#### Secondary Aggregates from Other Mineral Extraction

4.3.7 There are no quarries in the West Midlands Metropolitan Area which are producing any aggregates as by-products. The main sources of secondary aggregates produced in the Area are therefore industrial by-products (including incinerator bottom ash), road planings, and rail ballast.

#### Use of Secondary Aggregates at Coating Plants and RMX Plants

4.3.8 There are three coating plants in the Black Country (Express Asphalt in Darlaston, Walsall, and the Oldbury and Ettingshall plants in Sandwell and Wolverhampton operated by Midland Quarry Products) each of which has on-site facilities for recovery of aggregates from secondary materials, including

waste resin foundry sand.<sup>34</sup> It is assumed that most of the end products are used on-site within the coating plants and it is not known whether any of the plants generate any surplus material offered for sale. The Aggregate Industries RMX plant at Perry Barr in Birmingham also produces a variety of graded aggregate products from both secondary and recycled materials, including road planings and spent rail ballast.<sup>35</sup>

### Industrial By-Products

4.3.9 The Ballast Phoenix facility in Birmingham specialises in recovery of secondary aggregates from non-hazardous incinerator bottom ash (IBAA) sourced from municipal energy from waste (EfW) plants. Processing involves recovery of recyclable metals, and most of the rest is useable aggregate.<sup>36</sup> The West Midlands Metropolitan Area has four EfW plants (Birmingham, Coventry, Dudley and Wolverhampton), but it is not known whether all of them are recovering IBAA for use as aggregate or whether what is being recovered is sent to the Ballast Phoenix facility.<sup>37</sup> There is also a much smaller facility in Willenhall in Walsall (G & GB Morris) which specialises in recovery of aggregates from similar industrial wastes and quarry wastes.<sup>38</sup>

### Road Planings

4.3.10 The Metropolitan Area has two specialist facilities for recovery of aggregates from road planings: National Road Planings in Birmingham (Tarmac) and a

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<sup>34</sup> Information obtained from Midland Quarry Products website and planning application for Walsall site

<sup>35</sup> Information obtained from Appendix 9, Birmingham City Council Waste Capacity Study (February 2010), Enviros (N.B. Site identified as Bardon Aggregates), and Aggregate Industries website

<sup>36</sup> Information obtained from Appendix 9, Birmingham City Council Waste Capacity Study (February 2010), Enviros, Ballast Phoenix company website

<sup>37</sup> Information obtained from the relevant authorities indicates that IBAA from the Coventry and Dudley plants is being recovered for use as aggregate. While the benefits in terms of resource efficiency and carbon reductions are acknowledged, the economics may not necessarily stack up in every case - see Case Study 16: Delivering Resource Efficiencies in the West Midlands (2013), Improvement and Efficiency West Midlands.

<sup>38</sup> Information obtained from planning application for Walsall site

facility developed in 2012 by SITA at their waste facility in Wolverhampton. The National Road Planing facility is one of three facilities operated by Tarmac which process road planings from the Highways Agency and local highway authorities (under contracts) into high quality secondary aggregates, and supplies the end products to asphalt manufacturers, the construction industry and other private sector customers.<sup>39</sup> The SITA facility also processes road planings from local highway authority contracts and the main end products are sand and aggregates for use in road construction.<sup>40</sup>

### Rail Ballast

3.2.11 Network Rail's Local Distribution Centre (LDC) and recycling facility for rail ballast is based at Bescot Sidings in Sandwell and is part of a national network of such facilities across the rail network. The operation of these facilities used to be sub-contracted, but in 2013 the rail ballast supply chain was brought back "in house" by Network Rail, generating significant cost savings. Together, the seven facilities are estimated to be accepting 1.2 million tonnes of used materials (ballast and associated waste materials generated by excavation) annually.<sup>41</sup> The Bescot facility has an estimated capacity of up to 175,000 TPA.

### Secondary Aggregates – Issues for Future Planning

4.3.12 While we have provided an estimate of capacity for secondary aggregates production, there is currently no information available on actual production of secondary aggregates in the West Midlands Metropolitan Area in 2013. Existing capacity is not necessarily an indicator of production, which is likely to vary from year to year, depending on the demand for aggregates and the

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<sup>39</sup> Information obtained from Tarmac website – National Road Planing

<sup>40</sup> Information obtained from Case Study 15: Delivering Resource Efficiencies in the West Midlands (2013), Improvement and Efficiency West Midlands and SITA Press Release dated 14.12.11

<sup>41</sup> Information obtained from Railway Gazette News Release 11.07.13 and other similar sources

availability of suitable by-product materials. The factors influencing this are largely outside the control of mineral planning authorities. However, local plans are likely to have an important role to play in safeguarding industrial land, ensuring that a supply of industrial by-products can be sustained for as long as the relevant industries remain viable, and in ensuring that existing production facilities can be safeguarded, and that there are opportunities to develop new production facilities where there is an identified demand.

4.3.13 It is unlikely to be feasible for the Metropolitan Authorities to monitor the actual tonnages of secondary aggregates produced per annum with the resources available. These are likely to become even more constrained in the future given the budgetary pressures on local planning authorities. Future LAAs will therefore focus on reporting development of new secondary aggregate production facilities in the Area, and projects in the pipeline.

#### **4.4 Recycled Aggregates**

4.4.1 Recycled aggregates are produced primarily through the recycling of construction, demolition and excavation waste (CD&EW).

4.4.2 As with secondary aggregates, there is no reliable local information on the scale of production of recycled aggregates, as recycled aggregates are generated from various sources and there are no arrangements in place to collect this data in most cases. However, national surveys have shown that recycled aggregates are a much more significant source of supply than secondary aggregates.<sup>42</sup> Production has been encouraged by national and European policies aimed at reducing the amount of waste going to landfill, and development plans seek to promote recycling and to safeguard sites.

4.4.3 The quality of the recycled product can vary significantly. Historically it has often been of relatively low quality, which has limited its use to general fill, but

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<sup>42</sup> See Survey of Arisings and Use of Alternatives to Primary Aggregates in England 2005: Construction, Demolition and Excavation Waste and Other Materials (February 2007), Capita Symonds and WRC plc for CLG

there are now some plants (e.g. Coleman and Company in Birmingham and Solihull) which are capable of producing material to a higher specification, comparable to land-won aggregates.

- 4.4.4 The Metropolitan Area has a number of fixed recycling sites for CD&EW (see Appendix 3 for a list of known sites, although this list may not be exhaustive). An overview of the types of facilities available in each part of the Area and their combined annual throughput/ production capacity is provided in Table 4.6 below. It is estimated that known existing fixed sites have the capacity to process around 1.125 million tonnes of CD&EW per annum.

**Table 4.6: West Midlands Metropolitan Area – Estimated Capacity at Fixed Aggregates Recycling Facilities @ 31.12.13**

Facility Type	Number of Facilities				Estimated Annual Throughput/ Production Capacity (TPA)
	B'ham	Black Country	Coventry & Solihull	Total	
Recycling/ Recovery at Quarries	0	2	2	4	375,000
Recycling/ Recovery at Coating Plants and RMX Plants	1	1	0	2	Not known
Recycling/ Recovery by Demolition and Engineering Contractors	6	5	1	12	500,000
Recycling/ Recovery at Waste Facilities	3	2	0	5	250,000
<b>Total Number of Facilities / Production Capacity</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>25</b>	<b>1,125,000</b>

Source: West Midlands Metropolitan Authorities

- 4.4.5 The annual throughput of waste is not necessarily the same as the annual production rate of recycled aggregates, as the CD&EW waste stream will normally include a fraction of waste that is unsuitable for recycling into aggregate, although some materials (in particular, metals) may be recovered or recycled for other purposes – for example, see Figure 14 below.
- 4.4.6 Some demolition companies claim to be achieving very high recycling rates (for example, more than 90%) on their websites. However, this cannot be verified, as it depends on how they define “recycling,” and in particular whether this includes material processed and used on-site, and material used for infilling, engineering or land remediation off-site.
- 4.4.7 Four broad categories of fixed recycling sites have been identified in the Area. The following paragraphs provide an overview of the sites falling into each category. Most of the recycling sites identified are small and constrained by other development, and their capacity is limited. It is likely that most recycled aggregates are produced as a result of on-site recycling using mobile plant, rather than production on fixed sites. While it is in many cases possible to estimate the annual throughput capacity of a fixed site, it is impossible to know how much recycled aggregate is produced and used on-site.

#### Recycling/ Recovery at Quarries

- 4.4.8 Recycling operations are being carried out at Meriden Quarry in Solihull<sup>43</sup> (Coleman and Company) and Ketley Quarry (WCL Quarries) in Dudley. Both sites are producing high quality graded products of similar quality to quarried aggregates, suitable for various construction and engineering applications (including fill and capping materials).<sup>44</sup> There is also a small permitted

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<sup>43</sup> At Meriden Quarry there is also another “recycling” operation by NRS Waste Care - however, this operation appears to involve mainly pre-treatment of waste prior to use in quarry restoration, rather than recycling of aggregate for sale.

<sup>44</sup> Information obtained from the Coleman Group and WCL Quarries company websites

recycling facility at Branton Hill Quarry in Walsall which ceased operating in 2013 when the quarry closed.

#### Recycling/ Recovery at Coating Plants and RMX Plants

- 4.4.9 The Express Asphalt coating plant in Walsall has an on-site recycling facility which is believed to producing aggregates from recycled waste as well as from secondary (by-product) materials (see 4.3.6 above) , but it is not known whether this site generates any surplus recycled material offered for sale. Recycling is also being carried out at the Aggregate Industries RMX plant at Perry Barr in Birmingham. This site accepts concrete, masonry, bricks, tiles and ceramics and mixed CD&EW as well as secondary (by-product) materials, and produces graded aggregates.

#### Recycling/ Recovery by Demolition and Engineering Contractors

- 4.4.10 As well as the facility at Meriden Quarry (see 4.4.6), Coleman and Company have a smaller recycling facility at their head office at Shady Lane in Birmingham producing similar high quality graded aggregates. Another demolition contractor that has invested in production of high quality recycled aggregates is McAuliffe Engineering based in Wolverhampton.<sup>45</sup> While other contractors have indicated on their website that they produce graded materials of different specifications, it is unclear what proportion of the output is of this quality and what proportion is ungraded or low-grade material that is not a substitute for quarried aggregates.

- 4.4.11 As noted above, in many cases, annual throughput/ production of recycled aggregate by demolition contractors is not known, and is impossible to quantify with certainty, because a significant amount of recycling is taking place at demolition sites using mobile plant, rather than at the contractor's

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<sup>45</sup> Information obtained from the Coleman Group and McAuliffe Engineering websites, information about other sites obtained from published studies (for example, Appendix 9, Birmingham City Council Waste Capacity Study (February 2010), Envirosearch and Table 22, Update to Waste Capacity Study – Birmingham City Council, Addendum (June 2014), Jacobs) or provided by the relevant authorities.



main site. The combined annual throughput figure in Table 4.6 is based on a rounded estimate of the capacity of the sites for which figures are available.

#### Recycling/ Recovery at Waste Facilities

4.4.12 There are a number of waste facilities in the Metropolitan Area which are specialising mainly in recovery or recycling of aggregates from construction, demolition and excavation waste. These include the Tarmac Recycling facility in Wolverhampton which specialises in aggregates recycling, and the Interserve Materials Recycling Facility in Walsall which also recycles commercial and industrial waste, and the Weir Waste facility in Birmingham.<sup>46</sup> The end products produced by these facilities are similar to those produced by demolition and engineering contractors.

4.4.13 The Metropolitan Area also has a number of recycling and transfer facilities (including some not listed in Appendix 3 or included in Table 4.6) which accept significant quantities of CD&EW, but it is unclear how much waste recycling/ recovery takes place at these sites.

4.4.14 There is information available from the Environment Agency Waste Data Interrogator which records the tonnages of waste falling within the “Inert C&D” category - which includes CD&EW - entering and leaving these sites each year. The Environment Agency data is not a substitute for actual data on aggregates recycling or even CD&EW arising in the Area, because it only records consignments of waste entering and leaving permitted sites and does not capture information about inert wastes that bypass the permitting system because they are managed elsewhere under “exemptions.”

4.4.15 However, it does provide a time series of data from 2007 onwards, which can give a broad indication of changes in the generation of CD&EW in the Area over time, as well as providing other potentially useful information, such as the

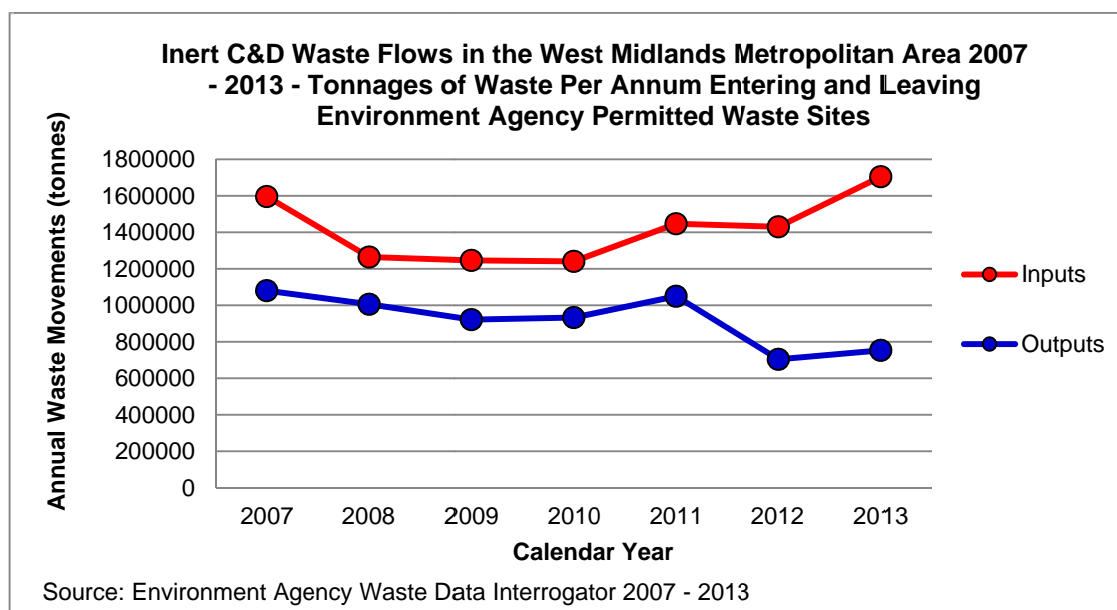
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<sup>46</sup> Information obtained from various sources, including planning applications, AWP annual survey returns, Table 22, Update to Waste Capacity Study – Birmingham City Council, Addendum (June 2014), Jacobs and Environment Agency Waste Data Interrogator for permitted sites.

potential to recycle more of this waste for aggregate use. Figure 11 below shows that tonnages of “Inert C&D” waste entering and leaving permitted waste sites in the Area has fluctuated significantly since 2007, and may be compared with trends in sand and gravel sales in Figure 5 (Section 3.4).

4.4.16 The overall trend in waste inputs appears to be upwards, which may reflect increased capacity to handle these types of waste rather than an increase of “Inert C&D” waste arising in the Area. Evidence from national surveys of CD&EW arising and use and other national statistics indicates that the construction sector is the largest generator of waste in the UK. However, although there have been some fluctuations, the tonnages of construction and demolition waste generated nationally do not appear to have changed significantly between 2004 and 2012.<sup>47</sup> This suggests that the amount of potentially recyclable waste available is also unlikely to have changed significantly, and that the scope to significantly increase the tonnages of aggregates produced from recycled waste is limited.

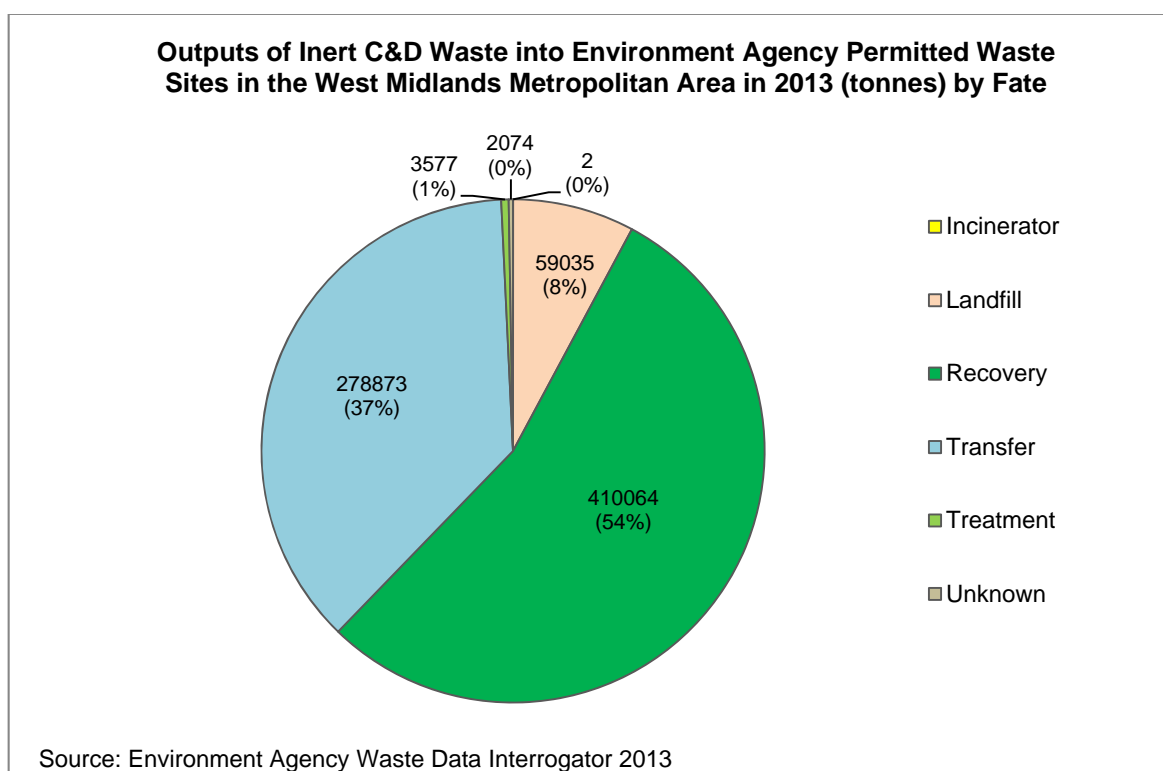
**Figure 11: West Midlands Metropolitan Area – Trends in Inert C&D Waste Movements by Tonnage 2007 - 2013**



<sup>47</sup> See Figure 2.1, Digest of Waste and Resource Statistics (February 2015), Defra, see also Table 7.1, Construction, Demolition and Excavation Waste Arisings, Use and Disposal for England 2008 (April 2010), Capita Symonds Ltd in association with Alfatek Redox (UK) Ltd,

4.4.17 By contrast, the overall trend in outputs from permitted waste sites in the Metropolitan Area is downwards, suggesting that more value is being captured through the waste management process.<sup>48</sup> The Environment Agency data records that “landfill” was the final fate of only around 8% of the outputs in 2013 (by tonnage) – see Figure 12. Around 54% of outputs (by tonnage) was recorded as “recovery” and 37% as “transfer.”

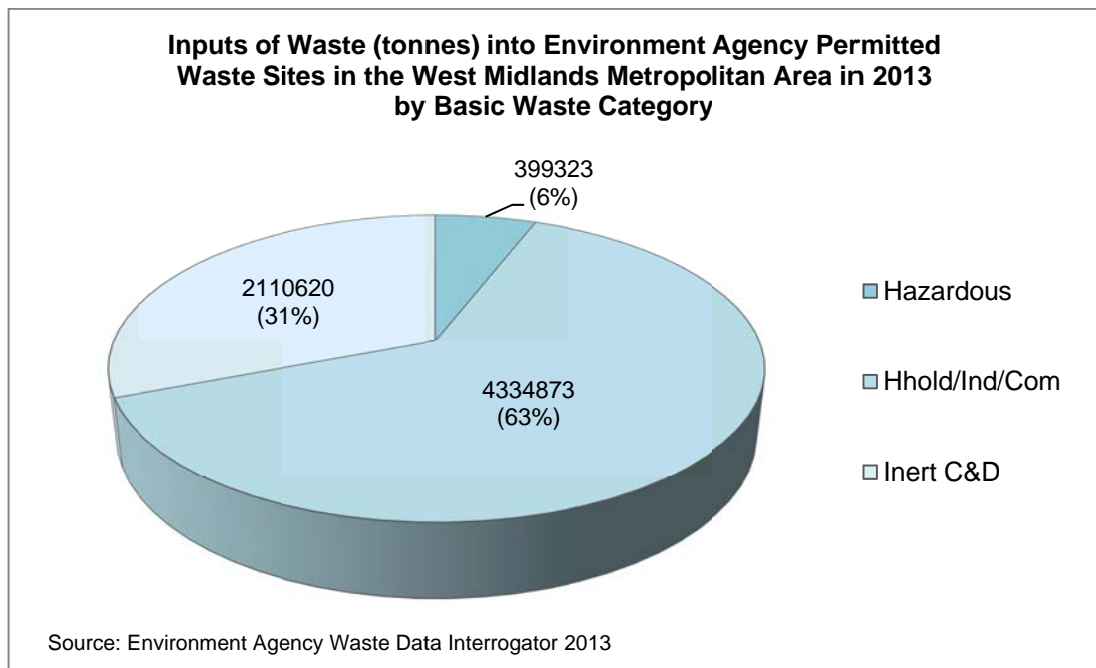
**Figure 12: West Midlands Metropolitan Area – Waste Outputs from Permitted Waste Sites in 2013 by Fate**



4.4.18 Figure 13 shows that around a third of the waste entering permitted waste sites in the West Midlands Metropolitan Area in 2013 (by tonnage) fell within the “Inert C&D” category, the rest being general household, industrial and commercial waste (63%) and hazardous waste (6%). This is likely to reflect the types of facilities available in the Area and their capabilities as much as the combination of wastes arising.

<sup>48</sup> See Section 2.2 and Table 2.2, Construction, Demolition and Excavation Waste Arisings, Use and Disposal for England 2008 (April 2010), Capita Symonds Ltd in association with Alfatek Redox (UK) Ltd, which indicates that at a national level, there has been an increase in the proportion of graded recycled products generated since the previous national survey in 2005.

**Figure 13: West Midlands Metropolitan Area – Overview of Waste Entering Permitted Waste Sites in 2013 by Basic Waste Category**

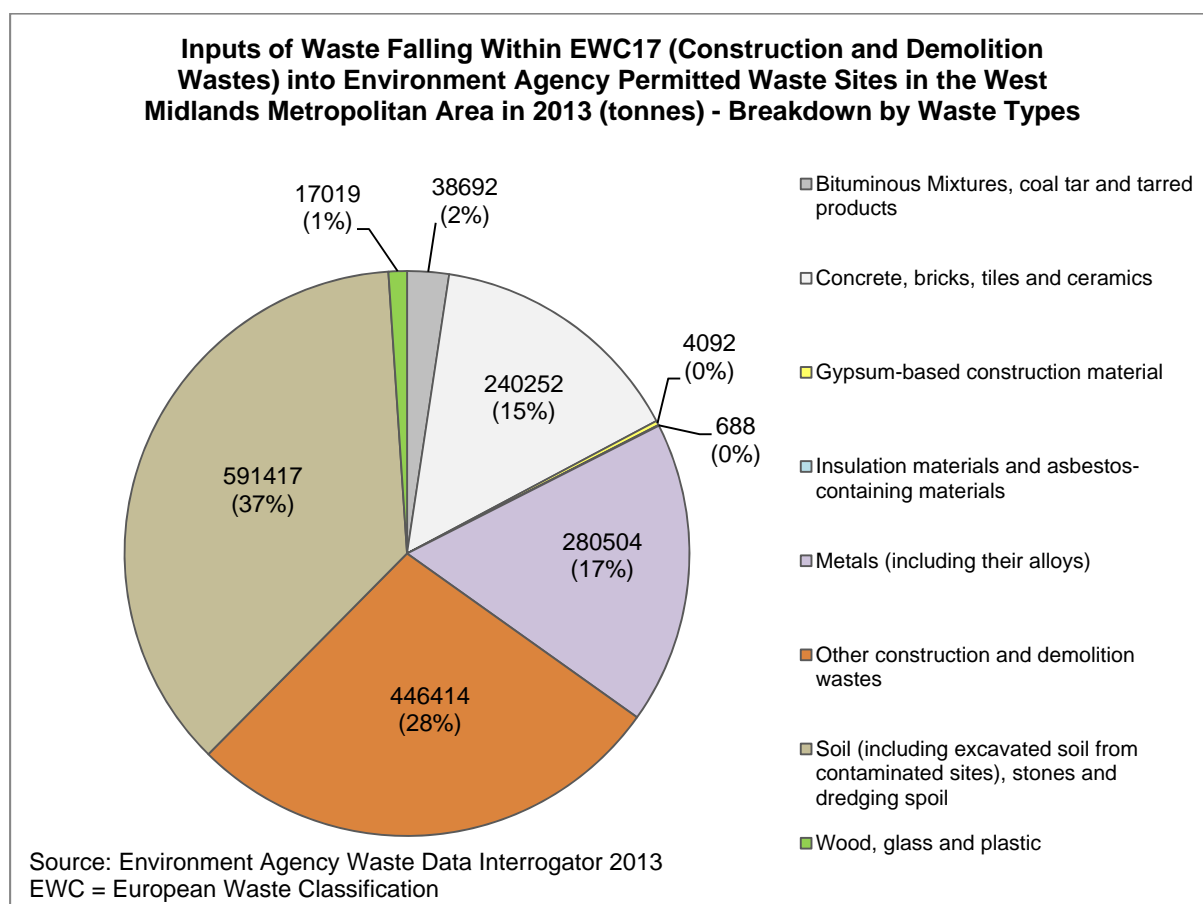


4.4.19 Permitted sites in the Area accepted around 2.111 million tonnes of “Inert C&D” waste in 2013, and 95% of this fell within the European Waste Classification (EWC) Chapter 17: Construction and Demolition Wastes. However, not all of this was potentially recyclable for use as aggregates. Figure 14 provides a breakdown of the waste falling within EWC17. This shows that soils and similar materials represent around 37% of the waste, metals account for around 17% of the waste, and wood, glass and plastics make up a further 1%. This suggests that only around 45% (around 0.950 million tonnes) has potential for recycling.

#### Recycled Aggregates – Issues for Future Planning

4.4.20 As assumptions have been made about production of “alternative materials” within the current national and regional guidelines (see 4.1 above), it cannot be assumed that increased recycling (even if it is feasible) would help make up for any future shortfalls identified in the supply of primary land won aggregates in the Metropolitan Area or elsewhere within the West Midlands.

**Figure 14: West Midlands Metropolitan Area – Construction and Demolition Waste Entering Permitted Waste Sites in 2013 by Type**



4.4.21 As with secondary aggregates, existing capacity is not necessarily an indicator of actual production per annum, and accurate quantification of production of recycled aggregates is not possible given the lack of any effective arrangements in place to collect data on recycling performance at a local level from each of the identified sources. This is not likely to change in the foreseeable future because of the difficulties of collecting such data and the limited resources available for monitoring within the Authorities.

4.4.22 The evidence that is available indicates that the West Midlands Metropolitan Area already has significant capacity for recycling of CD&EW into aggregates, and that recycled aggregates already make an important contribution to aggregate supply in the Area. Local plans have an important role to play in

safeguarding existing aggregates recycling capacity, as well as in identifying opportunities to develop new recycling facilities in suitable locations where there is an identified demand.

4.4.23 However, aggregates recycling on any scale requires a large, open site and is a noisy, dusty operation, which is not generally regarded as acceptable near to “sensitive receptors” such as housing or community facilities. The sites with the greatest production capacity in the Area are at existing quarries, and the other sites where recycling is taking place are relatively small and their annual production rate is likely to be relatively low. Identifying suitable locations for new recycling facilities will be a challenge in the Metropolitan Area, where there are many competing demands for land, and where many of the sites that may be available are constrained by existing development.

4.4.24 While there may be some scope to increase production of recycled aggregates in the future, in view of the emphasis on recycling and the improving quality of recycled products, which is encouraged in existing local plan policies, the evidence currently available suggests that a significant increase is unlikely, as this depends on the quantities of suitable wastes generated by the construction process. The evidence from national surveys and statistics suggests that high rates of recycling are already being achieved, and that the quantity of CD&EW arising has not changed significantly since 2004. If the tonnage of CD&EW arising is not expected to increase at either a national or a local level, it is questionable whether there is scope for a significant increase in the quantities of recycled aggregates produced.

4.4.25 It is also relevant to note that there is a tension between the objective of increasing the production of recycled aggregates, and the continuing need for inert waste for use as fill material in restoration projects, such as the restoration of former quarries, and for use in the remediation of derelict sites, including land affected by industrial and mining “legacy,” which is a particularly important issue in the Black Country.

## 4.5 Imports

- 4.5.1 There is no evidence that any aggregate minerals are being imported into the West Midlands Metropolitan Area from outside the UK. However, the bulk of aggregate minerals consumed are sourced from outside the Area – in 2005, imports represented more than 90% of the Area's sand and gravel consumption and 100% of its crushed rock consumption (see 3.5 above). In particular there is reliance on Staffordshire to meet a significant proportion of demand for sand and gravel in Birmingham and the Black Country. A smaller proportion originates in Warwickshire, which has particular significance for Coventry.
- 4.5.2 The Draft Staffordshire LAA for 2015 acknowledges the demand for sand and gravel from the West Midlands Metropolitan Area. It indicates that provision within the County will be made to meet the current average 10 years sales figure, and this is reflected in the latest version of the Staffordshire Minerals Local Plan (July 2015). However, at 5 million tonnes per annum, this is currently significantly below the former West Midlands RSS apportionment of 6.71 million tonnes per annum for Staffordshire and Stoke-on-Trent.
- 4.5.3 The Draft Warwickshire LAA for 2015 also notes the extent of the demand from the West Midlands Metropolitan Area, but notes that only two sand and gravel quarries are currently operating in the County. Warwickshire proposes to maintain its current apportionment rate to 2016, but then to use the 10 years sales average as a guide for working out future sand and gravel requirements. As in the case of Staffordshire, this is below the former West Midlands RSS apportionment rate for Warwickshire. However, the County Council has identified future sand and gravel supply as the most important issue for the Minerals Local Plan, and has identified a number of proposed new sand and gravel sites, including sites at Lea Marston and Ryton-on-Dunsmore which would be well-located to supply Birmingham and Coventry.<sup>49</sup>

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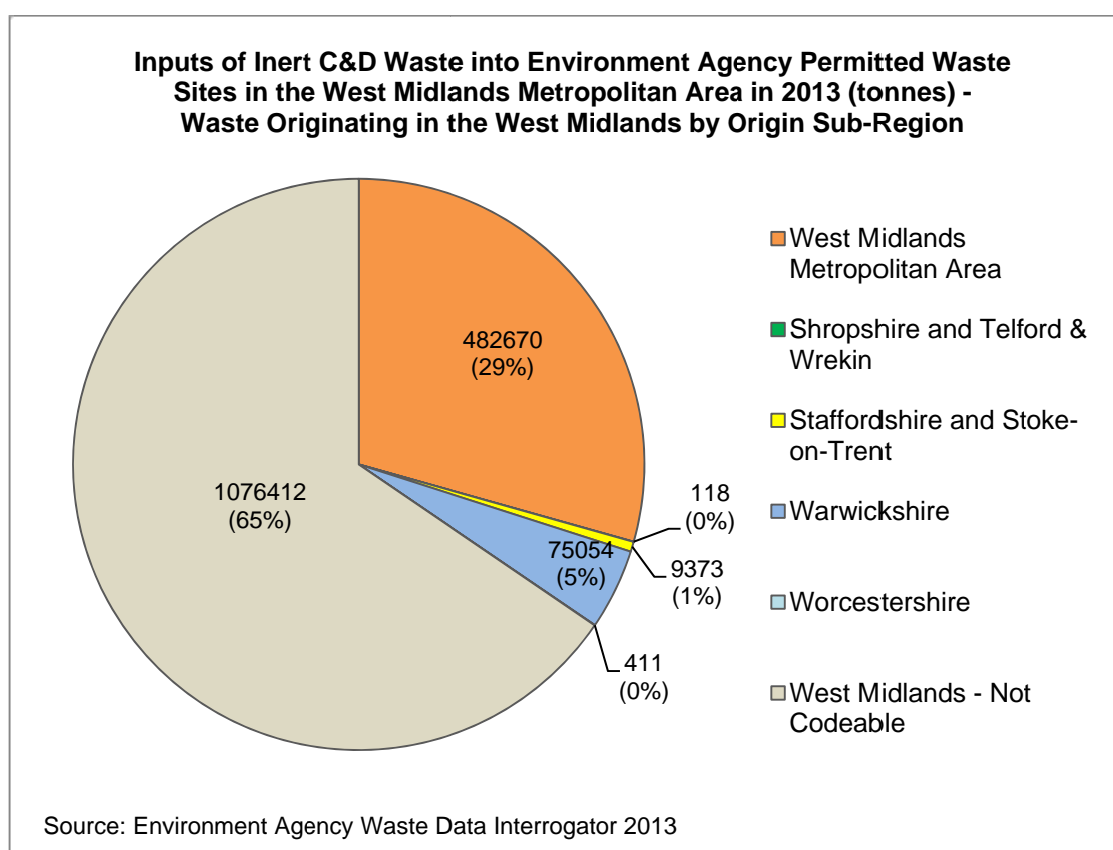
<sup>49</sup> Warwickshire Minerals Local Plan Preferred Option and Policies (October 2015)

- 4.5.4 Although some new potential supply sites have been identified in the emerging minerals local plans in both areas, the evidence currently available suggests that planned levels of sand and gravel provision in the two most important areas in the West Midlands which have historically been exporting material to the West Midlands Metropolitan Area are likely to reduce in the future. This means that alternative sources of supply will need to be identified, or there will need to be a radical change in the way that aggregates are used in new developments, which enables a significant reduction in consumption.
- 4.5.5 The evidence from the Aggregates Minerals 2009 Survey and from reviewing existing production sites in the West Midlands Metropolitan Area also shows that the East Midlands is likely to be the primary existing source for supply of crushed rock aggregates consumed in the West Midlands. It has been noted above (3.6.6) that the latest LAAs for Leicestershire and Derbyshire show there are significant permitted reserves of igneous rock, limestone and gritstone in these areas. It is proposed to consult the East Midlands AWP, and the mineral planning authorities most likely to be the source of imported materials (i.e. Derbyshire and Leicestershire) on the Draft LAA before it is finalised, to ensure that they are aware of a potential future increase in demand for crushed rock from the West Midlands Metropolitan Area to support planned levels of development up to 2031.
- 4.5.6 We have only limited information about where secondary aggregates come from, but a significant proportion of the by-product materials used as secondary aggregates are likely to be imported. Evidence obtained by Coventry City Council and Walsall Council from local foundries and forges suggests that significant quantities of spent foundry sand or metallic slag are no longer being produced in the Area. Increasingly, industrial by-product material is likely to be sourced from beyond the Area, as the industries that produce it have significantly contracted in recent years and this process is likely to continue. Spent rail ballast is likely to be coming from all over the rail network, and road planings could be coming from any highway authority that has a contract with one of the facilities in the Area.



4.5.7 However, most of the CD&EW used to produce recycled aggregates is likely to be sourced locally, because these materials do not tend to travel very far, and the Metropolitan Area is also a major focus for construction projects that tend to generate this type of waste. Nearly all of the “Inert C&D” waste entering permitted waste sites in the Area in 2013 (around 1.679 million tonnes, representing 99% of all inputs) came from within the former West Midlands region. However, as Figure 15 below shows, the precise origin of 65% of this waste is not known. Most of the waste whose origin is known came from within the Metropolitan Area.

**Figure 15: West Midlands Metropolitan Area – Inert C&D Waste from West Midlands Entering Permitted Waste Sites in 2013 by Origin**



4.5.8 Most “Inert C&D” waste outputs also did not travel very far – 91% of the recorded outputs by tonnage did not go any further than the former West Midlands region.<sup>50</sup> However, as with inputs, the exact destination of a high

<sup>50</sup> The destination of 6% of outputs in 2013 was the former Yorkshire and Humber region. However, analysis of the exported waste consignments suggests that these were mostly waste metals and

proportion of the outputs within the West Midlands (72%) was not recorded. Where the destination was recorded, most (18%) stayed within the Metropolitan Area although a further 8% went to Warwickshire and 2% to Staffordshire or Stoke-on-Trent.

#### Imports – Issues for Future Planning

4.5.9 See 3.6.8 above for consideration of key issues.

### **4.6 Other Potential Sources of Supply**

4.6.1 The National Planning Policy Guidance on the Managed Aggregate Supply System includes two other sources, marine sand and gravel dredging and international imports. The geographical location of the West Midlands Metropolitan Area means these are of little or no significance, and this is confirmed by the results of the 2009 Aggregate Minerals Survey for England and Wales.

### **4.7 Potential Future Aggregate Supply– Conclusions**

4.7.1 The main conclusions in relation to supply are as follows:

- The potential for land-won supply of aggregates from within the Metropolitan Area is limited to a relatively small amount of sand and gravel production primarily in Solihull. There is currently a landbank of over 9 years' supply, based either on past sales (0.494 million tonnes per annum) or the most recent sub-regional "apportionment" (0.55 million tonnes per annum) which has been used as the indicative requirement in local plans.
- There are a number of facilities producing secondary aggregates, whose combined annual throughput capacity is estimated to be around

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waste treatment residues being transported from facilities in the Black Country to other facilities in the control of the same waste operators located in Sheffield.

0.4 million tonnes per annum, but there is no reliable local data on the actual amount produced, which is likely to be somewhat less than this.

- There are also a significant number of fixed sites producing aggregates from recycled construction, demolition and excavation waste, the combined annual throughput capacity of which is around 1.125 million tonnes, but as with secondary aggregates there is no reliable local data on actual production on an annual basis.
- There is a lack of reliable local data in relation to the on-site production of recycled aggregates. However national data and information on CD&EW arising suggest that it is making a significant contribution to current supplies and will continue to do so going forward.
- The Area relies heavily on imported land-won aggregates. In the case of sand and gravel the main source of supply is Staffordshire with a smaller contribution from Warwickshire. The main source of supply of crushed rock is the East Midlands.

## **5. Supply and Demand – Conclusions**

### **5.1 Overall Conclusions**

5.1.1 The West Midlands Metropolitan Area is substantially built-up, with administrative boundaries that are for the most part drawn tightly around the developed area. Inevitably in these circumstances it relies heavily on imported land-won aggregate, and this situation can be expected to continue.

5.1.2 The Area does produce a limited amount of sand and gravel, predominantly from within Solihull, but has no workable reserves of crushed rock. There are sufficient reserves of sand and gravel to enable production to continue at the level of past apportionments – but no realistic prospect of increasing this given the significant constraints to mineral extraction in the Area. Recycled aggregates do make an important contribution to supply and there may be

some potential for this to be increased, but it is unlikely that a significant increase in production of recycled aggregates will be feasible.

5.1.3 Emerging evidence commissioned by the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) and the Black Country Local Authorities suggests that there is likely to be a significant increase in requirements for new housing development in the housing market area identified, centered on Birmingham, in the period between now and 2031, compared to the rates of completions achieved in the recent past.<sup>51</sup> In the Coventry and Warwickshire housing market area, having regard to the most up to date available evidence, Coventry's population is projected to grow by in excess of 89,000 people between 2011 and 2031, with growth in the working age population of approximately 48,000 people. This results in an Objectively Assessed Need (OAN) for housing of 42,400 homes over the same period.<sup>52</sup>

5.1.4 There are also continued pressures for new infrastructure provision, in particular HS2 and transport projects likely to come forward through the West Midlands Metropolitan Area Local Transport Plan, which is currently under review. These pressures are likely to result in an increase in aggregate consumption as well as affecting important sources of supply within the Area (including sand and gravel resources in Solihull and the Washwood Heath Sidings production and distribution facility in Birmingham).

5.1.5 The main source of imported land-won sand and gravel is currently Staffordshire, as Warwickshire has seen a reduction in the number of sand and gravel quarries and is no longer a significant source of supply. Both of these Counties are proposing to reduce planned levels of sand and gravel production within their areas.

5.1.5 The main source of imported crushed rock (as well as lime and cement) is the East Midlands. However, the latest LAAs indicate that there are significant

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<sup>51</sup> Greater Birmingham and Solihull LEP (GBSLEP) and Black Country Strategic Housing Needs Study (SHNS): Stage 3 Report (August 2015), Peter Brett Associates

<sup>52</sup> Coventry and Warwickshire Strategic Housing Market Assessment, GLH Report, 2015

permitted reserves of igneous rock and limestone remaining in the relevant areas to meet potential future supplies.

## **5.2 Key Issues for Future Local Plans and LAAs**

- 5.2.1 Table 5.1 summarises the key issues for future local plans/ local plan reviews identified through this LAA. Most of the proposals are aimed at safeguarding existing mineral resources and infrastructure as far as possible, ensuring that new infrastructure is appropriately located.
- 5.2.2 The other important issue is that there is appropriate “co-operation” with other mineral planning authorities likely to be supplying aggregate minerals to the West Midlands Metropolitan Area to support future development and growth. Part of this process will involve consulting the relevant mineral planning authorities in the East and West Midlands on the draft of this LAA.
- 5.2.3 In preparing this first LAA, the authorities have considered what should be included in future LAAs to monitor supply and demand for aggregate minerals in the Metropolitan Area. The preparation of this LAA has been a major challenge for the authorities with the limited resources available. The resources for monitoring of future aggregate demand and supply are likely to reduce further going forward.
- 5.2.4 This first LAA is inevitably a relatively lengthy document, as it is necessary to present the available evidence – some of which is not published elsewhere, or has never been brought together before in one place - to provide a context for future monitoring. However, it is intended that subsequent LAAs will be much shorter and will focus on the key indicators identified in Table 5.1 below.

**Table 5.1: Summary of Issues for Local Plans and Future LAAs**

LAA Sections	Issues for Future Local Plans	Issues for Future LAAs - Monitoring Indicators
<b>3. Demand</b>		
3.2 National and Sub-National Guidelines	Need to consider implications for supply of aggregate minerals if new guidelines are issued	New guideline figures and underlying data
3.3 Sand and Gravel Sales – Past Trends	No current issues, no reason to change existing annual sand and gravel production targets at present, but as past trends may not reflect future requirements, will need to keep under review - see 3.4	Annual Sand and Gravel Sales
3.4 Construction Activity	Consider whether future planned levels of development/ new infrastructure projects will significantly increase demand for aggregates over and above existing guidelines/ local annual supply targets	General construction activity, new infrastructure projects, housing completions, revised requirements for new development in local plans
3.5 Manufacturing Plants	Where policies are not already in place to safeguard existing and permitted plants, should consider including them in future local plan reviews	Changes to existing network of manufacturing plants, new plants in the pipeline/ completed

LAA Sections	Issues for Future Local Plans	Issues for Future LAAs - Monitoring Indicators
3.6 Imports and Exports	Continued engagement/ “co-operation” with other mineral planning authorities likely to provide a source of aggregate minerals	Outcomes of engagement/ “co-operation” with other mineral planning authorities, provision made in relevant minerals local plans
3.7 Distribution Networks	Consider whether existing policies for minerals/ freight transport make appropriate provision for moving aggregates and mineral products	Changes to existing distribution networks, transport projects aimed at improving provision or bulk transportation of minerals
<b>4. Supply</b>		
4.2 Primary Land Won Sand and Gravel	Consider safeguarding sand and gravel resources through MSA policy where there is no policy already in place, otherwise, no pressing issues, there is currently a 7-year landbank of permitted sand and gravel reserves, and existing local plans make sufficient provision in Solihull and Walsall to meet longer term requirements up to and beyond 2030	Sand and Gravel Landbanks, new sand and gravel extraction proposals in the pipeline/ implemented

LAA Sections	Issues for Future Local Plans	Issues for Future LAAs - Monitoring Indicators
4.3 Secondary Aggregates	Where policies are not already in place to safeguard existing and permitted production facilities and encourage development of new facilities in appropriate locations, should consider including them in future local plan reviews	Changes to existing network of production facilities, new facilities in the pipeline/ completed
4.4 Recycled Aggregates	Where policies are not already in place to safeguard existing and permitted production facilities and encourage development of new facilities in appropriate locations, should consider including them in future local plan reviews	Changes to existing network of production facilities, new facilities in the pipeline/ completed
4.5 Imports	Continued engagement/ “co-operation” with other mineral planning authorities likely to provide a source of aggregate minerals	Outcomes of engagement/ “co-operation” with other mineral planning authorities, provision made in relevant minerals local plans
4.6 Other Sources of Supply	Unlikely that any other sources will be identified, but if any are, local plans will need to factor this into indicative requirements for aggregate minerals	New sources of supply as and when identified



## Appendix 1

### Operational Sites Producing Minerals Products in the West Midlands Metropolitan Area @ 31.12.13

Site Name	Address	Operator	MPA	Type of Site
Accumix	West Midlands Depot, Oakdale Trading Estate, Ham Lane, Kingswinford, West Midlands, DY67JH	Accumix Concrete Limited	Dudley	RMX Plant
Aggregate Industries Birmingham	209–211 Walsall Road, Perry Barr, Birmingham, B42 1TY	Aggregate Industries	Birmingham	RMX Plant
Aggregate Industries Bordesley Green (Minimix)	253 Bordesley Green, Bordesley Green Road, Bordesley Green, Birmingham, B8 1BY	Aggregate Industries	Birmingham	RMX Plant
Aggregate Industries Wolverhampton	Manfield Road, Wolverhampton, West Midlands, WV13 3RX	Aggregate Industries	Wolverhampton	RMX Plant
CEMEX Aston Plant	William Henry Street, Birmingham, B7 5ER	CEMEX UK Materials Ltd	Birmingham	RMX Plant
CEMEX Berkswell Plant	Cornets End Lane, Meriden, Coventry, Warwickshire, CV7 7LH	CEMEX UK Materials Ltd	Solihull	Concrete Batching Plant, RMX Plant
CEMEX Kings Norton Plant	Lifford Lane, Kings Norton, Birmingham, B30 3DY	CEMEX UK Materials Ltd	Birmingham	RMX Plant

Site Name	Address	Operator	MPA	Type of Site
CEMEX Oldbury Plant	Cemex House, Wolverhampton Road, Oldbury, West Midlands, B69 4RJ	CEMEX UK Materials Ltd	Sandwell	RMX Plant
CEMEX UK Building Products Ltd - Washwood Heath	Washwood Heath Sidings, off Aston Church Rd, Saltley, Birmingham, West Midlands, B8 1QF	CEMEX UK Materials Ltd	Birmingham	Manufacture of Concrete Products, RMX Plant, Aggregates Depot
CEMEX Washwood Heath Asphalt Plant	Washwood Heath Sidings, off Aston Church Rd, Saltley, Birmingham, West Midlands, B8 1QF	CEMEX UK Materials Ltd	Birmingham	Coating Plant
Concrete Wolverhampton	Unit 1a Thomas Street, Wolverhampton WV2 4JS	G & L Ready Mix Concrete Ltd	Wolverhampton	RMX Plant
Dudleymix Concrete	Peartree Lane, Brierley Hill, Dudley, West Midlands, DY2 0UU	Dudley Mixed Concrete Ltd	Dudley	RMX Plant
Ettingshall Asphalt Plant	Spring Road, Ettingshall, Wolverhampton, West Midlands, WV4 6JP	Midland Quarry Products (MQP) Ltd	Wolverhampton	Coating Plant
Express Asphalt Coventry	Doyle Drive, Aldermans Green Industrial Estate	Aggregate Industries	Coventry	Coating Plant
Express Asphalt Darlaston	Units 6 and 7, 70 Downs Road, Willenhall, Walsall, WV13 2PF	Aggregate Industries	Walsall	Coating Plant

Site Name	Address	Operator	MPA	Type of Site
Hope Construction Materials - Birmingham (Central)	122 Fazeley St Birmingham B5 5RS	Hope Construction Materials	Birmingham	RMX Plant
Hope Construction Materials - Birmingham (Saltley)	51 Landor St, Saltley, Birmingham, B8 1AE	Hope Construction Materials	Birmingham	RMX Plant
Hope Construction Materials - Coventry (Meriden)	Cornets End Lane, Meriden, nr Coventry, CV7 7SG	Hope Construction Materials	Solihull	RMX Plant
Hope Construction Materials – Delph Road	Delph Road, Brierley Hill, West Midlands, DY5 2UA	Hope Construction Materials	Dudley	RMX Plant
Hope Construction Materials - West Bromwich (Oldbury)	Engine Street, Oldbury, B69 4NL	Hope Construction Materials	Sandwell	RMX Plant
Hope Construction Materials - Walsall	Midland Yard, Fairground Way, Walsall WS1 4NU	Hope Construction Materials	Walsall	Aggregates Distribution Depot, Planning Permission for RMX Plant
Landywood Concrete Products Ltd	Neachells Lane, Wednesfield, Wolverhampton, West Midlands, WV11 3PY	Landywood Concrete Products Ltd	Wolverhampton	Manufacturer of Concrete Products
Metamix	Batmans Hill Industrial Estate, Purdy Road, Bilston, WV14 8UB	Metamix Ltd	Wolverhampton	RMX Plant

Site Name	Address	Operator	MPA	Type of Site
Pro Mini Mix Oldbury	Pro Mini Mix Con Cemex House, Wolverhampton Road, Oldbury, West Midlands, B69 4RJ	Pro Mini Mix Concrete Mortars and Screeds Ltd	Sandwell	RMX Plant
S S Concrete	145 Merridale Road, Wolverhampton, West Midlands WV3 9RL	S S Concrete Mix Ltd	Wolverhampton	RMX Plant
Site Concrete	Roway Lane, Oldbury, B69 3EH	Site Concrete	Sandwell	RMX Plant
Tarmac – Birmingham Mortar	Engine Street, Oldbury, West Midlands, B69 4NL	Tarmac	Sandwell	Dry Silo Mortar Plant
Tarmac Readymix Concrete - Coventry (Coventry Concrete)	Aldermans Green Industrial Estate, Barlow Road, Potters Green, Coventry, CV2 2LD	Tarmac Readymix Concrete	Coventry	RMX Plant
Tarmac Readymix Concrete - Ettingshall	Millfields Road, Ettingshall, Wolverhampton, WV4 6JP	Tarmac Readymix Concrete	Wolverhampton	RMX Plant
Tarmac Readymix Concrete - Haymills	Amington Road, Tyseley, Birmingham, B25 8EL	Tarmac Readymix Concrete	Birmingham	RMX Plant
Tarmac Readymix Concrete - Solihull (Garretts Green)	Bannerley Road, Garretts Green, West Midlands, B33 0SL	Tarmac Readymix Concrete	Birmingham	RMX Plant

Site Name	Address	Operator	MPA	Type of Site
Tarmac Readymix Concrete - Walsall (Fenchurch Close)	Fenchurch Close, off Green Lane, Walsall, WS2 8LJ	Tarmac Readymix Concrete	Walsall	RMX Plant
Tarmac Building Products - Meriden Quarry	Meriden Quarry, Cornets End Lane, Meriden, Nr Coventry, Warwickshire, CV7 7LG	Tarmac Building Products	Solihull	Dry Silo Mortar Plant
Wednesbury Asphalt Plant	Smith Road, Wednesbury, West Midlands WS10 0PB	Midland Quarry Products (MQP) Ltd	Sandwell	Coating Plant

Source: Online directories and company websites, information obtained from operators by West Midlands Metropolitan Authorities

## Appendix 2

### Permitted Sand and Gravel Extraction Sites in the West Midlands Metropolitan Area @ 31.12.13

Site Name	Address	Operator	MPA	Current Status @ 31.12.13
Aldridge Quarry	Birch Lane, Aldridge, Walsall WS9 0NF	CEMEX UK Materials Ltd	Walsall	Closed in 2008, no reserves remaining. Restoration has not commenced.
Berkswell Quarry	Cornets End Lane, Meriden, Nr. Coventry, West Midlands CV7 7LH	CEMEX UK Materials Ltd	Solihull	Closed in 2012 and working now taking place on extension site (Park Farm) – see below. Restoration underway.
Berkswell Quarry Extension	Cornets End Lane, Meriden, Nr. Coventry, West Midlands CV7 7LH	CEMEX UK Materials Ltd	Solihull	Active quarry, extension to former Berkswell Quarry. Planning permission granted in September 2007. This site is the main source of supply of silica sand to CEMEX's Washwood Heath site in Birmingham. Quarry and proposed extension (Marsh Farm) are under threat from the HS2 proposal which could sterilise the remaining sand and gravel reserves within the existing quarry, as well as the resources within the proposed quarry extension area included in the Solihull Local Plan 2013.
Branton Hill Quarry	30A Branton Hill Lane, Aldridge, Walsall WS9 0NS	Formerly Bliss Aggregates.com (in receivership)	Walsall	Inactive – working ceased in May 2013, restoration of previously worked areas not fully complete. Remaining permitted reserve likely to be negligible.

Site Name	Address	Operator	MPA	Current Status @ 31.12.13
Meriden Quarry (Areas E & G)	Cornets End Lane, Meriden, Nr Coventry CV77LG	Tarmac	Solihull	Active quarry. Sand and gravel from this quarry is used at adjacent RMX plant (Hope) and dry silo mortar plant (Tarmac), remainder is either bagged and sold from the site or exported for sales by road. Site is affected by HS2 alignment (most of the extraction area is proposed for development with the station).
Stonebridge Quarry	Coventry Road, Meriden, Nr Coventry, CV7 7HL	Packington Estates	Solihull	New quarry which opened in 2012, supplies aggregates for sale on the open market.

Source: Company websites, information obtained from operators by Solihull MBC and Walsall Council, planning applications, information submitted to HS2 House of Commons Parliamentary Committee by CEMEX UK Materials Ltd

### Appendix 3

#### Permitted Secondary and Recycled Aggregate Production Sites in the West Midlands Metropolitan Area @ 31.12.13

Site Name	Address	Operator	MPA	Products/ End Uses
Aggregate Industries Birmingham	209–211 Walsall Road, Perry Barr, Birmingham B42 1TY	Aggregate Industries	Birmingham	Graded recycled aggregates for sale/ used on-site for manufacture of RMX concrete
Armac Demolition	Former Arden Brickworks, Coventry Road, Bickenhill, B92 0DY	Eaglebeam Ltd (formerly McLean Estates)	Solihull	Recycled aggregates, mostly general capping material
Armac Demolition	253 Bordesley Green Road, Birmingham, B8 1BY	Eaglebeam Ltd (formerly McLean Estates)	Birmingham	Recycled aggregates, mostly general capping material
Ballast Phoenix	Civil Amenities Depot, Tameside Drive, Castle Bromwich, Birmingham, B35 7AG	Ballast Phoenix Ltd	Birmingham	Graded secondary aggregates (industrial by-products including incinerator bottom ash) for general fill/ capping, manufacture of concrete products, coated products, surface treatments for roads
Bloomfield Recycling	Bloomfield Road, Tipton, West Midlands, DY4 9BS	Humphries Holdings Group	Dudley	Graded recycled aggregates, probably mostly for general fill/ capping
Branton Hill CLEUD Site	30A Branton Hill Lane, Aldridge, Walsall, West Midlands, WS9 0NS	Bliss Aggregates	Walsall	Recycled aggregates, probably mostly for general fill/ capping
Bescot LDC	Bescot Sidings, Sandy Lane, Wednesbury, West Midlands WS10 0LH	Network Rail	Sandwell	Secondary aggregates (spent rail ballast), used within national rail network



Site Name	Address	Operator	MPA	Products/ End Uses
Bescot Triangle South <sup>53</sup>	Off Bescot Road, Walsall, West Midlands	DSM	Walsall	Recycled aggregates, probably mostly for general fill/ capping
C & J Recycling	251 Bordesley Green Rd, Bordesley Green, Birmingham, B8 1BY	C & J Recycling Ltd	Birmingham	Graded recycled aggregates and topsoil, probably mostly for general fill/ capping
City Demolition Contractors	Blews St, Aston, Birmingham, B6 4EP	City Demolition Contractors (Birmingham) Ltd	Birmingham	Graded recycled aggregates, used as general fill for on-site use by clients, other material transported off-site to local recycling facilities
Coleman and Company - Shady Lane	Shady Lane, Great Barr, Birmingham, B44 9ER	The Coleman Group	Birmingham	High quality graded aggregates including a range of granular fill materials and capping materials, for on-site use by clients, for use within company, also for general aggregate sales (sales off site at Meriden)
Coleman and Company - Meriden Quarry	Cornets End Lane, Meriden, Nr Coventry, CV77LF	The Coleman Group	Solihull	High quality graded aggregates including a range of granular fill materials and capping materials for various construction and engineering purposes, for general aggregate sales

<sup>53</sup> This site was inactive in 2013 but has since been taken over by A B Waste and is now active again.

Site Name	Address	Operator	MPA	Products/ End Uses
Coppice Lane <sup>54</sup>	Coppice Lane, Aldridge, Walsall, West Midlands, WS9 9AA	No current operator	Walsall	Planning permission for aggregates recycling
DSM	Arden House, Arden Rd, Saltley, Birmingham,,B8 1DE	DSM Demolition Group	Birmingham	Graded recycled Aggregates, probably mostly for general fill/ capping
Dismantling & Engineering Services	Noose Lane, Willenhall, West Midlands, WV13 3AE	Dismantling & Engineering Services Ltd	Wolverhampton	Recycled aggregates, probably mostly for general fill/ capping
Ettingshall Asphalt Plant	Spring Road, Ettingshall, Wolverhampton, West Midlands, WV4 6JP	Midland Quarry Products (MQP) Ltd	Wolverhampton	Graded secondary aggregates (industrial by- products including spent foundry sand), probably mostly used on-site in manufacture of coated products
Express Asphalt Darlaston	Units 6 and 7, 70 Downs Road, Willenhall, Walsall, West Midlands WV13 2PF	Aggregate Industries	Walsall	Graded secondary and recycled aggregates, probably mostly used on-site in manufacture of coated products
F C Richardson	194 Yardley Rd, Birmingham, B27 6LR	F C Richardson & Sons Ltd	Birmingham	Recycled aggregates probably mainly general fill for on-site use by clients/ sales
G & B G Morris	Eastacre, Willenhall Trading Estate, Willenhall, Walsall, West Midlands, WV13 2DL	Mr S G Morris Trading as G & B G Morris	Walsall	Secondary Aggregates (industrial by- products and quarry wastes), end use likely to be for manufacture of coated products

<sup>54</sup> This site was inactive in 2013 and is still vacant but has planning permission for CD&EW recycling.

Site Name	Address	Operator	MPA	Products/ End Uses
Interserve Material Recycling Facility	Brickyard Road, Aldridge, Walsall, West Midlands, WS9 8SR	Interserve Site Services	Walsall	Recycled aggregates, probably mostly general fill and capping, currently mostly used within Interserve Group
McAuliffe Engineering	Mc Auliffe House, Northcott Road, Wolverhampton, West Midlands, WV14 0TP	The McAuliffe Group	Wolverhampton	Graded recycled aggregates including various fill and capping materials, other products for use in construction and engineering projects, also products for use on-site by clients
NRS Waste Care - Meriden Quarry	Cornets End Lane, Meriden, Nr Coventry, CV77LF	NRS Waste Care Ltd	Solihull	Recovery of fill material/ soils for deposit at former quarry for restoration purposes
National Road Planing	Adderley Road South, Saltley, Birmingham, B8 1AD	Lafarge Tarmac	Birmingham	Graded secondary aggregates (road planings) for use in asphalt manufacture and for general construction
PBM Contractors Ltd	15 - 17 Green Lane, Bordesley Green, Birmingham, B9 5BU	PBM Contractors Ltd	Birmingham	Recycled aggregates, probably mostly for general fill/ capping
SITA Wolverhampton Depot and Transfer Station	30 Neachells Lane, Wolverhampton, West Midlands, WV11 3QQ	SITA UK	Wolverhampton	Graded secondary aggregates (road planings) for use in road construction, pipe bedding materials, and blending with rock salt for use as grit on roads

Site Name	Address	Operator	MPA	Products/ End Uses
T & T Aggregates	34 Redfern Rd, Tyseley, Birmingham	ISL Recycling Ltd	Birmingham	Graded recycled aggregates, for use General capping and fill, including use as sub-base and in pipe bedding
Tarmac Recycling - Ettingshall	Millfields Road, Ettingshall, Wolverhampton, West Midlands WV4 6JP	Lafarge Tarmac	Wolverhampton	High quality graded recycled aggregates, some of which are blended with quarried aggregates to produce a wide range of construction aggregates, including capping and fill materials, decorative aggregates and landscaping materials
WCL Ketley Quarry	Dudley Road, Kingswinford, West Midlands, DY6 8WT	WCL Ketley Quarry Ltd	Dudley	High quality graded recycled aggregates for general construction and engineering, including granular fill materials suitable for sub base, drainage and pipe bedding, roads and driveways, and general bulk, back and trench fill
Wednesbury Asphalt Plant	Smith Road, Wednesbury, West Midlands, WS10 0PB	Midland Quarry Products (MQP) Ltd	Sandwell	Graded secondary aggregates (industrial by-products including spent foundry sand), probably mostly used on-site in manufacture of coated products

Site Name	Address	Operator	MPA	Products/ End Uses
Weir Waste Services	Doris Rd, Bordesley Green, Birmingham, B8 1BY	Weir Waste Services	Birmingham	Graded recycled aggregates for capping and fill materials and aggregates for concrete

Source: Company websites, information obtained from operators by West Midlands Metropolitan Authorities, planning applications