

WALSALL COUNCIL
Cabinet – 3rd February 2016

Walsall's Local Plan – Consultation

- **Site Allocation Document (SAD) Publication**
- **Walsall Town Centre Area Action Plan (AAP) Publication; and**
- **Draft Community Infrastructure Levy Charging Schedule.**

DRAFT DOCUMENTS FOR CONSULTATION

1. Site Allocation Document &
Policy Map
2. Walsall Town Centre AAP &
Policy Map
3. Draft CIL Charging Schedule
Draft Regulation 123 List &
Draft Infrastructure Delivery Plan

Walsall Site Allocation Document

Publication Draft Plan

Publication Consultation Stage

7th March – 3rd May 2016.

SUMMARY

What is the purpose of the Site Allocation Document?

The Site Allocation Document (SAD) will allocate sites for housing, employment and other land uses such as leisure facilities or public open spaces throughout the whole of the borough (excluding Walsall Town Centre, and the District Centres).

This Publication Plan is the final version of the Document that we intend (subject to approval by the Council) to submit for examination by an inspector appointed by the Secretary of State. It incorporates change made since the “Preferred Options” version and is intended to address the representations made by the public, statutory bodies and other organisations in response to the consultation that took place in Autumn 2015.

Alongside this “Publication Plan”, we have produced a “Policies Map”. You can view the “Publication Plan” and other background information, including details of the sites we have considered and the matters we have taken into account in producing this Plan.

We have also made available maps showing the proposals for each ward in the borough.

How is the Site Allocation Document produced?

The SAD will form part of the Local Plan for Walsall within the framework provided by the Black Country Core Strategy (BCCS). The BCCS includes targets for matters such as the amount of land that has to be provided for new housing and industry and describes the general areas where development should take place.

This Publication Plan is the third stage in the production of the SAD:



Where can I find more information?

Visit our web site at www.walsall.gov.uk/planning_2026

Email planningpolicy@walsall.gov.uk , phone (01922) 658020, textphone 01922 654000 or

Visit the First Stop Shop in the Civic Centre and ask for the Planning Policy Team

If you would like this information in another format please contact us

Chapter	Contents	Page
1	Introduction	1
	RC1: The Regeneration Corridors	7
2	Objectives	10
3	Homes for Our Communities	12
3(a)	General Housing	12
	HC1: Land allocated for new housing development	13
	HC2: Development of Other Land for Housing	22
	HC3: Affordable Housing and Housing for People with Special Needs	24
3(b)	Accommodation for Gypsies, Travellers and Travelling Showpeople	27
	HC4: Accommodation for Gypsies and Travellers and Travelling Showpeople	28
4	Providing for Industrial Jobs and Prosperity	41
	IND1: Existing High Quality Industry	42
	IND2: Potential High Quality Industry	44
	IND3: Retained Local Quality Industry	48
	IND4: Local Industry Consider for Release	52
	IND5: New Employment Opportunities	57
5	Strengthening Our Local Centres	61
	SLC1: Local Centres	61
	SLC2: Local Centres Development Opportunities	63
6	Open Space, Leisure and Community Facilities	70
	OS1: Open Space, Sport and Recreation	70
	LC5: Greenways (this policy saved and updated from the UDP)	72
	LC11: Land for Cemetery Extension, Bentley Lane (this policy saved and updated from the UDP)	74
	UW1: Wolverhampton University, Walsall Campus, Broadway, Walsall (saved UDP policy)	78
7	Environmental Networks	82
	GB1: Green Belt Boundary	83
	GB2: Control of Development in the Green Belt and Countryside	85
	EN1: Natural Environment Protection, Management and Enhancement	88

	EN2: Ancient Woodland	91
	EN3: Flood Risk	92
	EN4: Canals	95
	EN5: Development in Conservation Areas	100
	EN6: Highgate Brewery (IN47)	102
	EN7: Great Barr Hall and Estate and St. Margaret's Hospital	106
8	Sustainable Waste Management	112
	W1: Future Waste Management Requirements	112
	W2: Existing Waste Management Sites	118
	W3: New Waste Management Development – Waste Treatment and Transfer	125
	W4: New Waste Management Development – Waste Disposal	137
9	Sustainable Use of Minerals	147
	M1: Safeguarding of Mineral Resources	148
	M2: Safeguarding of Minerals Infrastructure	150
	M3: Secondary and Recycled Aggregates	159
	M4: Sand and Gravel Extraction – Birch Lane	160
	M5: Sand and Gravel Extraction – Branton Hill	163
	M6: Brick Clay Extraction – Permitted Sites	174
	M7: Brick Clay Extraction – Stubbers Green	176
	M8: Brick Clay Extraction – Other Areas	179
	M9: Coal and Fireclay Extraction - Brownhills	194
	M10: Energy Minerals - Unconventional Hydrocarbons	199
10	Transport and Infrastructure	208
	T2: Bus Services	208
	T3: The Rail Network (saved UDP policy)	209
	T4 The Highway Network (saved UDP policy)	211
	T5 Highway Improvement (saved UDP policy)	213
11	Get Involved	217

1 Introduction

1.1 What is the Site Allocation Document?

The Site Allocation Document (SAD) does the following things:

- It allocates sites for homes, jobs, shops, and other uses.
- It protects land to meet the current and future needs of Walsall,
- It protects and improves the environment

The SAD will implement the spatial strategy of the Black Country Core Strategy, which came into force in 2011.

In most cases the policies allocate land for development or designate land for protection where necessary, but the SAD also includes some policies that do not have a direct land allocation where they affect land allocations. The SAD is primarily a land allocation document and not a development management plan.

Other parts of Walsall's Local Plan – the BCCS and the Unitary Development Plan (UDP) contain policies that need to be considered alongside the SAD. The 'saved' policies in the UDP are mainly to do with development management, as well as covering the District Centres. There are also Supplementary Planning Documents (SPD) that expand on the policies about various issues – for example affordable housing.

The SAD does not cover Walsall Town Centre and the District Centres of Aldridge, Brownhills, Bloxwich, Willenhall and Darlaston. Walsall Town Centre is being covered by an Area Action Plan. This is being produced in parallel with the SAD. The UDP will continue to cover the District Centres until plans are produced for them in the future.

We are also producing a Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule. CIL is a new mechanism for raising funds to pay for infrastructure which involves a levy charged on new buildings.

This consultation is about the "Publication Plan" for the SAD. At the Preferred Options stage we received a large number of representations from members of the public, statutory bodies and other organisations. We have tried to accommodate these responses as much as possible in this latest version of the Plan. The consultation responses and how the Council have addressed these can be found on our website

The Publication Plan should be the final draft of the document to show the version that we hope to adopt. Therefore it does not include details on why we have decided to allocate particular sites and omitted others. This information is however, provided in other supporting documents. You can view all the documents on our web site at: www.walsall.gov.uk/planning_2026

Once the Plan is adopted, the SAD will replace the land allocation policies of the current policies in the UDP. The SAD Policies Maps will replace the current UDP Proposals Map for most of the borough, with the exception of the Town Centre and the five district centres.

1.2 How should this document be used?

Each chapter address a main land use. The chapters include policies, supporting text and where relevant lists of allocated sites in coloured boxes. Where the policies refer to specific sites or areas, the locations and boundaries are shown on the Policies Map which is published separately. The plan also includes detail on the key evidenced used to form the policy, an overview of how the policy will be delivered and a monitoring indicator for reviewing how well the plan is working.

The policies in most cases relate to land allocations and describe the types of development that we will expect to take place on these sites. They also indicate the site specific considerations that will need to be taken into account when developing either these sites or proposals for similar uses elsewhere. As this is not a development management document the plan references a number of other policies from Walsall's adopted local plan that will need to be considered when proposals come forward.

Many sites contain, lie adjacent to or are affected by assets or constraints that might affect development on the sites. These assets and constraints are indicated by codes throughout the site tables in the Plan. The codes are set out in the table on the following page. When an asset or constraint have been identified developers or other interested parties should have consideration for the relevant policies which look to ensure any development at the site doesn't have an detrimental impact on the environment and that schemes address any potential constraints sufficiently. For each code the relevant BCCS policies, saved UDP policies or SAD Publication policies have been referenced

It should be noted that some of the assets or constraints may affect or be affected by development some distance away. Even where an asset or constraint is not mentioned against a particular site, this does not necessarily mean that development of the site will not have to take that asset or constraint into account.

Code	Asset or constraint	BCCS Policy	Saved UDP Policy	SAD Publication Policy
AW	Ancient Woodland	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	EN2: Ancient Woodland
CA	Conservation Area	ENV2: Historic Character and Local Distinctiveness		EN5: Development in Conservation Areas
CN	Canal	ENV4: Canals		EN4: Canals
F2 or F3	Flood Zone (Zone 2 or Zone 3)	ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Islands	ENV23: Nature Conservation and New Development	EN3: Flood Risk
GB	Site in the Green Belt			GB1: Green Belt Boundary and GB2: Control of Development in the Green Belt
GW	Groundwater source protection zone	ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Islands	ENV40: Conservation, Protection and Use of Water Resources	
LB	Listed Building	ENV2: Historic Character and Local Distinctiveness	ENV25: Archaeology, ENV26: Industrial Archaeology, ENV27: Buildings ¹ of Historic or	
Walsall Council				

			Architectural Interest	
Limestone	Former underground limestone working		ENV14: Development of Derelict and Previously-Developed Sites	
LL	Locally Listed Building	ENV2: Historic Character and Local Distinctiveness	ENV25: Archaeology, ENV26: Industrial Archaeology, ENV27: Buildings of Historic or Architectural Interest ENV28: Local List	
LNR	Local Nature Reserve	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	EN1: Natural Environment Protection, Management and Enhancement
NO2	Nitrogen Dioxide Areas of Exceedance	ENV8: Air Quality	ENV10: Pollution	
NOISE	Strategic Noise Area		ENV10: Pollution	
PG	Registered Park or Garden		ENV25: Archaeology, ENV30: Registered Parks and Gardens	
SAC	Special Area of Conservation	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	EN1: Natural Environment Protection, Management and Enhancement
SINC	Site of Importance for Nature Conservation	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	EN1: Natural Environment Protection, Management

			Development	and Enhancement
SLINC	Site of Local Importance for Nature Conservation	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	
SM	Scheduled Monument	ENV2: Historic Character and Local Distinctiveness	ENV25: Archaeology, ENV27: Buildings of Historic or Architectural Interest	
SSSI	Site of Special Scientific Interest	ENV1: Nature Conservation	ENV23: Nature Conservation and New Development	

(more is being added to this table and site tables in the plan to represent other assets and constraints)

There will be some cases where the assets or constraints are adjacent rather than on the site. This has been reflected in the plan as follows:

- Codes in UPPER CASE: Asset or constraint lies within all or part of the site
- Codes in lower case: Asset or constraint lies adjacent to the site

1.3 How can comments be made about the document?

Your views are important. Please read through this document and the supporting information. In order to make sure we have recorded your views correctly, you must submit them in writing. You can do this by filling in the questionnaire, either in paper form or online, or by submitting a letter or email. If you are submitting a letter or email, please make it clear which site(s) or policy(ies) you are referring to. You **must** submit any representations during the consultation period between **Monday 7th March and Tuesday 3rd May 2016**. Comments received after the latter date may not be taken into account.

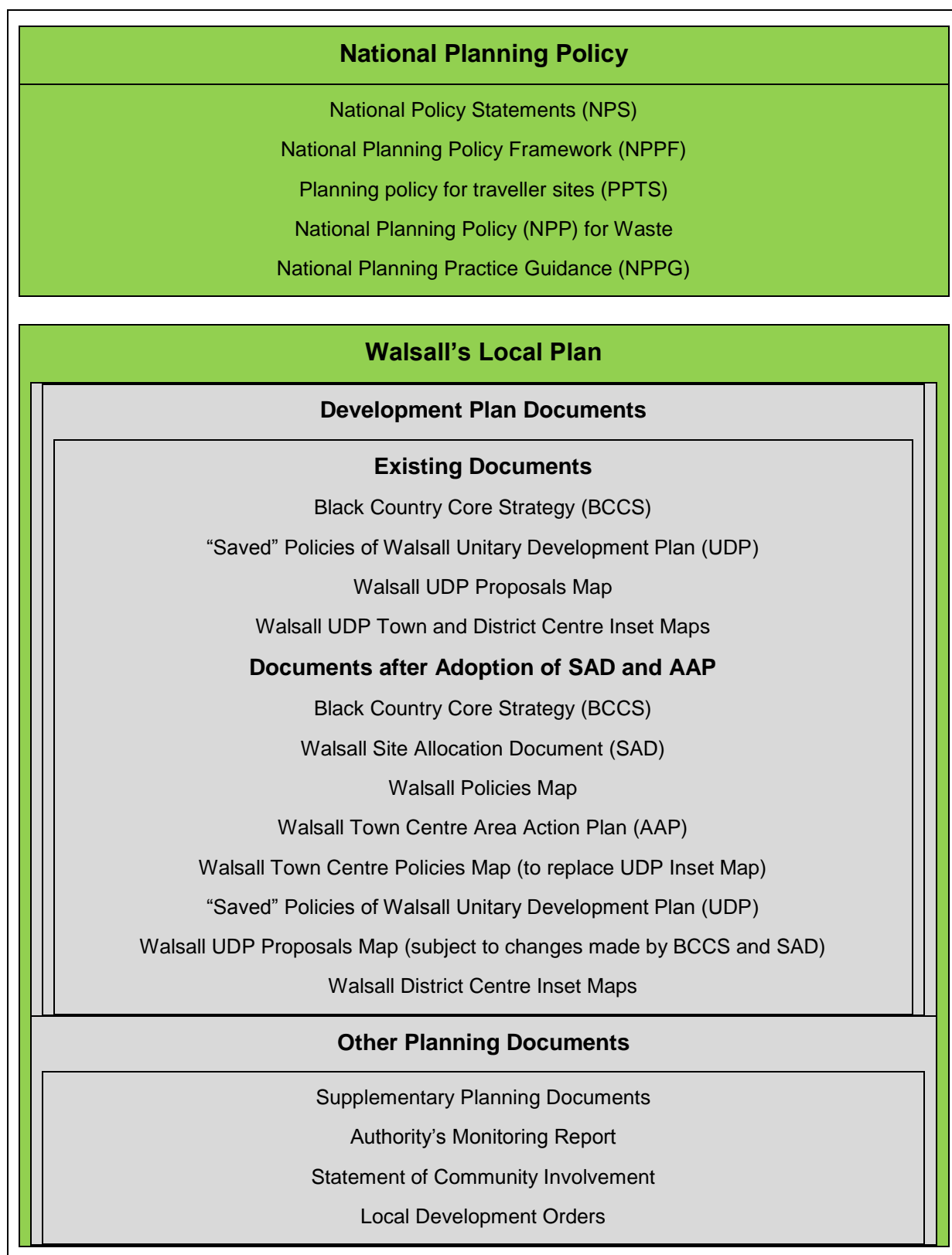
Unlike earlier consultations about the Plan, the Publication Stage is a formal stage. The SAD will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is “sound” – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in national policy.

Any representations should therefore be based around these four points.

Having received representations on the publication version of the plan, we will submit the Local Plan and any appropriate changes along with supporting documents to the Planning Inspectorate for examination on behalf of the Secretary of State. Anyone who responded to the publication consultation will be notified of the examination timetable and how they can get involved if they still feel we haven't addressed their representations on the plan.

1.4 How will the SAD relate to other planning documents?



The UDP was adopted in 2005. Some of its policies are now out of date. Some policies have already been replaced by the BCCS whilst others were not carried forward or “saved” after 2008. It does however include a number of development management policies which will be relevant to developers and applicants when looking to bring forward the sites identified in this plan.

The BCCS, which was adopted in 2011, currently sets out targets for the whole of the Black Country, for example stating how many new homes, how much land for industry, and capacity for waste management, needs to be provided by 2026, as well as requirements for environmental protection. It includes a vision, sustainability principles, spatial objectives and a spatial strategy. The Spatial Strategy states that new development will be focussed in the Growth Network, which includes the four Strategic Centres of Walsall, Wolverhampton, Brierley Hill and West Bromwich, and sixteen Regeneration Corridors. This network is shown a key diagram, and Appendix 2 of the BCCS includes details of specific developments that were proposed for each of the centres and corridors.

The BCCS covers the period to 2026, although it is expected that it will be reviewed before then. The SAD follows the Sustainability Principles as set out in the current BCCS:

- Facing up to climate change
- Sustainable development
- Social inclusion
- Brownfield first
- Comprehensive Approach to development

Walsall and the other Black Country Authorities are committed to start a review of the Core Strategy in late 2016. Any review of the BCCS will have to consider the implications of the latest projections of housing need and other matters, including any need to review the boundaries of the Green Belt.

The BCCS does not allocate specific sites for development, and does not define the precise boundaries of the Regeneration Corridors. The developments referred to in Appendix 2 were only indicative, to illustrate how the strategic objectives of the BCCS could be delivered.

The SAD is intended to add detail to the strategic policies set out in the BCCS, and replace some of the remaining “saved” policies in the UDP that are no longer relevant or compliant with current evidence or national policy.

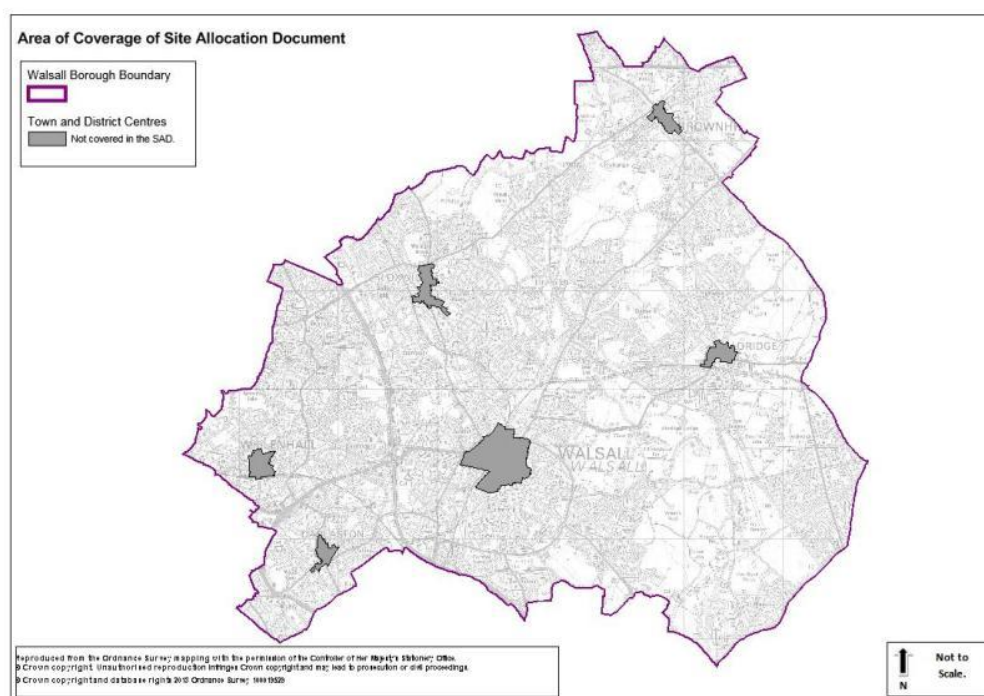
The SAD will allocate sites throughout the Borough, except within Walsall Town Centre and the District Centres as shown on Map 1.1 below. The boundaries of these centres are currently defined by the Inset Maps in the UDP. Potential sites within Walsall Town Centre are being addressed separately in the Walsall Town Centre Area Action Plan (AAP) that is being prepared and consulted on in parallel

with the SAD. The AAP proposes to modify the boundary of Walsall Town Centre: the area to be covered by the SAD has been modified to match.

We intend that the District Centre Inset Map, which currently forms part of the UDP, will remain in place for the centres of Willenhall, Darlaston, Bloxwich, Aldridge and Brownhills. The complex issues that face the centres mean that we think they require detailed consideration in future separate documents, so sites within these centres will not be allocated by the SAD.

The Council is also consulting on an Infrastructure Delivery Plan and a Preliminary Draft Charging Schedule, to support the introduction of a CIL regime to levy charges on certain types of development to help fund the borough's infrastructure needed to support development. The CIL document and Walsall Town Centre AAP documents can both be found on our website www.walsall.gov.uk/planning/planning_2026.

All local plan documents have to be in conformity with the National Planning Policy Framework (NPPF) and Planning Policy Guidance (NPPG).



Map 1.1: Area Proposed for Coverage by SAD (to be updated)

1.5 How is the Site Allocation Document Prepared?

The Preparation of the SAD involves several stages. In 2013 we consulted on the Issues and Options. This set out what we thought were the issues that the SAD would need to address, and possible solutions, including a range of different sites that the Council and other parties including landowners and developers thought might be suitable for development.

The Preferred Option (PO) consultation showed which sites, including those highlighted at the Issues and Options stage, and others identified since then, that we

thought ought to be allocated for development, as well as assets that ought to be protected, and constraints that prevent or limit development in particular locations.

Information about this consultation and supporting evidence for the SAD is contained in several different documents. All the documents for the SAD, AAP and CIL can be viewed on our web site at www.walsall.gov.uk/planning_policy

For the SAD, the documents include:

- Publication Plan (this document). This contains only the policies that we are proposing to include in the SAD, together with a list of sites to be allocated or safeguarded. It includes information about how we will ensure proposals are delivered and monitored.
- Policies Map. This shows the sites referred to in the Publication Plan.
- Sustainability Appraisal. This suite of documents, required by legislation, shows how we have assessed the various options against the objectives set out for the plan.
- Other evidence. A wide range of background documents have been prepared for or taken into account in the production of the documents. These include a list of sites put forward at Issues and Options stage that we have chosen not to allocate for particular uses, the reasons for us rejecting these sites and our response to comments made by respondents. A Delivery Plan has also been prepared.

These background documents include details of the assets and constraints that need to be protected or taken into account when determining which sites should be allocated or rejected for the various types of development. Many of these relate to particular sites or areas, for example flood zones and historic buildings and areas. Because of their complexity it is not possible to show all these on a single map, although most were shown on the Constraints and Asset Maps in the Technical Appendix to the Publication Document. However, we have taken them all into account in assessing each of the potential sites to be allocated. In this Publication Plan, we have added details of those which might affect particular sites to the table of sites under each policy. More detail on assets and constraints can be found in section 1.2 of this introduction.

Subject to the outcome of the current consultation, it is intended that the full Council will be asked to agree that the Plan is submitted for examination by a planning inspector. If the examination is successful, the Council will then adopt the documents.



1.6 Sustainability Appraisal

The policies and proposals in the SAD need to be assessed against broad environmental, social and economic objectives in order to ensure that the SAD is as sustainable as possible. Therefore a **Sustainability Appraisal (SA)** process is running in parallel with the preparation of the SAD, and this plan should be read alongside the SA Report and accompanying technical documents. The SA is a method of identifying potentially significant environmental, social and economic effects of the emerging proposals in the plan, including alternative options under consideration, so that harmful effects can be identified early on, and addressed where feasible. The SA has included an evaluation of the sustainability of the SAD Objectives, an appraisal of the Options for the SAD, and an appraisal of the Draft SAD policies and proposals. The SA has included equality and health impact assessments, as the SA Framework has been designed to identify potential equality and health impacts. The results of the SA are summarised in a separate SA Report published alongside this consultation document.

1.7 The Regeneration Corridors

The BCCS expects that development will be focussed in a network of regeneration corridors but does not define the precise boundaries of these corridors. The definition of corridor boundaries is not a topic-specific matter so does not fit into any of the chapters below.

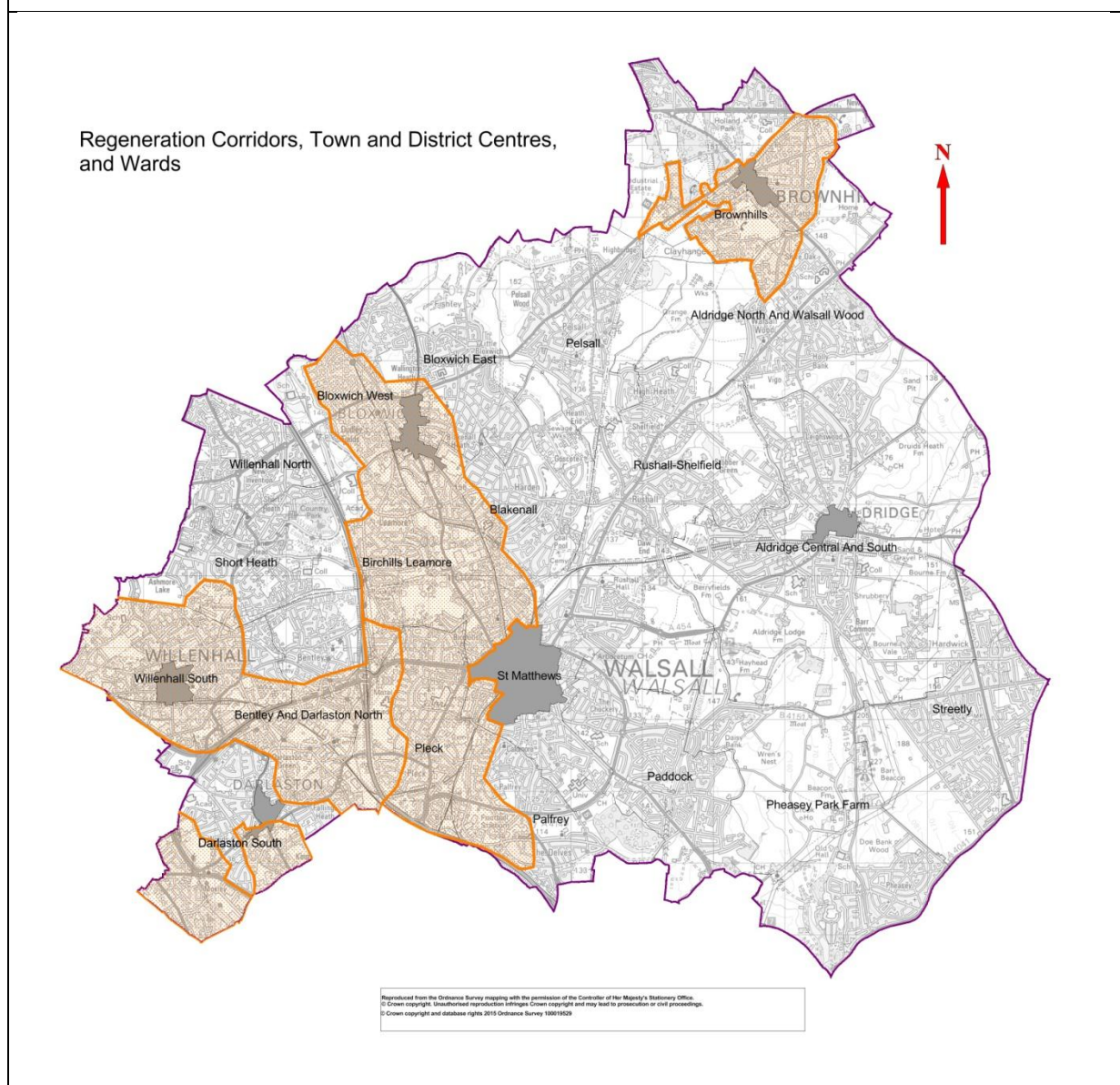
Existing policies in the BCCS and UDP already direct most land uses to appropriate locations and prevent development in locations where it would be inappropriate. For example, policies relating to town centre uses direct these to town, district or local centres. The boundaries of these centres are already defined (although the SAD and AAP propose some modifications to the boundaries of Walsall Town Centre and the local centres). BCCS Policy HOU2 describes the housing densities that will be appropriate for different sites depending on their accessibility to services. The UDP (to be replaced by a policy in the SAD) defines the Green Belt.

The concept of directing development to regeneration corridors is intended to be a positive measure to promote regeneration and indicate the types of development, for example in relation to residential development as referred to in BCCS Policies CSP1 and CSP2, that will be encouraged in appropriate areas. Defining the boundaries of the corridors will therefore assist investors in identifying which of these two policies will apply to their sites.

Policy RC1: The Regeneration Corridors

The boundaries of the Regeneration Corridors and Walsall Strategic Centre are shown on the Policies Map. Proposals for development within or outside the Corridors and Centre will be expected to support the policy and strategic objectives set out in the Black Country Core Strategy, in particular policies CSP1 and CSP2.

Map 1.2 Regeneration Corridors and Wards



1.7.1 Policy Justification

Policy RC1 does not introduce any new policy requirement for development. But showing the precise boundaries of these corridors in the SAD will help us to monitor existing policies in the BCCS. We have therefore shown their potential boundaries on the plan above.

These boundaries are derived from the key diagram in the BCCS but with minor adjustments to make adjacent corridors fit together and to ensure that the boundaries do not cut through development sites.

1.7.2 Evidence

This policy will help to provide evidence to assess the success of the regeneration strategy set out in the BCCS

1.7.3 Delivery

See the policies under individual topics, especially Homes for Our Communities, and Providing for Industrial Jobs and Prosperity.

1.7.4 Monitoring

Monitoring of additional dwellings and employment land provision will include a breakdown of development within and outside corridors

2 Objectives

2.1 Objectives for the Site Allocation Document

The SAD will form part of the Local Plan for Walsall and has to fit into the wider planning framework for the borough. It also has to be compatible with national legislation and policy, including the National Planning Policy Framework (NPPF).

The NPPF sets out the Government's position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms. The Framework must be taken into account in the preparation of plans.

The NPPF sets out core land-use planning principles that should underpin both plan-making and decision making. These include driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, securing high quality design and a good standard of amenity for all existing and future occupants of land and buildings, supporting the transition to a low carbon future in a changing climate, taking full account of flood risk, contributing to conserving and enhancing the natural environment and reducing pollution, reusing land that has been previously developed, managing patterns of growth to make the fullest possible use of public transport, walking and cycling, taking account of local strategies to improve health, social and cultural wellbeing for all, and delivering sufficient community and cultural facilities and services to meet local needs.

A key purpose of the SAD is to allocate sites that deliver the vision and objectives of the BCCS. Within this existing national and local framework however, it is still necessary to define objectives for the SAD itself. These should be consistent with the BCCS but provide a local dimension to delivering the BCCS vision. They also need to be linked to the objectives that are being set for the AAP.

- 1. To provide a regeneration strategy for Walsall that promotes sustainable growth within the existing urban areas whilst protecting the Green Belt from inappropriate development;**
- 2. To deliver sustainable communities through the development of new housing on vacant, derelict, and under-used land (including redundant employment land), as well as the regeneration of existing housing areas to provide a range of homes that meet the needs of all members of the community;**
- 3. To allocate high quality employment land in the best locations, allowing existing businesses to expand and attracting new businesses whilst**

retaining local quality employment land in long-term use to enable existing businesses to stay in Walsall;

- 4. To encourage and direct investment of a suitable scale to Walsall's local centres meeting the needs of local communities;**
- 5. To provide a high quality environment across Walsall, and with links to surrounding areas, to enhance biodiversity and help to address climate change by defining integrated environmental networks, protecting the natural environment, promoting green infrastructure and improving access to areas of open space;**
- 6. To enhance the built environment through the conservation of heritage assets and the wider historic environment whilst promoting good design that addresses the character of the Walsall and helps provides safe and secure communities;**
- 7. To improve accessibility in Walsall through the delivery of a first class transport network proving convenient and inclusive links within the borough and to surrounding areas, as well as supporting sustainable development;**
- 8. To support and promote the provision of community services in accessible locations where they can serve all communities across Walsall;**
- 9. To safeguard permitted waste management facilities and identify opportunities for new waste treatment, transfer and disposal facilities in employment areas and in other suitable and accessible locations, where operations will not have unacceptable harmful effects on health, the environment, amenity, or infrastructure; and**
- 10. To identify and safeguard mineral resources of local and national importance and mineral production and distribution infrastructure, and identify suitable sites and areas for production of secondary and recycled aggregates and mineral extraction, where operations will not have unacceptable harmful effects on health, the environment, amenity, or infrastructure.**

3 Homes for Our Communities

(a) General Housing

3.1 Introduction

Ensuring that sufficient land is allocated for housing to meet the needs of our communities and on sites that contribute to the regeneration of the borough is a key objective of this Plan. Policy HOU1 of the BCCS states that sufficient land will be provided across the Black Country to deliver at least 63,000 net new homes over the period 2006-2026. Of these, the BCCS indicates that 11,973 can be accommodated in Walsall.

As at April 2015, 5,238 of these homes had already been completed and 669 were under construction. A further 4,034 homes had planning permission but had not yet commenced construction. This means that sites to accommodate at least 2,032 homes still need to be found in addition to those that have already been granted planning permission.

The SAD seeks to allocate land to accommodate many of these additional homes, as well as confirm which land that already has planning permission for residential development should be safeguarded for this purpose.

The Council publishes an annual update of its housing land supply as required by the NPPF. The SAD will contribute to this supply as follows:

Policy HC1 allocates sites for 10 or more dwellings that have already been granted planning permission, including sites where the permission has already lapsed or will lapse in the next 3 years, where it remains appropriate to develop the site for residential purposes. Policy HC1 also allocates sites for 10 or more dwellings, outside the town and district centres, that do not yet have planning permission. The list of sites under this policy indicates which ones already have permission. Additionally, this policy allocates a number of sites of under 10 dwellings which form part of larger housing areas or where planning permission is already in place. The total capacity of the sites listed under this policy is approximately 4,000 dwellings.

Other policies of the SAD also provide for housing development:

Policy HC2: this will be used to consider proposals for housing on smaller sites and other housing schemes that may come forward on sites not identified elsewhere.

Policy IND4: this addresses land that is currently in use for employment but which may become vacant and surplus to employment requirements during the period of the Plan.

Policy SLC2: development opportunities in Local Centres.

Policy UW1: redevelopment of the Gorway Conference Centre.

Policy EN7: Great Barr Hall and Estate and St. Margaret's Hospital. Although most of the residential development here is now complete, there is potential for a small number of further homes to be provided through the redevelopment of the former sites of hospital buildings, the conversion and/or extension of the Hall, and the completing of "enabling development" to fund the restoration of the Hall and historic parkland.

Other potential smaller sites, including those that already have planning permission, and all sites within town and district centres, are not listed in the SAD.

3.2 Allocating Land for New Housing

Policy HC1: Land Allocated for New Housing Development

The sites listed in Table HC1 below and shown on the Policies Map are proposed for housing.

The design of developments on these sites should take account of its context and surroundings, and help to create places where people choose to live. Each site should achieve a density of at least 35 dwellings per hectare, except where part of the site is needed to provide open space or other facilities in accordance with other policies of this Plan.

Any proposals for particular sites will need to address the issues for those sites listed in the "notes" column in Table HC1.

A small number of these sites (referred to as GT or TS in Table HC1) could also be suitable instead in whole or in part for use as Gypsy and Traveller or Travelling Showpeople Sites, as described in policy HC4.

Table HC1

REF.	SITE NAME or ADDRESS	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	ESTIMATED DWELLINGS
HO1	Clothier Street		48
HO11	Somerford Place (former Dorsetts Scrapyard)	F2 also possible TS site	26
HO14a	Pinson Road (Little London School)	CA LL	31
HO16	New Road, Willenhall (former car		9

	showroom)		
HO20	Field Street (Gilberts' Club)		26
HO23	Kendrick Place and Castle View Road, Moxley		38
HO27	Goscote Lodge Crescent (Site B)	cn SLINC Part of site could be GT site if HO28 not developed for this purpose	327
HO28	Dolphin Close (Goscote Site C)	cn slinc Preferred use is GT. Would be suitable for general housing if not required as GT site	19
HO29	Goscote Lane Copper Works	cn slinc Part of site could be GT site if HO28 not developed for this purpose	395
HO30	Silver Street, Brownhills	cn slinc	157
HO36	Wilkes Avenue (Bentley Home)		37
HO37	Bentley Road North (corner of King Charles Avenue)		19
HO38	Wolverhampton Road West (rear of 179)	lb	5
HO39a	Joynson Street (site of former Kings Hill JMI School)		17
HO39b	Joynson Street		5
HO40	Riding Way	cn slinc	14
HO41a	Hatherton Liberal Club		6
HO41b	Mill Street, Walsall (former scrap yard)		12
HO43	Watling Street (land north of Kings Deer Road)	sssi sinc noise	15
HO44	Poplar Avenue (east)	SLINC	23

HO45	Former Beechdale School (Open Space)	cn slinc	80
HO46	Noose Crescent (former Lakeside School)	sinc	59
HO47	Former Three Crowns School	CA SLINC limestone	8
HO53	Rear of 16 High Road, Lane Head		29
HO58	Walsall Road, Walsall Wood	NO2 slinc	51
HO60a	Hollyhedge Lane (east side) (30 to 32)	cn ca slinc	33
HO60b	Hollyhedge Lane (east side) (28)	cn ca slinc NO2	24
HO60c	Hollyhedge Lane (east side) (former Bradford Coal Wharf)	cn CA slinc NO2 NOISE	52
HO60d	Orange Tree, 20 Wolverhampton Road	cn ca slinc NO2 NOISE	4
HO61	Canalside Close	cn slinc	15
HO62	Former Metal Casements	LIMESTONE cn ca slinc LL (demolished) Part of site not affected by limestone could be GT site if HO28 not developed for this purpose	95
HO65	Hollyhedge Lane (west side)	NO2 NOISE	14
HO66a	Former Harvestime Bakery, Raleigh Street		80
HO66b	Walsall Iron and Steel	NO2	17
HO71	Festival Avenue (end of street)		10
HO72	Festival Avenue		24
HO87	Former Mary Elliott School, Brewer Street		62
HO93	Woodwards Road (former garage and vehicle storage yard)	cn slinc	24
HO117	New Invention Methodist Church,	LL	14

	Lichfield Road, New Invention		
HO124	Allen's Centre		22
HO125	Essington Lodge		23
HO126	Field Road Education Development Centre		25
HO128	Daw End School	sinc	41
HO137a	60 Walsall Road, Willenhall	F2	24
HO137b	Fletchers Lane (1 and 2)		2
HO137c	3 Fletchers Lane		3
HO147	Bloxwich Rd Blakenall Lane		20
HO150	British Lion Works, Forest Lane	cn slinc lb	60
HO154	Eagle Public House, Cresswell Crescent		17
HO157a	Former Autocraft, Walsall Road, Walsall Wood	NO2 cn slinc potential TS site	20
HO157b	Motor City, 117b Walsall Road, Walsall Wood	NO2 cn slinc	4
HO157c	Jubilee House, Walsall Road, Walsall Wood	cn slinc NO2 also potential TS site	16
HO160	Former Tannery P.H., Burrowes Street, Walsall		12
HO162a	Former Works Site C/O Cemetery Road, Villiers Street, Willenhall		14
HO162b	Villiers Street (AJM Buildings)		9
HO163	Formerly Select Windows, Walsall Road, Walsall Wood	NO2 cn slinc	27
HO168a	Howdles Lane/ Castle Street, Brownhills	cn slinc	40
HO168b	Gladstone House, 45 Castle Street, Brownhills		6
HO173	Land at 232 Lichfield Road, Willenhall		23
HO176	Land at Bentley Road North, Walsall	F2	144
HO177	Land at Berkley Close and Cottle		16

	Close, Rear of 31-59 Edinburgh Avenue, Bentley		
HO179	Carl Street	cn slinc	66
HO180	Land at Churchill Road and Kent Road to the rear of 2-14 Kent Road and 201-205 Churchill Road, Bentley, Walsall	SLINC	26
HO181	Land at Former Caparo Works, Between the Wyrley and Essington Canal, Miner Road, Green Road and Old Birchills, Walsall	ca cn slinc LIMESTONE	310
HO182	Land at Servis UK LTD, Darlaston Road, Wednesbury, Walsall		170
HO185	Bentley Moor Club, Bentley Drive, Walsall		10
HO194	Lichfield Road, Little Bloxwich	slinc	10
HO195	Lichfield Road Willenhall (Petrol Station: 272-274)	NOISE no2	21
HO201	R/O Pinson Road	F2	15
HO205	Site at Corner of Edison Road, and Arkwright Road, Walsall, Beechdale		11
HO207	Site of the Cavalcade P.H., Stroud Avenue, Willenhall		23
HO208	Land at Stencill's Farm, North of Mellish Road (area outside Green Belt)		24
HO210	The Dolphin P.H., Goscote Lane, Walsall, WS3 1PD		18
HO211	The Hawthorns, Highgate Drive, Walsall, WS1 3JW	LL	13
HO217	Wolverhampton Road West (former Petrol Station and former Lane Arms Pub)		29
HO221	George Carter Pressings LTD, Clothier Road, Willenhall, WV13 1BG		27
HO303	Land (Including Factory Complex	F2 F3 cn slinc	304

	AP (UK)) At Heathfield Lane West, Darlaston		
HO304	Between 114 and 120 and 122A and 127 Watling Road/ Roman Close Brownhills	NOISE	10
HO305	Cricket Close Allotments and Tennis Courts	F2 F3 Estimated housing capacity takes account of relocation of existing tennis courts and exclusion of area of site within Green Belt	54
HO306	Darlaston Multi-Purpose Centre Site		35
HO307	Former Royal Navy Club, 120 Elmore Green Road		10
HO308	Gordon House (TA Centre), Sutton Road		22
HO310	Narrow Lane House and Neighbourhood Office Site	NO2 noise	14
HO312	Pleck Working Men's Club	NO2	11
HO313	Royal British Legion Club, Broad Lane Gardens, Bloxwich		25
HO314	Rushall Mews, New Street, Walsall WS4 1JQ		35
HO315	Site of John Wooton House & Great Croft House Wesley Road Darlaston		11
HO316	The Green, Darlaston (Premier Aftercare)		11
HO317	Former Warreners Arms, High Road, Brownhills		58
HO318	Springside, 2 Spring Lane, Pelsall WS4 1AZ		16
HO320	Birway Garage		28
HO321	Willenhall Coachcraft, 348		33

	Wolverhampton Road West WV13 2RN		
HO322	Rowley View, Moxley	NOISE NO2	22
HO323	1 Woodside Close, Walsall, WS5 3LU		14

3.2.1 Policy Justification

The housing sites to be allocated comprise sites that already have planning permission and other sites that we think would be suitable for residential development where there is no need for the land to be used or safeguarded for employment, open space or any other purpose. In line with the BCCS, nearly all the proposed sites are on previously developed land.

The former employment land identified comprises sites where there is no reasonable prospect of the land coming forward for industry in the future. Open space comprises land that is no longer required for its original purpose (for example playing fields associated with a school that has closed or relocated) and where there is a surplus of open space in the area.

The dwelling numbers stated are those for which planning permission has been granted or, where no such permission exists yet, an estimate of the housing capacity of each site based on a density of 35 dwellings per hectare. This density reflects the accessibility standards set out in BCCS table 8 for sites with moderate accessibility (i.e. most previously developed sites outside centres). Proposals for individual sites will not necessarily be expected to achieve these numbers. However, provision of a minimum density requirement is intended to ensure the efficient use of land, particularly where, as in most cases, the sites enjoy at least moderate accessibility to services and by public transport. All residential developments will be expected to satisfy other policies in the SAD, the BCCS and the UDP.

Housing provision is not just about delivering numbers. We also want to ensure that a high quality of housing design is achieved as part of the transformation of the area set out in the BCCS. This will ensure that residents choose to remain in the borough as their economic circumstances improve.

The list above does not comprise all potential housing sites in the borough. As is the case for other land uses, the SAD will not allocate housing sites in the district centres or Walsall Town Centre. We have also omitted most sites elsewhere for fewer than 10 dwellings or small than 0.25ha in area, except where they lie adjacent to other sites so are capable of being combined to make a larger site. Such small sites nevertheless make an important contribution to the borough's housing land supply. Many of them could be attractive to small and self builders, and custom builders.

However, the Council is not aware that over the past 10 years there have been any expressions of interest in such provision.

We expect some of the housing supply to come from land that is currently in employment use but where this use is expected to cease in the future as premises become outdated. These “consider for release” employment sites are identified in the Employment chapter rather than being listed above. Most, but not all, of these sites are likely to be suitable for housing development but many of them are not expected to come forward during the period of the Plan. Their release for uses other than employment will be subject to BCCS policy DEL2 and policies in the Employment chapter of this Plan.

The following sites that were proposed for allocation for housing in the Preferred Options version of the SAD have been deleted and are no longer proposed for this use:

REF.	SITE NAME or ADDRESS	REASON FOR DELETION
HO14b	Garages on North side of Croft Street, Willenhall	Site was proposed for development as part of adjoining former Little London School (site HO14a), but the latter now has planning permission and does not require this site for access.
HO120	Walsall College Shelley Campus, Scarborough Road	Site is continuing in educational use
HO302	194 Darlaston Road, Wednesbury WS10 7TG (former Alucast)	Site has been incorporated into site HO182 (former Servis UK)

3.2.2 Evidence

- Black Country Core Strategy (2011)
- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment and Housing Land Supply Update (2014)
- Employment Land Review (2016)
- Green Space Strategy
- DTZ Site Viability and Deliverability Study (2015)

3.2.3 Delivery

The majority of new housing will be delivered by the private sector. However, several of the largest sites are to be developed by Housing Associations. The Council has a successful partnership with Walsall Housing Group, other locally based HA's and the Homes and Communities Agency (HCA) which has already succeeded in delivering several hundred new affordable homes in recent years. There is a current programme for delivery of over 700 homes in the Goscote area over the period 2015-18. This is funded in part by the HCA and the Local Growth Fund. The Council has also assisted housing delivery through land assembly and disposal of land at a nominal price.

It is recognised that the brownfield first emphasis of this Plan and the BCCS means that the challenge of addressing the issues that affect such sites will need to be met. Production of the SAD is a key stage in achieving this, as the document will help to identify potential housing sites and provide certainty for potential investors over the future use of the land.

3.2.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
HC1a: Number of additional dwellings completed (net)	At least 11,973 net new dwellings to be completed between 2006-2026 borough-wide. Progress to be checked against trajectory in Authority's Monitoring Report	Yes – see BCCS Policy HOU1

3.3 Development of Other Land for Housing

Policy HC2: Development of Other Land for Housing

- a) The provision of housing on other previously developed sites not listed in Table HC1 will be encouraged provided:**
 - i. The site is not allocated or safeguarded for other uses in this Plan;**
 - ii. If the site is not allocated or safeguarded for other uses in this Plan, there is no overriding need for the land or buildings to be retained for its current or previous use;**
 - iii. Residential development would not conflict with any national or local designation relating to the site itself, or adjoining land or buildings;**
 - iv. A satisfactory residential environment can be achieved, where people will choose to live, that will contribute to achieving the Vision, Sustainability Principles, Spatial Objectives and Spatial Strategy of the BCCS and take account other policies of this Plan;**
 - v. Residential development would not unacceptably constrain the use or development of any adjacent site for its allocated or identified use;**
 - vi. The proposal is acceptable in terms of other policies of this Plan.**
- b) The design of developments on all sites should take account of its context and surroundings. Each site should achieve a density of at least 35 dwellings per hectare, except where a lower density would be in keeping with its surroundings, or part of the site is needed to provide open space or other facilities in accordance with other policies of this Plan.**
- c) As well as “windfall” and small sites not identified elsewhere, this policy will apply to sites identified under other policies of the SAD that refer to sites which might be suitable for housing development. These include:**
 - i. “Consider for release” employment land (see policy IND4);**
 - ii. Development opportunities in Local Centres (see policy SLC2);**
 - iii. Gorway Conference Centre, Wolverhampton University (see policy UW1);**
 - iv. Great Barr Hall and Estate and St Margaret’s Hospital (see policy EN7)**

3.3.1 Policy Justification

There is a very large number of potential housing sites in Walsall and the list changes constantly as sites are completed and new sites are granted planning permission. It would therefore be unfeasible to identify all housing sites in a Plan of

this nature. Only sites with a potential capacity of more than 10 dwellings are therefore identified under policies HC1 and HC2 c).

The release of surplus employment land for housing (“consider for release” sites) is subject to policies in this Plan and the BCCS to safeguard jobs and ensure the ongoing availability of employment land needed for economic growth. Such land is therefore allocated as employment land in Chapter 4. It is not expected that all such land will come forward for redevelopment during the period of this Plan.

Many smaller potential housing sites already have planning permission and it is expected that small sites will continue to form a significant part of the housing land supply in the future.

This policy incorporates and updates UDP Policy H3 to take account of the NPPF and the presumption in favour of sustainable development.

Given the very large number of potential housing sites across the borough, we do not consider it would be appropriate for this Plan to specify details of the design, density or types of dwellings to be provided on particular sites, although policies HC3 and HC4 address the locational requirements for housing for particular needs. However, the Vision set out in the BCCS is not just one of ensuring that previously developed land is prioritised for development over greenfield sites. It also refers to the creation of a network of cohesive, healthy and prosperous communities, environmental transformation and economic prosperity. Achieving these aims will require good design, not only of the new homes themselves but also their surroundings. These objectives can be summed up by requiring new residential development to make places where will choose to live.

3.3.2 Evidence

- Black Country Core Strategy (2011)
- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment and Housing Land Supply Update (2014).
- Employment Land Review (2016)
- DTZ Site Viability and Deliverability Study (2015)

3.3.3 Delivery

Housing on former employment land and small sites not identified under policy HC1 is expected to be delivered primarily by the private sector.

3.3.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
HC2a: Proportion of new dwellings that are on previously developed land	95% borough-wide	Yes – see BCCS Policy HOU1
HC2b: Net density of new residential developments	In accordance with densities set out in BCCS table 8	Yes – see BCCS Policy HOU2

3.4 Provision of Affordable Housing and Housing for People with Special Needs

Policy HC3: Affordable Housing and Housing for People with Special Needs

- a) Affordable housing will be required on all sites of 15 dwellings or more where this is financially viable, in accordance with BCCS Policy HC3. The detailed arrangements for the working of this policy will be set out in a supplementary planning document.
- b) The Council will encourage the provision of housing for people with special needs, including single people, the elderly, people with disabilities and any other groups who require specialist accommodation, in locations that would be acceptable for general housing. Such housing will be particularly encouraged in and close to centres, provided the sites are not required for centre uses. Any proposals for lower density general housing on sites in or close to centres that might be suitable for specialist accommodation will be required to provide justification as to why higher density housing for those with care or specialist needs is not being provided.
- c) Specialist housing where care is provided to residents, or where residents are not able to drive, will only be supported in locations that enjoy good public transport access.

3.4.1 Policy Justification

Average incomes in Walsall are below both the regional and national averages. Although house prices are also lower, there is a great need for additional affordable housing.

There is currently uncertainty about aspects of national policy on the issues relating to affordable housing. At the time of writing, the Housing and Planning Bill is being taken through Parliament and the Government is consulting about changes to the NPPF, including altering the definition of “affordable housing” to include “starter homes. Other changes include reductions in public funding, changes to welfare payments, right to buy and the “spare room subsidy”, all of which could affect both the need for affordable housing and the types of housing that might be required. Further discussion is also needed about whether it might be appropriate in some circumstances to provide affordable housing off-site, especially for smaller sites that form a high proportion of the potential housing land supply.

Given these changes, we consider it would be more appropriate to place detailed policy in a supplementary planning document. This would be easier to update than a DPD. It may also be necessary to amend this policy once the outcome of the Housing and Planning Bill and the NPPF changes are known.

Population and household projections indicate that there will be a large increase in the coming years in the number of very elderly people and others in need of some degree of care or specialist housing. Evidence from housing and health officers indicates that in most cases smaller units are preferred to large institutional type developments. Smaller units would generally be too small to allocate sites for, and can often be provided by converting existing dwellings. However, such high density developments should be directed to locations that enjoy good access to public transport and services such as shops. This accessibility is needed both to enable care workers to get to work but also to provide access for visitors and for residents who may still have a degree of mobility to enjoy local amenities.

3.4.2 Evidence

- Black Country Core Strategy (2011)
- Authority Monitoring Reports

3.4.3 Delivery

There is currently a substantial programme of affordable housing construction by local housing associations supported by the Homes and Communities Agency. In the medium term this support is expected to reduce in line with cuts in public funding, so further provision of affordable housing will be increasingly reliant on private developments.

Specialist and care housing is generally provided by private developers but with public funding.

3.4.5 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
HC3a: Proportion of new dwellings that are affordable as defined in the NPPF	11,000 across the Black Country 2006-2026 (15% of gross housing completions)	Yes – see BCCS Policy HOU3
HC3b: Number of new bed spaces in specialist housing	No target	No – new indicator

3 Homes for Our Communities

(b) Accommodation for Gypsies, Travellers and Travelling Showpeople

3.5 Introduction

The NPPF requires local planning authorities (LPAs) to address the need for all types of housing, including affordable housing and the needs of different groups in the community. Section 225 of the Housing Act 2004 states that local authorities must assess the accommodation needs of gypsies and travellers who reside in or resort to their districts (this section is subject to review by the Housing and Planning Bill). Gypsies and Travellers have been recognised by the courts as being distinct ethnic groups and are protected from discrimination by the Equality Act 2010. The Government has published a specific Planning Policy for Traveller Sites to supplement the NPPF, which was revised in August 2015.

In the Planning Policy and legislation, “gypsies and travellers” are defined as “Persons of nomadic habit of life whatever their race or origin, including persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such”.

A shortage of authorised Gypsy and Traveller sites can lead to unauthorised developments and encampments and results in uncertainty for both the settled population and the Gypsy and Traveller community. It is also well recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health and education outcomes. Both the Government and the Council recognise that these inequalities must be addressed, whilst ensuring the planning system is not abused. The provision of sites can therefore be the key to tackling a host of issues.

Travelling showpeople are not a distinct ethnic group (although some may also be gypsies or travellers) but are business people with distinct accommodation requirements. Both the Government’s Planning Policy and the BCCS require the needs of showpeople to be addressed.

Gypsy and Traveller communities, and travelling showpeople, have a long association with Walsall and the rest of the Black Country. The Romany people have lived in England for over 500 years and the Irish Traveller community about 150 years (the Government policy document uses the term “traveller” for all these groups). The 2011 Census recorded nearly 300 residents of Walsall who described themselves as “Gypsy or Irish Traveller”, although it should be noted that this

number may be an under-estimate as many people, especially those who live in “bricks and mortar” housing, choose not to identify themselves as such because of the history of discrimination. The most recent caravan counts have recorded an average of about 50 caravans on authorised sites.

A survey in 2008 showed that over half the travelling showpeople in the West Midlands metropolitan area lived in Walsall, comprising 55 plots.

It is important to note the various terms that are used. A “pitch” is a site to accommodate a gypsy or traveller family, and will typically contain two caravans, with one being for parents and one for older children or visitors: there is also often an amenity block containing a bathroom and utility. A “plot” is the equivalent for a show person. The term “yard” is also used for showpeople, to reflect the fact that they often combine a residential use with space to store and maintain fairground equipment. Most of the “sites” (existing or proposed) referred to in policy HC4 each contain more than one pitch or plot as indicated. The BCCS requirement refers to the total number of pitches or plots rather than the total number of sites.

3.6 Allocating Land for Gypsy, Travellers and Travelling Showpeople’s Sites

Policy HC4: Accommodation for Gypsies and Travellers and Travelling Showpeople

- a) The sites listed in Table HC4a and shown on the Policies Map are proposed for Gypsies and Travellers or Travelling Showpeople as indicated. This table also shows existing sites to be safeguarded. Proposals for the use or development of these existing or proposed sites for any other purpose will be opposed unless it can be demonstrated that the total capacity of existing sites elsewhere in the borough is at least the same as that set out in Table HC4c below.**
- b) The new sites listed in Table HC4a have been identified in accordance with the criteria in Table HC4d. Any proposals for other new sites not listed below must also satisfy these criteria as well as other policies in the Development Plan.**
- c) Any proposals for particular sites will need to address the issues for those sites listed in the “notes” column in Table HC4a.**

Table HC4a: List of Sites			
REF.	EXISTING TRAVELLER SITES TO BE SAFEGUARDED	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	CAPACITY (NUMBER OF PITCHES)
GT1	Willenhall Lane	F2 (part of site) sinc lnr cn	19
GT3	Trentham Cottage	sinc lnr	12
GT4	47A Guild Avenue		1
GT7	Railswood Nursery	ll	1
Ref.	Existing Showpeople Sites to be Safeguarded		Capacity (number of plots)
GT9	Bridge Farm	cn slinc	12
GT10	Oak Tree Farm	cn slinc	9
GT11	Goscote Lane	cn slinc	0 (storage area)
GT12	Showmen's Guild Site	cn slinc	20
GT13	East of Goscote Lane	cn slinc	1
GT14	Lindon Road		1
GT15	Toberland	cn slinc	14
GT46	Charlie Swann		9
Ref.	Existing Traveller Sites with Temporary or Personal Permission to be Made Permanent	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	Capacity (number of pitches)
GT5	Cartbridge Lane	SLINC f2 f3	4
GT6	The Paddock, Gould Firm Lane		4

Ref.	New Traveller Sites <i>Only a total of 28 pitches are required. Sites marked "also TS" would be suitable for showpeople as an alternative</i>	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	Capacity (number of pitches)
GT1	Willenhall Lane	F2 (part of site) sinc cn	2 (conversion of community room)
GT50	Rear of 48-72 Foster Street, Blakenall		3
HO28	Dolphin Close (Goscote Site C)	cn slinc Site also has potential for general housing (see policy HC1) if not required for travellers	10
Ref.	New Showpeople Sites <i>30 plots are required. The capacity of each site would be greater if it was only used for residential.</i> <i>See also the New Traveller Sites above marked as "also TS"</i>	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	Capacity (number of plots)
GT45	96 and 100 Lindon Road, Brownhills		2
HO61	Canalside Close	cn slinc	2
HO11	Somerford Place (former Dorsetts Scrapyard)	F2	5
HO157c	Jubilee House, Walsall Road, Walsall Wood	NO2 cn slinc	3 (site currently occupied but this or adjoining quasi-retail uses may

			become available in future)
HO157a	Former AUTOCRAFT, Walsall Road, Walsall Wood	NO2 cn slinc	1

Table HC4b: Sites that may need to include accommodation for Travellers or Travelling Showpeople if Site HO28 does not come forward

Ref.	New Traveller Sites <i>Only a total of 28 pitches are required. Sites marked "also TS" would be suitable for showpeople as an alternative</i>	NOTES, INCLUDING CONSTRAINTS AND ASSETS (see Chapter 1 for codes)	Capacity (number of pitches)
HO27	Goscote Lodge Crescent	cn slinc The precise location of the area to be used for travellers would depend on the layout of general housing proposals for the larger site. This site would only be required if site HO28 is not suitable	15 (only a small part of the much larger general housing site would be used)
HO29 (also TS)	Goscote Copper Works	cn slinc The precise location of the area to be used for travellers would depend on the layout of general housing proposals for the larger site. This site would only be required if site HO28 is not suitable	15 (only a small part of the much larger general housing site would be used)
HO62	Former Metal Casements	LIMESTONE cn ca slinc II (demolished)	15

		<p>GT pitches to be located on part of the site outside limestone consideration zone.</p> <p>This site would only be required if site HO28 is not suitable</p>	
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Table HC4c: Capacity and Delivery Timescales

	Occupied Permanent Pitches/ Plots in 2008	Permanent Pitches/ Plots available in 2015	Existing Time Limited or Personal Pitches/ Plots	New Pitches/ Plots to be provided in 2016-2026
Gypsy and Traveller Pitches	20	33	8	20
Showpeople Plots	55	65	0	30

Table HC4d: Site Criteria

Gypsy and traveller permanent residential pitches

- i. The site should be in a location that would be suitable for general housing in accordance with other policies of the SAD, the BCCS and the UDP, were it not for this policy. This means, for example, that the site should not lie in the Green Belt (except for safeguarded existing sites), or be prone to flooding, poor air quality or excessive noise levels from surrounding traffic or industry;
- ii. The site should be suitable as a place to live, particularly with regard to health and safety, and the development should be designed to provide adequate levels of privacy and amenity for both occupants and neighbouring uses;
- iii. The site should meet moderate standards of access to residential services as set out in BCCS Policy HOU2. This means it should lie within the following travel times (by either walking or public transport) of the stated services:

- Education (walking distance from Primary School) – 10 Minutes
 - Health (Doctor's surgery or Walk-in Centre) or Fresh Food (Centre or Foodstore) – 15 minutes
 - Education (Secondary School) – 20 Minutes
 - Employment (Strategic Centre or Other Employment Area) – 30 minutes
- iv. The site should be located and designed to facilitate integration with neighbouring communities;
 - v. The site should be suitable to allow for the planned number of pitches, an amenity block, a play area, access roads, parking and an area set aside for work purposes where appropriate;
 - vi. The site is served or capable of being served by adequate on-site services for water supply, power, drainage, sewage and waste disposal (storage and collection).
 - vii. Former factories and similar sites that were formerly used for employment purposes but which are no longer required for this may be particularly suitable for traveller sites that are to include an area for work or storage purposes

Gypsy and traveller transit pitches

- i. The site should be suitable for general housing in accordance with other policies of the SAD, the BCCS and the UDP, were it not for this policy.
- ii. The site should provide safe and convenient access to road networks and be located so as to cause minimum disruption to surrounding communities;
- iii. The site should be suitable as a place to live, particularly with regard to health and safety

Travelling showpeople plots

- i. The site should be in a location that would be suitable for general housing in accordance with other policies of the SAD, the BCCS and the UDP, were it not for this policy. This means, for example, that the site should not lie in the Green Belt (except for safeguarded existing sites), or be prone to flooding, poor air quality or excessive noise levels from surrounding traffic or industry;
- ii. The site should be suitable as a place to live, particularly with regard to health and safety, and the development should be designed to provide adequate levels of privacy and amenity for both occupants and neighbouring uses;
- iii. The site should meet moderate standards of access to residential services as set out in BCCS Policy HOU2. This means it should lie within the following travel times (by either walking or public transport) of the stated services:

- Education (walking distance from Primary School) – 10 Minutes
 - Health (Doctor's surgery or Walk-in Centre) or Fresh Food (Centre or Foodstore) – 15 minutes
 - Education (Secondary School) – 20 Minutes
 - Employment (Strategic Centre or Other Employment Area) – 30 minutes
- iv. The site should be located and designed to facilitate integration with neighbouring communities;
- v. The site should be suitable to allow for the planned number of plots, an amenity block, a play area, access roads, parking and an area set aside for work purposes where appropriate, including sufficient level space for outdoor storage and maintenance of equipment;
- vi. The site is served or capable of being served by adequate on-site services for water supply, power, drainage, sewage and waste disposal (storage and collection).
- vii. Former factories and similar sites that were formerly used for employment purposes but which are no longer required for this may be particularly suitable for showpeople sites that are to include an area for work or storage purposes

3.6.1 Policy Justification

BCCS Policy HOU4 sets out indicative targets for new gypsy and traveller pitches and travelling showpeople plots. It states that, in Walsall, 39 permanent residential pitches and 35 plots for travelling showpeople are to be provided over the period 2008-2018. In addition, 10-12 transit pitches are to be provided across the Black Country. Where necessary, targets will be rolled forward to cover the whole plan period. The SAD Preferred Options Document proposed a number of sites that met the BCCS target whilst taking account of changes to sites that have taken place since the BCCS was prepared.

The Government's Planning Policy now states that, in common with other types of housing, LPAs should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites for travellers against their locally set targets, and identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.

Since it is now less than five years to 2018, the targets in BCCS Policy HOU4 no longer provide a full indication in compliance with national policy of the number of sites that might be required. It is intended that a review of the BCCS will commence in 2016: this is likely to include a full review of future needs for traveller sites across the Black Country, in line with Government policy which states that LPAs should work collaboratively with neighbouring authorities.

Immediately prior to the start of consultation on the SAD Preferred Options Document, the Government published a revised Planning Policy for Traveller Sites which, amongst other changes, amended the definition of “gypsies and travellers” to exclude those who have ceased to travel permanently. It also published the Housing and Planning Bill, and announced that it is intending to issue revised guidelines about assessing the accommodation needs of travellers. Taken together, these recent and emerging changes mean that the 2008 Black Country Gypsy and Traveller Accommodation Assessment, which formed the evidence base for the site numbers proposed in the BCCS, can no longer be relied on as providing an accurate estimate of need. This view was supported by representations received about the SAD Preferred Options, including from a national body representing travellers.

A full revised accommodation assessment would take several months and it would be unwise to commence until the outcome of the Housing and Planning Bill and associated guidance is known. However, the need to progress the SAD is urgent in order to ensure an adequate supply of land for general housing and other important land uses. Pending this full revision therefore, we have produced a Draft Walsall Gypsy and Traveller Accommodation Assessment Revision 2016 in parallel with the SAD Publication Plan. This applies the methodology used in the 2008 GTAA together with known demographic data and current information about existing traveller sites to estimate need for the period 2016-2026, covering the period to the end date of the BCCS. The Draft Revision gives an estimated need of between 10 and 20 new pitches for Gypsies and Travellers.

This lower number has allowed the number of potential traveller sites proposed in the SAD to be reduced. A separate Site Assessment Matrix has been prepared to identify which of the potential sites would be most suitable. This forms the basis for the sites that are now listed in Table HC4a. Most of the sites which have been omitted are now proposed solely for general housing under Policy HC1.

No evidence has been forthcoming to update the possible need for additional sites for travelling showpeople. The potential showpeople sites that were listed in the Preferred Options SAD have therefore been carried forward, except where it has been identified that a site is no longer available or suitable.

The site criteria listed above are taken from BCCS Policy HOU4 with the addition of the requirement that sites should be in locations that would also be suitable for general housing. Traveller sites are a form of residential development and so sites should meet the same requirements as sites for other types of housing. Table 8 under BCCS Policy HOU2 contains accessibility standards for general housing sites, setting out the maximum travel times between homes and services. We think these standards are also appropriate to apply when assessing traveller sites.

We consider that traveller sites should only be located where general housing would also be acceptable. This means that they should not be located in the Green Belt, flood zones or sites suffering from high noise levels, poor air quality or ground

contamination or stability that cannot be addressed through the development. Two existing traveller sites lie in the Green Belt but are the subject of planning permissions that are temporary and/or personal to the current occupiers: we consider the difficulty in identifying suitable additional traveller sites, particularly small sites for single families, comprise exceptional circumstances that mean these sites should be made permanent.

However, not all general housing sites would be suitable as traveller sites. The criteria in Table HC4c, which are similar to those in the Site Assessment Matrix, list many of the issues that potential traveller sites would need to consider.

The Council commissioned in 2010 a survey of existing and potential new traveller sites (GTTSS). This can be found on our web site at:

www.walsall.gov.uk/planning_policy/local_plans/evidence

However, very few of the sites examined were considered suitable.

As part of a general “call for sites” for the SAD Issues and Options stage, we asked landowners to indicate what use(s) their sites might be suitable for. Only sites in two areas were identified by those submitting as being potentially suitable as traveller sites (as well as other uses). These were at Bentley Lane (CFS23) and 3 sites at Skip Lane (CFS35, 41 & 42). All of these sites are in the Green Belt.

We have therefore carried out a further trawl for potential sites using the criteria set out in Table GT1c above, and taking account of the representations made at Issues and Options stage. This has involved examining sites that have also been proposed for general housing. Such sites are numbered in the former “HOxx” in the table above.

Use of land as a traveller site normally represents a substantial loss in value compared with that for a general housing site. In order to maximise the likelihood of delivery, we have concentrated our examination on sites that are owned by the local authority or other public body, or where it is known that there is a willing private landowner.

For each site, we have provided an estimate of the potential capacity, as well as an assessment against the site criteria. It is difficult to state a precise figure for the number of pitches per hectare that could be provided on each site, as this will depend on the site shape. On larger sites, much of the land will be occupied by communal facilities such as roadways and parking or working areas. As an example however, the Council’s current site at Willenhall Lane accommodates 19 pitches in an area of 0.86ha, an equivalent of 22 pitches per hectare. Each pitch can accommodate 2 caravans and contains a utility block as well as a parking space.

Although some sites could be suitable either for travellers or for showpeople, it is recognised that the two uses could not be accommodated together on the same site. The two uses would require different site layouts, particularly where showpeople need space for equipment.

For Gypsy and traveller sites, potential layouts were provided in the former CLG good practice guide. Although this guide was withdrawn by the Government in August 2015, it recommended a maximum site size of 15 plots. We have used this number in this document even where the site is larger so would be physically capable of accommodating more.

The Showmen's Guild has also produced model standards for showpeoples' sites, including a model site layout. The standards state that the density should not exceed 60 caravans per hectare, whilst the model layout indicates a density of between 6 and 9 plots per hectare, with each plot containing several mobile homes, caravans, storage and maintenance, and children's play space.

The 2010 GTTSS used an allowance of 250-500m² per pitch for gypsy and traveller sites (20 to 40 per hectare), and at least 4000m² per plot (2.5 per hectare) for travelling showpeople plots.

The stated capacity of the proposed showpeople sites does not equal the total need identified in the BCCS. However, the capacity of these sites would be greater if they were only used for residential purpose, as is the case with some of the existing sites in Goscote Lane. It is unclear from the existing GTAA how much of the need identified is for solely residential plots and how much is for sites combined with equipment storage and maintenance. In addition, some "consider for release" employment sites that are suitable for general housing would also be suitable for either gypsy and traveller or showpeople use. Given the uncertainty about the timescale for the release of these sites, we consider it would be inappropriate to identify specific ones as potential traveller or showpeople sites.

The following sites that were proposed for allocation for gypsies and travellers or travelling showpeople in the Preferred Options version of the SAD have now been deleted and are no longer proposed for these uses. More detail about the reasons for deletion can be found in the Site Assessment Matrix which forms part of the supporting evidence to this policy. All these sites are now allocated for general housing under policy HC1

REF.	SITE NAME or ADDRESS
HO41	Mill Street
HO49	Land East of Mill Street
HO44	Poplar Avenue
HO180	Churchill Road (described as Poplar Avenue on Preferred Options)
HO306	Darlaston Multi-Purpose Centre Site
HO313	Royal British Legion Club, Broad Lane Gardens, Bloxwich

3.6.2 Evidence

The key evidence is:

- Black Country Gypsy and Traveller Accommodation Needs Assessment (2008)
- Walsall Gypsy, Traveller and Travelling Showpeople Site Assessment (2010 but published March 2013)
- Draft Walsall Gypsy and Traveller Accommodation Assessment Revision 2016
- Gypsies, Travellers and Travelling Showpeople Site Assessment Matrix

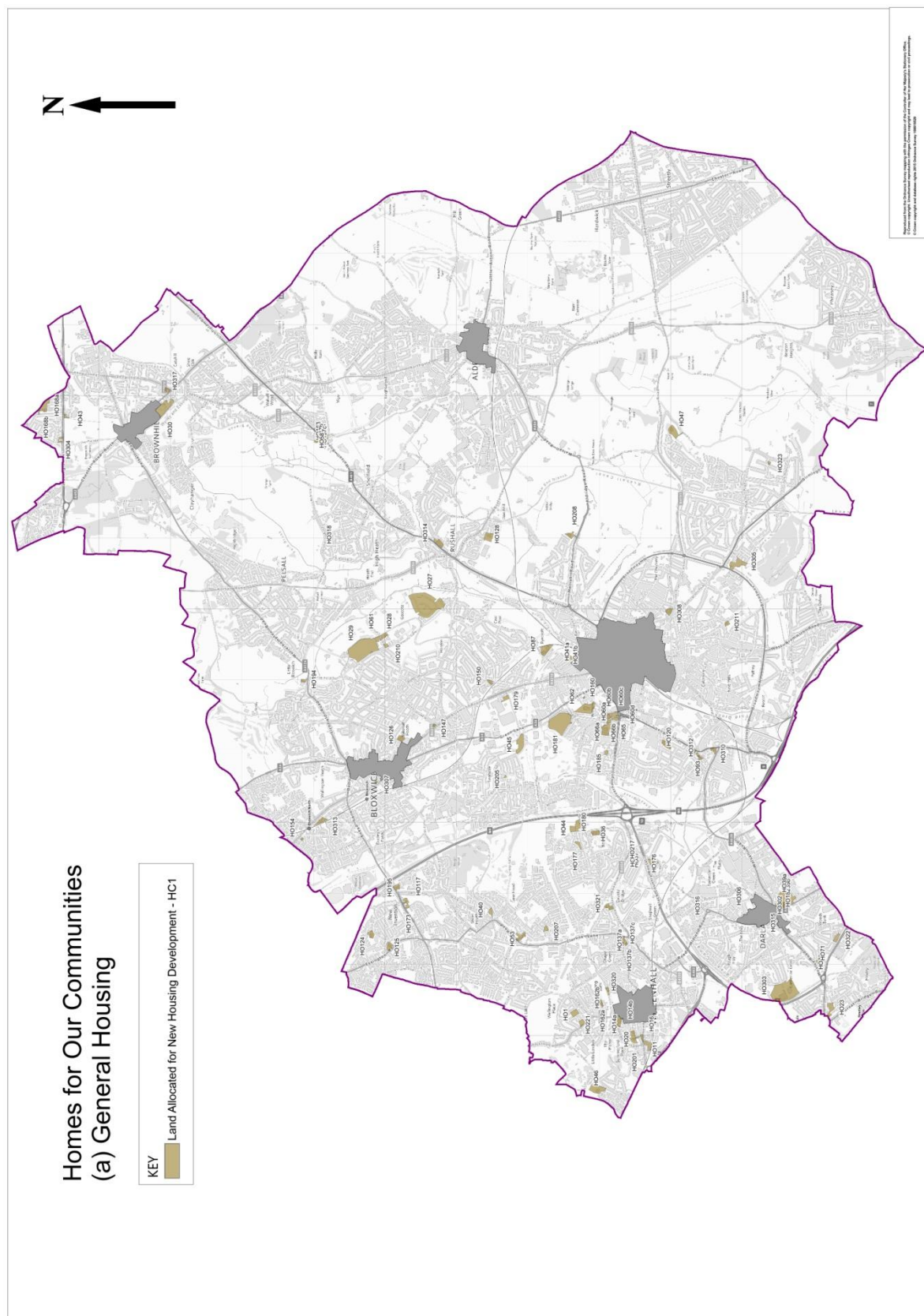
3.6.3 Delivery

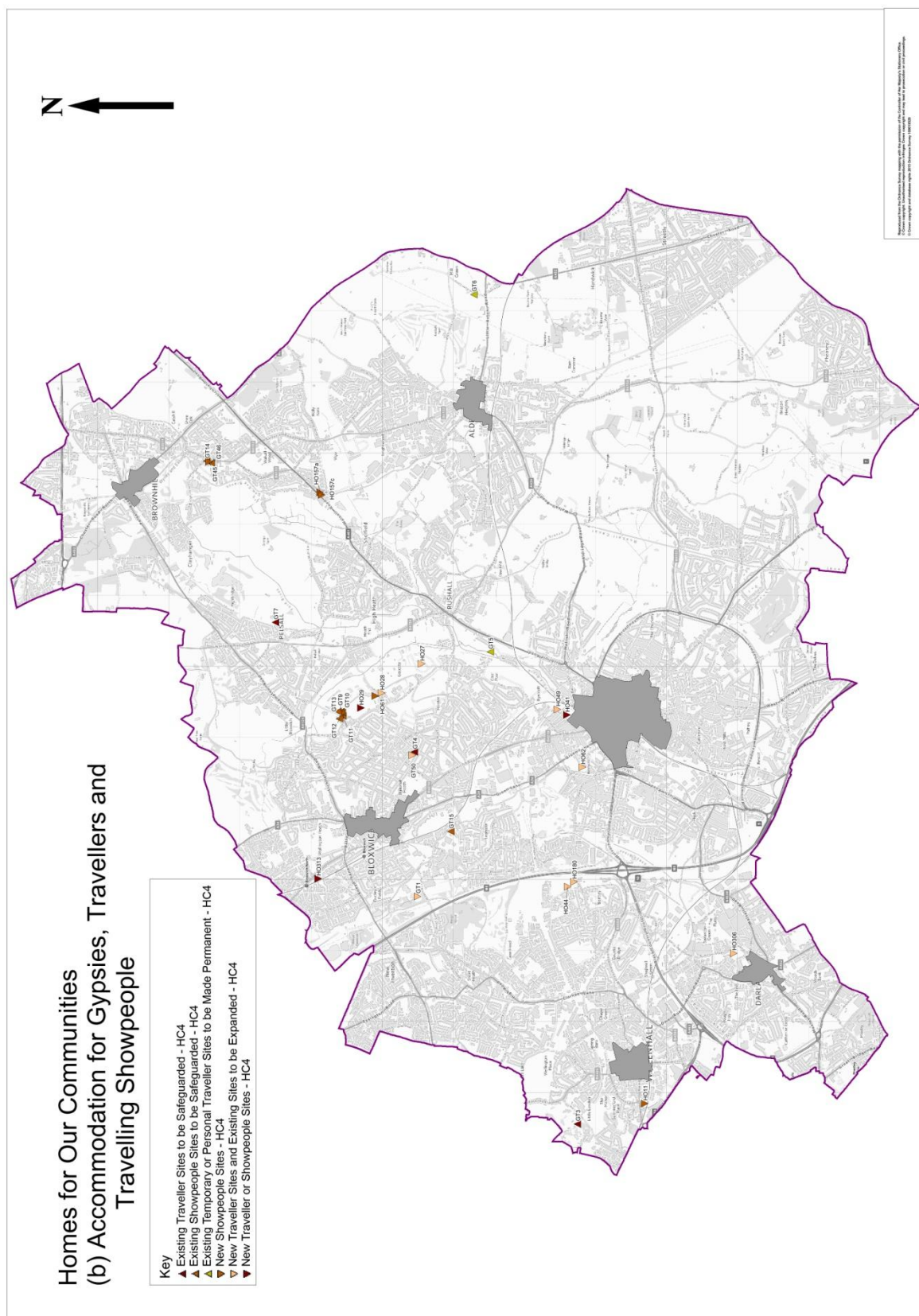
Traveller sites can be provided by local authorities or by the community themselves. However, the majority of travellers have low incomes so will be unable to afford to buy land. For cultural reasons, many members of the community do not like to live on plots that were previously occupied by a member of the same family, so this can create difficulty in inheriting plots. It is therefore likely that most traveller sites will be developed by the local authority or by a social landlord. For this reason, we have concentrated our search for potential sites on land that is owned by the Council.

Travelling showpeople are business people so it is expected that most showpeople sites will be privately developed. It is recognised that potential private site developers are often unable to compete with those wishing to develop sites for general market housing or other uses. However, allocating sites as proposed by this policy, should address this. Most of the sites proposed for allocation are in areas where conventional housing development has limited viability.

3.6.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
HC4a: Number of new traveller pitches and showpeople plots provided	Net increase of 20 traveller pitches and 30 showpeople plots 2016-2026	Yes – see BCCS Policy HOU4 (but timescale and numbers updated)





Map 3.2: Land Allocated for Gypsy, Traveller and Travelling Showpeople Site

4 Providing for Industrial Jobs and Prosperity

4.1 Introduction

These policies apply to the areas covered by the SAD – that is, land for industry outside Walsall Town Centre and the District Centres. The UDP allocated some land for Core Employment uses and protected (but not allocated) the rest of the employment land supply. The SAD will allocate all employment land where the SAD applies, except for the following two cases:

- The poorest performing ex-industrial land that has been assessed as unsuitable for industry – this is allocated for other uses. A list of these sites is contained in the Employment Land Review 2016 Appendix B.
- Very small occupied industrial sites, which typically take up less than 0.1ha. All these fall under the Consider for Release Category (see further below).

Following the BCCS employment land policy framework, the sites are classified into High Quality, Potential High Quality, Retained Local Quality and Local Quality Consider for Release, and listed below. In Walsall Town Centre, relevant AAP policies will apply. In the District Centres, until they are covered by their own AAPs, the existing UDP policies JP5 and JP7 will continue to apply to existing industrial land as before.

Vacant employment sites above 0.4ha are edged in black on the Policies Map. The Employment Land Review (ELR) Annex B shows how the sites have been assessed in detail. This assessment comes from three main sources:

- The GVA Core Strategy Assessment of Employment Sites November 2009 Appendix A (adapted for Walsall); this formed part of the evidence base for the BCCS.
- Core Strategy paragraphs 4.7 (for high quality) and 4.17 (for local quality)
- UDP saved policy JP7.

A significant number of existing industrial sites are occupied by waste management infrastructure, including some Strategic Waste Sites and several other industrial sites have been identified as having potential for development with new modern waste infrastructure. More details about waste infrastructure can be found in chapter 8.

4.2 Existing High Quality Sites for Industry

Existing High Quality sites are those that have been assessed as meeting several of the criteria set out in BCCS paragraphs 4.7 and 4.8. Most of the stock of Existing High Quality employment land is currently occupied by industrial premises, but there are some vacant premises included. No existing high quality land (as opposed to premises) is currently vacant.

Policy IND1: Existing High Quality Industry

The sites and areas listed below and shown on the Policies Map are allocated and safeguarded for High Quality industry. The provisions of BCCS policy EMP2 will apply, together with saved UDP policy JP8 where necessary. Proposals for non high quality industrial uses will be discouraged if they compromise the overall quality. Proposals for non industrial uses will not be permitted.

Reference	Site/area name	Size (hectares)	Site Issues and Constraints (See Chapter 1)
IN5.6	Heathyards, Maybrook Estate, Brownhills	6.6	CN slinc
IN10.1	Wharf Approach, Aldridge	14.9	CN FL2 FL3
IN10.3	Atlas Works, Stubbers Green Rd Aldridge	3.1	GB CN FL2 FL3 SLINC
IN11	Tintagel Way, Aldridge	3.43	CN
IN13.1	Azzurri/Rotometrics, Aldridge Rd, Aldridge	2.9	GB lb slinc
IN26	S Staffs Water HQ, Green Lane, Walsall	3.6	CN NO2
IN28	T K Maxx HQ, Green Lane Walsall	6.4	CN NO2
IN49.2	Network Rail Training Centre, Corporation Street, Walsall	1.6	FL2 GW
IN52.1	Walsall Enterprise Park, Regal Drive, Pleck, Walsall	8.72	CN fl2 (eastern edge) NO2 GW (Eastern edge)

IN56.1	RAC/Middleton Paper, Brockhurst Crescent, Walsall.	5.4	Fl2 fl3 part NO2
IN70.1	Noose Lane (Aspray), Willenhall	5.52	sinc
IN78.1	Longacres	11.8	fl2, fl3, Northern edge NO2
IN79.2	Yodel Yard & HQ, Armstrong Way	2.3	
IN82.1 IN82.2	Wellmans Rd Warehouses, Willenhall; Midland Rd, Darlaston	9.56	NO2
IN83	The Crescent, Willenhall	0.86	FL2 FL3
IN93.1	Axxess 10, Bentley Road North, Darlaston	7.37	CN fl2 fl3 Northern edge
IN97	Acerinox/Eurofoods, Heath Rd, Darlaston	4.3	CN fl2 part Untreated limestone area affects southern edge
IN100.1	Z F Lemforder, Station St, Darlaston	2.66	
IN107.1 IN107.4	Park Lane North; Universal Point; Adj Ikea, James Bridge, Darlaston	6.7	fl2 fl3 part NO2
IN118.1	Woods Bank Trading Estate, Woden Rd West, Darlaston	5.7	
IN120.1	Southern Way, Moxley, Darlaston	7.1	CN fl2 part NO2
	Total HQ	120.52	
<i>There is also a HQ site in Walsall Town Centre, the Albert Jagger Works, 0.7ha . This is covered by the Town Centre Area Action Plan (AAP).</i>			

4.2.1 Policy Justification

The policy framework and detailed justification relating to Existing High Quality sites is contained in BCCS policies EMP1 and EMP2. This land is required to meet the BCCS minimum target for high quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

4.3 Potential High Quality Industrial Land

Potential High Quality includes land that is vacant or in occupation for industrial uses. While potential high quality land is currently (April 2015) generally characterised by local quality uses, it is considered capable of being developed, upgraded or redeveloped to high quality industrial land in the medium and longer term.. This land is subdivided into occupied and vacant stock above 0.4ha.

Policy IND2: Potential High Quality Industry

The sites and areas listed below are allocated and safeguarded as Potential High Quality Industry. The provisions of BCCS policy EMP2 and saved UDP policy JP8 will apply. Non high quality industrial uses will be discouraged except where they can be shown not to impinge adversely on the overall quality of the area. Proposals for non industrial uses will not be permitted

Occupied Potential High Quality Industrial Sites

Reference	Site/area name	Size (hectares)	Site Issues and Constraints (see Chapter 1)
IN5.5	Maybrook	2.02	CN
IN12.1	Middlemore Lane	30.2	CN SSSI
IN12.13	Westgate, Aldridge	20.0	CN slinc
IN27.3	Green Lane/Newfield Close	9.56	NO2
IN54.1 IN54.2 IN54.3	Bescot Crescent Sites	6.77	fl2 part fl3 (north-eastern edge) slinc NO2
IN57	Brockhurst Crescent Sites;	5.54	fl2 part NO2
IN61	Maple Leaf	7.81	CN SINC slinc NO2
IN78.3 IN78.4 IN78.12	Midacre & Rose Hill, Longacres, Willenhall	2.67	fl2, fl3 (northern edge)

IN78.13	Prelok, Longacres , Willenhall	1.71	NO2
IN88	Holland Industrial Park, Bentley Rd Sth, Darlaston,	7.23	fl2 part, fl3 part
IN91.1 IN91.2	Bentley Mill Close & Longmore Ave	5.13	CN
IN92	Aspect 2000, Bentley Mill Way, Darlaston	3.21	CN LB FL2 FL3
IN100.3	Atlas Works, Darlaston	3.66	
IN104.2	Woodwards Rd/Reservoir Place, Walsall	1.06	cn
IN104.3	E of Reservoir Rd, Walsall	1.88	CN
IN117	FMR Railway Line Woden Rd West, Darlaston	1.1	
IN120.2	Western Way Moxley;	10.08	CN
IN120.4 IN120.5	Rickards Haulage and Moxley Junction, Moxley	1.83	CN f2 (eastern edge)
IN247	Bentley Green, Darlaston	0.28	

Vacant Potential High Quality Industrial Sites over 0.4ha

Reference	Site/area name	Size (hectares)	Site Issues and Constraints (see Chapter 1)
IN5.1	N of Maybrook /Clayhanger Rd, Brownhills	1.33	CN slinc
IN5.4	Maybrook/Lindon Rd (FMR Unalco), Brownhills	0.77	CN
IN10.2	Adj Shaylors Wharf Approach Aldridge	0.75	FL2 FL3
IN12.6	FMR Jack Allen Site, Middlemore Lane Aldridge	1.87	Fl2 fl3 (northern edge)
IN12.8	FMR Mckechnie Brass Middlemore	6.34	fl2 fl3 part

	Lane Aldridge		
IN13.2	Aldridge Park, Airfield Drive, Aldridge	1.4	GB lb
IN27.1	FMR Calor Gas Site, Green Lane, Walsall	1.00	NO2
IN27.2	North of Newfield Close	2.07	
IN52.2	Walsall Enterprise Park West	0.79	CN NO2
IN52.3	Walsall Enterprise Park North	0.43	CN
IN56.2	Adj to Middleton's, Bescot Cres, Walsall	0.42	FL2 FL3 NO2
IN58	Reedswood Way, Walsall	4.00	sinc
IN63	Tempus 10 North, Wolverhampton Rd, Walsall	1.76	Fl2 fl3 (north-eastern edge) NO2
IN64	Tempus 10 South, Wolverhampton Rd, Walsall	1.64	NO2
IN70.2	Aspray (FMR Geo Carter), Park Lane, Willenhall	1.25	
IN78.2	N of Westacre, Longacres, Willenhall	0.63	fl2 fl3 (western edge)
IN78.6	FMR PSL International, Longacres, Willenhall	1.48	NO2
IN84	Central Point, Willenhall Rd, Darlaston	2.31	CN
IN93.2	Axxess 10 East, Bentley Rd Nth, Darlaston	1.08	CN
IN98.1	FMR Junction Works, Cemetery Rd, Darlaston	1.33	Fl3 part NO2
IN98.2	FMR Railway Tavern, James Bridge, Darlaston	0.39	NO2
IN99.2	Station St/Heath Rd, Darlaston	0.4	FL2
IN104.1 104.4	FMR IMI Works, Reservoir Rd, Walsall	13.6	CN NO2
IN105	Parallel 9-10, Darlaston	2.88	CN LB(2) fl3 (edge) NO2
IN107.3	Adj Ikea, Park Lane, Darlaston	0.91	
IN109	Box Pool Site, Darlaston	1.67	fl2 fl3 (edge)

			NO2
IN110	James Bridge Gasholders & South of Gasholders	8.1	LB FL2 FL3 NO2
IN118.2	Rear of Woods Bank Trading Est Woden Rd West Darlaston	1.19	
IN120.3	Former Wesson, Bull Lane, Moxley	4.86	CN NO2
IN120.6	Moxley Rd Darlaston	0.41	LL
IN205	Bentley Mill Way East	2.4	CN LB fl2 fl3 (edge) NO2
	Total Occupied Potential High Quality land	121.74	
	Total vacant potential high quality sites	69.46	
	Total potential high quality land	191.2	

4.3.1 Policy Justification

The policy framework and detailed justification relating to Potential High Quality sites is contained in BCCS policies EMP1 and EMP2. This land is required to meet the BCCS minimum target for high quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

There are further potential high quality opportunities proposed to be allocated that are not in the current supply; see policy IND5. There is also a potential high quality site in Willenhall District Centre (IN78.10). This is covered by saved UDP policy JP5 and relevant BCCS policies.

4.4 Retained Local Quality Industrial Land

As BCCS policy EMP3 notes, Local Quality employment land provides not only for factories and warehouses but a greater variety of other industrial type uses such as the construction and waste management sectors, trade wholesale, haulage and transfer depots, and the motor trade (both sales and garages)..

Policy IND3: Retained Local Quality Industry

The sites below are allocated and safeguarded as Local Quality Retained Industry because they meet the criteria set out in the BCCS paragraph 4.14. The provisions of BCCS policy EMP3 and saved UDP policy JP8 will apply. Sufficient local quality retained land has been allocated to establish capacity to meet the Local Quality 2026 target set out in BCCS policy EMP3 and ensure that the stock does not fall below the minimum requirement set out in BCCS policy EMP1 table 10. Proposals for high quality industrial investment will also be acceptable and welcome on this land. Proposals for non industrial uses will not be permitted.

a) Occupied Local Quality Industrial Sites

Reference	Site/area name	Size (hectares)	Site Issues and Constraints (see Chapter 1)
IN1.1, IN1.2 IN1.4	Newtown, Brownhills	19.37	CN, LL(2), LB SLINC GW
IN2.2 IN2.3 IN2.5	Coppice Side & Apex Rd, Brownhills	19.27	CN LL SSSI SINC
IN5.2	Clayhanger Rd, Brownhills	0.83	
IN5.3	Lindon Rd Brownhills	3.97	
IN9.9, IN9.21	Northgate/Brickyard Rd/Coppice Lane, Aldridge	56.1	CN fl2 fl3 (north-western corner &

			south-western edge) sinc AW
IN9.15 IN9.17	Stubbers Green Road , Aldridge Sandown Works	12.16	CN GB sinc SSSI LNR
IN12.7	Beacon Trading Estate Aldridge	2.22	
IN17.3, IN17.4 IN18.1 IN19.1	Leamore Lane/Fryers Rd Industrial Area Bloxwich	33.09	CN sinc NO2 (IN18.1, IN19.1)
IN22	Rowbottom Close Bloxwich	3.8	NO2
IN23	Vulcan Industrial Estate, Leamore Lane, Walsall	1.72	NO2
IN25	British Car Auctions, Walsall	3.56	NO2
IN29	Carl Street/Bloxwich Rd, Walsall	5.54	NO2
IN30 IN31	West of Green Lane sites Walsall	2.92	CN LB(4) LL NO2
IN32.1 IN32.3	Green Lane/Stockton Close, Walsall	9.29	CN LL NO2
IN38	District Business Park Birchills Street, Walsall	1.11	CN LL(3) NO2
IN48.1 IN48.2 IN48.3	Pleck Rd Sites, Walsall	7.35	CN LB NO2
IN49.1 IN49.4	Long St/Queen St, Walsall	14.88	CN fl2 (part) GW
IN49.5	Frederick Street, Walsall	4.17	CN GW
IN51.1	Wednesbury Rd/Corporation St, Walsall	5.57	LL fl2 fl3 (part) NO2

IN51.2			GW
IN54.4	Bescot Triangle South	2.31	FL2 FL3 NO2
IN54.6	Bescot Compound, Bescot Rd, Walsall	0.5	fl2 fl3 (edge) NO2
IN62	J Hill & Sons, Wilverhampton Rd West, Walsall	1.35	CN SLINC NO2
IN67 IN68.1, IN68.2 IN69.4	Ashmore Lake North, Ashmore Lake South, Ashmore Lake East Willenhall	34.16	LL fl2 fl3 (part) SINC
IN70.3	Wednesfield Rd, Willenhall	2.06	
IN71.1	S of Watery Lane , Willenhall	1.03	SINC
IN72.1	Assa Abloy, Willenhall	2.76	fl3 (northern edge)
IN79.3	Bilston Lane, Willenhall	1.85	
IN79.1	Vinculum Way, Willenhall	1.43	NO2
IN81	Bilston Lane/Owen Rd , Willenhall	8.2	
IN85	Queen St Darlaston	1.91	CN
IN87	Willenhall Road Darlaston	1.92	CN
IN94	EMR, Darlaston	9.83	CN, untreated limestone area
IN95	Heath Rd North, Darlaston	4.56	CN, part in untreated limestone area
IN96	Heath Rd South, Darlaston	14.23	Northern part in untreated limestone area
IN99.1	Station St/Heath Rd, Darlaston	3.33	
IN100.2	Central Darlaston Trading Estate	4.0	NO2

IN103.1	Chateau Pleck	1.74	CN LL NO2
IN113.1	Darlaston Rd West, Darlaston	5.25	
IN119	101 Woden Rd West	0.21	
IN120.7	Church St Moxley, Darlaston	0.64	NO2
IN121	Bull Lane (Maple Centre), Moxley, Darlaston	1.71	
IN204	Walsall Rd Delves, Walsall	0.89	No2
IN210	Stephenson Avenue Walsall	0.42	

b) Vacant Local Quality Industrial Sites over 0.4ha

Reference	Site name	Size (hectares)	Site Issues and Constraints (see Chapter 1)
IN2.1	Bullows Rd Brownhills	1.49	GF sssi
IN2.4	Apex Rd Brownhills	0.81	CA sinc
IN9.8	Coppice Lane (FMR Bace), Aldridge	1.09	
IN9.10	Joberns Tip, Longleat Rd, Aldridge	4.31	
IN9.12	Adj Joberns Tip	1.93	sinc
IN9.13	Longleat Road West	0.19	
IN9.14	Longleat Rd East	0.62	
IN17.1	Focus 10 Willenhall Lane Bloxwich	3.45	CN
IN17.2	Fryers Rd Bloxwich	3.51	CN
IN18.2	Land Opp Mary Elliott School	0.53	NO2
IN32.2	Former Scrap Yard Alma Street	0.51	NO2
IN69.3	Adj Rainbow Business Park Willenhall	0.45	
IN70.4	Land rear of Wednesfield Rd Willenhall	0.40	
IN71.2	N of Watery Lane, Willenhall	0.61	SINC
IN72.2	R of Assa Abloy	2.23	FL2
IN103.2	FMR IMI Sth of Canal	0.59	CN II NO2
IN328	FMR Deeleys Castings, Leamore Lane,	2.54	CN NO2

	Walsall		
	Total occupied local quality retained land	313.21	
	Total vacant local quality retained land	25.26	
	Total local quality retained land	338.47	

4.4.1 Policy Justification

The BCCS policy framework and detailed justification relating to Local Quality sites is contained in BCCS policy EMP3. This land is required to meet the BCCS minimum target for local quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

4.5 Local Quality Land to be Considered for Release

Local Quality Consider for Release land is safeguarded under BCCS policies EMP3 and DEL2. This land is constrained by other uses, and could be suitable for alternative non-industrial uses, provided that it is no longer needed for industry, and the alternative uses proposed on any part of this land do not constrain any remaining adjoining industry; see DEL2 especially paragraphs 4-6.

Policy IND4: Local Industry Consider for Release

The sites below are allocated and safeguarded as local quality industry, but will be considered for release to other uses under the provisions of BCCS policy DEL2, and subject to the need to ensure that the stock does not fall below the minimum requirement set out in BCCS policy EMP3. Future industrial development interest in this land will also be acceptable in principle, subject to saved UDP policy JP8 and any other relevant policies in the Development Plan.

Redevelopment for housing will be acceptable in principle provided any remaining industry can be relocated to suitable alternative premises, there are no physical constraints that would make the site unsuitable, and other relevant development plan requirements are satisfied, notably the need to ensure that any alternative use does not constrain any existing industry.

Redevelopment or re-use for Town Centre Uses as defined in the National Planning Policy Framework will not be permitted except where local need is demonstrated and the sequential approach is applied (see BCCS policy CEN 6 and CEN7, and saved UDP policies S6 and S7.

a) Occupied Sites to be considered for release

Reference	Site name	Size (ha)	Potential Alternative (subject to DEL2)	Site Issues and Constraints (see Chapter 1)
IN3	Lindon Rd North Brownhills	0.85	Housing	CN sinc
IN6	Hall Lane Walsall Wood	2.88	Housing	CN sinc NO2
IN8	Birch Lane Stonnall	1.6	Housing	GB GW
IN12.12	Leighswood Rd Aldridge	0.4	Housing	
IN15	Enterprise Drive Streetly	0.55	Housing	
IN16	Goscote Lane Ind Est Bloxwich	0.9	Housing	
IN19.2	Croxstalls Rd Bloxwich	3.49	Housing	CA
IN20 IN200 IN201 IN202 IN214 IN238 IN257 IN265	Small Bloxwich Sites	1.6	Housing	LL (IN257) II (IN214, IN238, IN265) NO2 (IN257)
IN33	Northcote Street Walsall	2.86	Housing	LL
IN35.1 IN36 IN37	Birchills Sites Walsall	0.9	Housing	LL(1), II(2) NO2
IN39.1	North St Walsall	0.3	Housing	LL fl2 fl3 (southern edge) SLINC
IN39.3 IN39.5 IN40.1 IN40.2	Stafford St Sites Walsall	2.8	Housing	LL(1), II(2), Ib(3), II (potential), II(3) NO2

IN260				
IN43, IN44.1 IN44.2 IN44.4 IN44.5 IN230 IN236	Chuckery Sites Walsall	3.2	Housing	LL(3), II(5) GW
IN45 IN46.1 IN46.2 IN231 IN232	Caldmore Sites Walsall	1.5	Housing	CA (2), Ib(3, LL(3), II(7) GW
IN47	Highgate Brewery	0.5	Subject to SAD Policy EN6	LB II CA
IN48.4	Pleck Rd South Walsall	0.6	Housing	CN NO2
IN53	St John's Rd Pleck Walsall	0.2	Housing	NO2
IN59	Bentley Lane Business Park	1.8	Housing	
IN66	Ezekiel Lane Willenhall	4.6	Housing	CN II(2) SLINC
IN69.2	St Anne's Industrial Estate Willenhall	0.7	Housing	
IN70.5 IN70.7 IN70.8 IN75.1 IN245 IN249	Temple Bar Area, Willenhall	1.17	Housing	LL II(2) LB LL CA II(6)
IN73.1 IN73.2	West Central Willenhall Sites	2.3	Housing	II(3) FL2 FL3 on IN73.3 &

IN73.3, IN73.4 IN206 IN207 IN213				IN73.4
IN77.1 IN77.3 IN77.4 IN77.5 IN77.6 IN77.14 IN77.17 IN77.20 IN221 IN222	East Central Willenhall Sites	10.84	Housing	LL(11) LB lb LL(2) fl2 fl3 (southern edge)
IN86.1	Perry Street Darlaston	0.5	Housing	
IN86.2	Booth St Darlaston	0.2	Housing	
IN101	Westbourne Rd Darlaston	0.4	Housing	
IN102	Franchise Street Darlaston	6.9	Housing	
IN112	Alma Works Darlaston Rd Darlaston	1.6	Housing	
IN113.2	Adj FMR Servis Darlaston Rd Darlaston	0.2	Housing	
IN113.3	New Cross St Darlaston	0.1	Housing	
IN123 IN124	Stafford Rd North & South Darlaston**	1.22	Housing	
IN125	Addenbrooke St Darlaston	1.2	Housing	
IN209	King St Palfrey Walsall	0.2	Housing	GW
IN226 IN228	The Butts Sites Walsall	0.4	Housing	LL II

IN229				
IN239	Park Lane/Wood St Darlaston	0.7	Housing	
IN254	Pinfold St/Alfred St Darlaston	0.3	Housing	
IN255	Gladstone Street, Darlaston	0.14	Housing	
IN258	Lister St Willenhall	0.1	Housing	LL
b) Vacant sites to be considered for release				
Reference	Site Name	Size (ha)	Potential alternative (subject to DEL2)	Site Issues and Constraints (see Chapter 1)
IN50.1	Meadow Street/Tasker Street	1.1	Housing	FL2 GW
IN77.13	FMR George Dyke	0.5	Housing	LB, lb, ll(4)
IN126	Adj Darlaston Welded Presswork	0.94	Housing	
	Total consider for release occupied stock	60.16		
	Total consider for release vacant sites	2.54		
	Total consider for release	62.7		

4.5.1 Policy Justification

Most of this land is currently occupied, but there are a few vacant sites that currently provide a buffer between industry and surrounding non-industrial uses. In the long run, as industry on this land vacates in order to consolidate or expand elsewhere, this land might fall vacant. If and when it is no longer needed for industry, it will be suitable for other uses, mostly housing, given that these sites are for the most part isolated from the main critical mass of industry and surrounded by other non-industrial uses, and therefore unattractive for new industrial development.

There are further Consider for Release sites within Walsall Town Centre and Willenhall District Centre. In Walsall Town Centre these are covered by the Walsall Town Centre AAP; and in Willenhall by remaining saved UDP policy JP7, as well as the relevant BCCS policies.

4.6 Allocation of New Land for Industry

In addition to the list of vacant site opportunities set out above, there is a need to provide a set of larger potential high quality industrial opportunities to cater for larger companies and inward investment in the M6/Black Country Route/Black Country Spine Road Corridor.

Policy IND5: New Employment Opportunities

The sites listed below are proposed for allocation as new potential high quality industrial opportunities in view of their good location and potential to attract inward investment. The provisions of BCCS policy EMP2 and saved UDP policy JP8 will apply. Non high quality industrial uses will be discouraged except where they can be shown not to impinge adversely on the overall quality of the area. Proposals for non industrial uses will not be permitted.

Reference	Site name	Size (ha)	Site Issues and Constraints(see Chapter 1)
IN122	Former Moxley Tip, Moxley Road, Darlaston*	10.40	fl2 fl3 (western edge)
IN315	Cinema & Casino Bentley Mill Way, Darlaston	4.59	LB CA fl2 fl3 (southern edge) NO2
IN317	Millers Close, Bentley Mill Way, Darlaston	0.8	LB CA FL2 fl3 (western edge) NO2
IN333	Former Willenhall Sewage Works, off Anson Rd, Willenhall	8.77	FL2 FL3 SLINC No2
IN341	Land north of Hughes Road, Moxley, Darlaston**	4.21	FL2 FL3
	Total new employment opportunities <i>*proposals on this site will be expected to provide an element of leisure and recreation</i> <i>**Land North of Hughes Road could be combined with adjoining employment land on the other side of the boundary with Wolverhampton to form an opportunity of 8.3ha, accessed via Dale St, Wolverhampton</i>	28.77	

4.6.1 Policy Justification

These sites are proposed to be allocated as new industrial land. They are all well located within the M6, Black Country Route and Black Country Spine Road corridors and also close to a large labour force; therefore suitable for high quality industrial and logistics. While large single uses will be preferred, these sites could also be split into a number of smaller units if necessary. This land is required to meet the BCCS minimum target for High Quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

4.6.2 Evidence

- BCCS & Saved UDP policies
- Walsall Employment Land Review 2015
- 2012 Walsall Employment Land Review by Roger Tym & Partners
- Walsall SA, CIL Deliverability and Viability Study
- Ongoing Monitoring of industrial stock and vacant sites

4.6.3 Delivery

There are three main tasks related to the delivery of industrial land. These are:

- (1) The delivery of a portfolio of sites sufficient to meet existing and expected demand over the 2016 – 2026 period, including demand that would otherwise have to locate outside the Borough.
- (2) To aim and maintain a total of 46ha readily available vacant land for industry, so that Core Strategy policy EMP4 is achieved. Readily available land is land that has no major problems, has a willing land owner, is actively marketed or has planning permission for industry.
- (3) To make as much progress as possible towards the Core Strategy target of 317ha of high quality employment land

This will be accomplished through the following mechanisms:

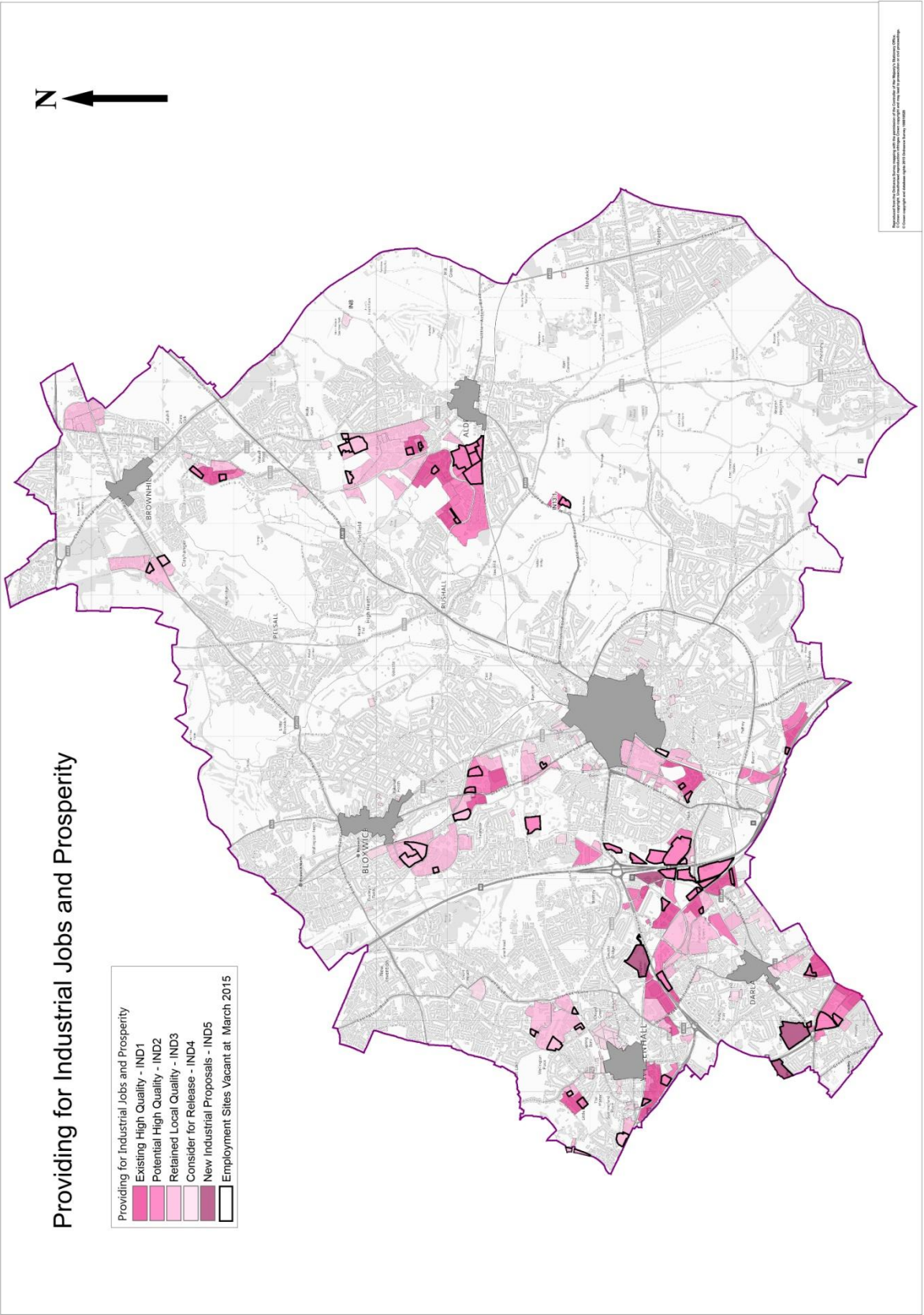
- Private sector unaided;
- Public sector gap funding to deal with abnormal costs;
- The Council provides the initial investment on the assumption that its expenditure will be recovered through increased business rates;
- Intervention to acquire land as necessary, including CPO, to expedite development.

The Delivery Plan Land for Industry Chapter covers this in greater detail,.

4.6.4 Monitoring

Indicator		Target
LOI EMP1a, DEL2b	Employment Land Completions by Local Authority (ha)	To reflect gross employment land stock as set out in Core Strategy Table EMP1
LOI EMP1b, DEL2c	Loss of employment by local authority are (ha) by type	To reflect gross employment land stock as set out in Core Strategy Table 4
LOI EMP2a	Strategic High Quality Employment Land Completions as defined in policy EMP2	To reflect gross Strategic High Quality employment land stock as set out in Core Strategy table 11
LOI EMP2b	Additions to High Quality Employment Land stock as defined in policy EMP2 through improvement programmes	To reflect gross Strategic High Quality employment land stock as set out in Core Strategy table 11
LOI EMP2c	Loss of Strategic High Quality Employment Land as defined in Policy EMP2	-
LOI EMP3a	Local Quality Employment Land completions as defined in Employment policy EMP3	To reflect gross Local Quality Employment Land stock as set out in Core Strategy table 12
LOI EMP3b	Loss of Local Quality employment land	To reflect gross Local Quality Employment Land stock as set out in Core Strategy table 11.

The Council will continuously monitor the occupied and vacant stock, and provide updates through the Annual Monitoring Reports.



Map 4.

5 Strengthening Our Local Centres

5.1 Introduction

Centres are the focus for retail, leisure, commercial and civic uses. They play a crucial role in the strength and liveliness of the borough as a whole as well as meeting the needs of Walsall's communities. The centres are distinguished by a well established hierarchy in terms of their scale, nature and catchment area. The Town Centre, which is identified as the Strategic Centre for Walsall Borough in the BCCS is at the top and is covered by the Walsall Town Centre Area Action Plan. This is followed by the five District Centres which will be addressed later by detailed plans. At the local level Walsall is characterised by Local Centres which meet the day-to-day needs which form the focus of the SAD.

5.2 Walsall's Local Centres

Policy SLC1: Local Centres

- a) The allocated Local Centres are shown on the SAD Policies Map and are set out in the table below. This network of vibrant Local Centres provide particularly for day-to-day convenience shopping and service needs. These boundaries are drawn tightly to concentrate investment and within these areas the retention, enhancement and further development of shops, services and other town centre uses will be encouraged as in accordance with SAD Policy SLC2 and BCCS Policy CEN5. Housing will be supported especially where centre uses are contracting provided that the retail/service function of the centre is not prejudiced.
- b) Developments on the edge of Local Centre boundaries will only be permitted if the development:
- i. Cannot be accommodated within the centre boundary
 - ii. Is of an appropriate scale as in accordance with UDP Policy S2 and BCCS Policy CEN5
 - iii. Is well integrated with the centre in accordance with UDP Policy S3.

LC1	Caldmore	LC19	Streetly
LC2	Pelsall	LC20	Bentley
LC3	Blakenall	LC21	Coppice Farm
LC4	Rushall	LC22	Blackwood
LC5	Stafford Street	LC23	Palfrey
LC6	Coal Pool	LC24	Fullbrook
LC7	Streets Corner	LC25	Turnberry Road

LC8	Leamore	LC26	New Invention
LC9	Walsall Wood	LC27	Beacon Road
LC10	Pleck	LC28	The Butts
LC11	Lane Head	LC29	Dudley Fields
LC12	Moxley	LC30	Birchills
LC13	Beechdale	LC31	South Mossley
LC14	Queslett	LC32	Brackendale
LC15	Lazy Hill	LC33	Buxton Road Bloxwich
LC16	Collingwood Drive	LC34	Woodlands
LC17	Park Hall	LC35	Spring Lane Shelfield
LC18	Shelfield		

5.2.1 Policy Justification

Local centres are important to the vitality of Walsall. Ensuring they are protected through an allocation is crucial to ensure that investment is focussed in centres. These centres generally meet day-to-day convenience goods needs, and are especially useful to the elderly and less mobile. They also provide a focal point for the communities within Walsall and are an important part of the boroughs character.

All local centre boundaries have been reviewed and where appropriate updated to reflect changes since the 2005 UDP. Blackwood Local Centre (LC22) in Streetly is allocated as a new local centre as it is considered to play a key role in serving the surrounding community and has a distinctive boundary.

5.2.2 Evidence

- Walsall Local Centres Study (March 2016) Walsall Council
- Walsall Employment Land Review (March 2016) Walsall Council
- Walsall Strategic Housing Land Availability Assessment and Housing Land Supply Update (2014).Walsall Council

5.2.3 Delivery

Local centres provide a function in meeting the day-to-day needs of the surrounding local community. The Council will support local centres to maintain this role through the use of policy to focus development into the centres to help sustain their viability and vitality. Developments that are considered to jeopardise the health of local

centres will be resisted. The Council will where appropriate look to secure funding that will deliver improvements to the local centres such as public realm improvements.

5.2.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
BCCS indicator LOI CEN5 - amount of additional floorspace for town centre uses within local centre.	No set target	Yes – see BCCS Policy LOI CEN5
Number of development opportunities delivered	Increase over the plan period	No

5.3 Local Centres Development Opportunities

Policy SLC2: Local Centres Development Opportunities

The Council has identified a number of opportunities for development and investment in Local Centres as set out below. A comprehensive approach should be taken towards the opportunities identified. Developments should be of an appropriate scale and nature for the centre as set out in UDP Policy S2 and BCCS Policy CEN5. In most cases, these opportunities will be suitable in principle for any kind of town centre use but where an opportunity is considered most suitable for a particular use this is set out in table below.

Centre	Development Opportunity	Suitable Use	Notes, including constraints and assets (see Chapter 1)	Size Ha
LC1: Caldmore	LC1A: Thorpe Road and Spout Lane car parking	Formal car parking.	CA	0.16
LC1: Caldmore	LC1B: Land behind West Bromwich Street	Formal car parking or residential.	ca	0.28
LC2:	LC2A: Public Toilets	Town Centre use or	CA	0.03

Pelsall	and 17-18 Norton Road	residential.		
LC2: Pelsall	LC2B: Land adjacent 33 High Street	Town Centre use below residential above.	ca	0.04
LC3: Blakenall	LC3A: Chapel Street Car Park	Town Centre use if issues over the loss of car parking can be addressed.		0.19
LC3: Blakenall	LC3B: Land rear of units corner of Ingram Road and Barracks Lane	Retail or other centre uses on the ground floor with residential above.		0.09
LC4: Rushall	LC4A: Station Road green space	Could provide the only possible site for a larger retail unit if one is needed in the centre if the issues around vehicle access could be overcome.		0.13
LC4: Rushall	LC4B: Site of Miners Arms Public House	Town Centre uses or Residential.		0.04
LC5: Stafford Street	LC5A: Corner of Blue Lane East and Stafford Street	Town Centre use if there is demand but there are a number of vacant units where investment should be directed in the first instance. Residential could be supported if a satisfactory residential environment could be achieved.		0.12
LC5: Stafford Street	LC5B: Vacant unit Stafford Street/Ryecroft Street	Retail or other commercial uses such as previous use as a garage.		0.06
LC6: Coal Pool / Ryecroft	LC6A: Former library and clinic site Ross Road	Given the physical shape, and differences in levels and ownerships, different uses may be appropriate for the various parts of the site. The site of the former		0.73

		library could be used for retail or community uses. The rest of the site is a little detached from the rest of the centre so would be more suitable for residential.		
LC6: Coal Pool / Ryecroft	LC6B: Former Dartmouth House Ryecroft Place	Residential.		0.50
LC7: Streets Corner	LC7A: Land north of Royal Exchange Public House and site of Club	Residential.		0.27
LC8: Leamore	LC8A: Site of Butlers Arms PH Bloxwich Road and Land north of 1 to 3 Harden Road	Mixed use with commercial below. The re-opening of a pub would be welcomed.		0.21
LC8: Leamore	LC8B: The Crown Public House Leamore Lane	Redevelopment of the pub to bring it back into use. Residential possible with commercial units at the front of the site.		0.20
LC10: Pleck	LC10A: 315 to 317 Wednesbury Road and land south of 293 to 287 Wednesbury Road	Residential. However if there is demand for a larger retail unit within the centre this would be the most suitable site.		0.24
LC12: Moxley	LC12: Land adjacent to 64 and 74-76 High Street	Residential.		0.08
LC13: Beechdale	LC13A: Stephenson Square, Bloxwich, WS2 7DX	Community use or other town centre use.	F2 and F3	0.07
LC14: Queslett	LC14A: Land at corner of Moreton Avenue and Beacon Road	Town Centre use including community or medical use. Residential would also be suitable.	-	0.14

LC15: Lazy Hill	LC15A: Land at the rear of 196-210A Walsall Wood Road	Possibly car parking as the centre does appear to be busy and may need further spaces. Residential if the issues around access could be addressed. Not really suitable for centre uses as poor physical and visual links to the centre. Possible light industry or sui generis uses such as kitchen fitting etc.		0.38
LC18: Shelfield	LC18A: Land adjacent to The Four Crosses Green Lane	Care home as current permission or other residential.		0.11
LC20: Bentley	LC20A: Land Corner of Churchill Road and Queen Elizabeth Avenue	A community facility and/or a high quality residential scheme. Retail uses may be supported if there is a demand.	-	0.42
LC26: New Invention	LC26A: Former Garages rear of The Square Lichfield Road	Residential unless there was a need for other centre uses.		0.09
LC28: The Butts	LC28A: Site of Former Mellish Road Methodist Church Lichfield Street	Town Centre use such as convenience retail or a pub if any issues over access could be overcome. The site may be suitable for residential as it is set back from the main road.	CA LIMESTONE	0.17
LC30: Birchills	LC30A: Land between 109a and 119 Hollyhedge Lane	Car parking to support the development opportunity opposite (LC30B).	II	0.02
LC30: Birchills	LC30B: 70 Hollyhedge Lane	Retail, Community use or medical use. Residential		0.07

		may be supported.		
LC30: Birchills	LC30C: 43-44 Birchills Street	Residential and/or Retail, Community use or medical use.	Next to the Grade II listed church.	0.05
LC31: South Mossley	LC31A: The Leathern Bottle Cresswell Crescent	Mixed use included a pub, retail and residential.		0.21
LC33: Buxton Road	LC33A: Former Bloxwich North Neighbourhood Office Buxton Road	Community use. Retail if demand could be demonstrated.		0.05

5.3.1 Policy Justification

Policy SLC2 identifies a number of opportunities for development and investment in some of the Local Centres. This list is not to be regarded as definitive and the Council will support in principle other development proposals that accord with policies in Walsall's local plan. Identifying development opportunities allows for the centres to grow within the established boundaries and acts as a mechanism to attract investment into centres as opposed to out-of-centre locations. The opportunities were identified through the Local Centre study and where appropriate suitable uses have been suggested.

Many sites are appropriate for a variety of centre uses and main town centre uses are defined in the NPPF as '*Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).*' The suggested uses in Policy SLC2 have been included as a guide to developers and the Council will be flexible when considering proposals for alternative uses to those suggested for the sites when they accord with other policies in Walsall's local plan.

The SAD has not allocated any out-of-centre town centre use developments as there is no evidence to suggest a need. The UDP did not allocate out-of-centre developments such as retail parks. The BCCS makes no provision for the allocation of out-of-centre centre use developments and only sets targets for the Strategic Centres (Brierley Hill, Walsall, West Bromwich and Wolverhampton). Saved UDP policy S6 and BCCS policy CEN7 set criteria for the consideration of proposals that meet a demonstrated local need and the Council supports individual proposals that

meet gaps in local provisions. Therefore there is no justification for the SAD to change from this approach and the current planning framework is considered sufficient to deal with individual proposals.

It is important to provide the correct portfolio of land over the plan period to meet the needs of industry and there is evidence that the demand is increasing. In view of this the SAD proposes to allocate two sites that are presently occupied by out-of-centre leisure developments the Cinema & Casino Bentley Mill Way, Darlaston (IN315) and Millers Close, Bentley Mill Way, Darlaston (IN317). The effect of this approach is to widen the choice of uses on a site to include industrial uses. The current permissions on these sites remain valid and no operating business is being forced to leave through this allocation. SAD Policy IND5 covers this approach in further detail.

5.3.2 Evidence

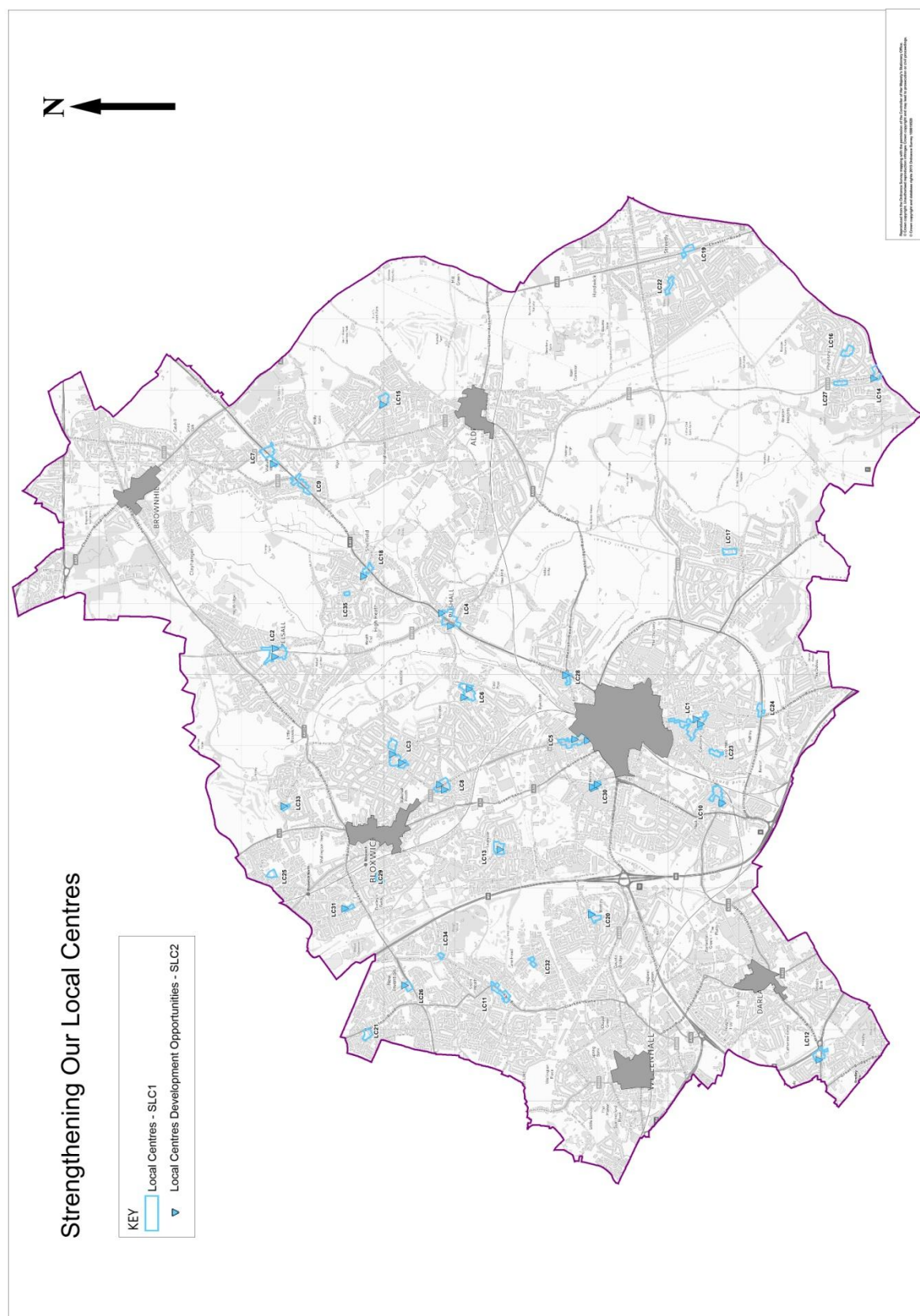
- Walsall Local Centres Study (March 2016) Walsall Council
- Walsall Employment Land Review (March 2016) Walsall Council
- Walsall Strategic Housing Land Availability Assessment and Housing Land Supply Update (2014).Walsall Council

5.3.3 Delivery

Many of the development opportunities identified are of a small scale and will be depended on individual land owners, developers and investors to bring forward. The Council will play a more active role where appropriate, especially through the releasing of Council land and buildings for redevelopment. Some opportunities identified are suitable for housing and the delivery mechanisms in Chapter 3 will be relevant for such sites.

5.3.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
BCCS indicator LOI CEN5 - amount of additional floorspace for town centre uses within local centre.	No set target	Yes – see BCCS Policy LOI CEN5
Number of development opportunities delivered will be recorded to monitor the policy and to provide an update of the opportunities remaining.	Increase over the plan period	No



6. Open Space, Leisure and Community Facilities

6.1 Introduction

This chapter provides the policies, preferred options and land allocations for open space, and explains the Council's approach to allocations and policies relating to leisure and community facilities. The chapter aims to safeguard important components of Walsall's open space network, and facilitate the provision of leisure and community facilities to meet the needs of Walsall residents.

6.2 Open Space, Sport and Recreation

The protection and management of formal and informal open space is an important issue for the Council. Ensuring that sufficient levels of open space provision are available to existing and future Walsall residents, of a suitable standard, is provided for by BCCS policy CSP3 Environmental Infrastructure, and will contribute towards BCCS Spatial Objective 6: 'a High Quality Environment' and Objective 8 'a sustainable network of community services, particularly high quality lifelong learning, health care and sport and recreational facilities...'

SAD Policy OS1: Open Space, Sport and Recreation

- a) The Policies Map identifies sites within the open space network which are generally greater than 0.4 hectares. However all open space, including areas less than 0.4 hectare that are not shown on the Policies Map, is subject to paragraphs b), c) and d) below.**
- b) Development proposals which are within or which might affect the borough's open space, sport and recreation network, will be assessed in accordance with the NPPF, the criteria provided within BCCS Policy ENV6 (Open Space, Sport, and Recreation) and saved UDP Policy LC1 in order to determine a proposal's potential impact on open space.**
- c) Development proposals within or affecting the open space, sport and recreation network will be subject to the relevant development plan policies for Walsall, in particular UDP Policies LC3 (Children's Play Areas), LC4 (Allotment Gardens), LC5 (Greenways) and LC6 (Sports Pitches).**
- d) Development proposals that would reduce the overall value of the open space, sport and recreation network, or prejudice any of the functions listed within saved UDP Policy LC1, will be resisted.**

6.2.2 Policy Justification

The ability to access open space can have a significant influence on the health and well-being of Walsall's residents. The amount, location and quality of open space are

all important factors towards improving Walsall's long-standing health and well-being issues, and addressing health inequalities within the borough.

The provision of open space to a standard capable of serving the needs of existing and future Walsall residents contributes towards achieving the vision and spatial objectives of the BCCS.

Open space is an important component in the achievement of sustainable development (see NPPF paragraphs 6-10) and proposals affecting its provision are subject to the requirements of the NPPF, particularly paragraph 74, which applies to all existing open space regardless as to whether or not they have been designated as open space within the Local Plan. In addition, open space has an ecological value and contributes to the borough's strategic green infrastructure network (see NPPF paragraph 114).

Providing access to and good experiences of the natural environment is an important factor of urban living. The State of the Environment Dashboard, produced by the Birmingham & Black Country Local Nature Partnership, provides an estimate of the number of residents living within a 300 metre radius of statutory and non-statutory wildlife and geological sites. For Walsall, in 2015, this was calculated to be 43,000 and 156,000 respectively.

6.2.3 Evidence

- Green Space Strategy (2012)
- PPG17 Study (2011)
- Playing Pitch Strategy (2011)
- Playing Pitch Strategy (2016)
- The Health and Wellbeing Strategy for Walsall (2013-2016)
- The State of the Environment Dashboard, Birmingham & Black Country Local Nature Partnership (2015)

6.2.4 Delivery

Improvements to open space in Walsall are likely to be delivered through future CIL funds in connection with other funding. An example of other such funding is the improvements made to Walsall Arboretum in partnership with the Heritage Lottery Fund.

The overall levels of access to open space throughout the borough will be maintained, accept for in exceptional circumstances, by ensuring that no development for alternative uses results in a deficit of open space within an area. Any development that is proposed on an area of open space will be expected to mitigate the loss and provide improvements to open space in that area overall. The

Council will also look to support, where possible, local community groups and interested parties in maintaining and improving their areas of open space.

6.2.5 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Level of accessible open space	4.96 Ha of accessible open space per 1,000 population.	Yes, see BCCS Policy ENV6. This indicator has been updated to reflect the target of Walsall's Green Space Strategy, 2012.

6.3 Greenways

The main purpose of the Greenway network is to provide safe, attractive, continuous routes which are, as far as possible, separate from the highway network and link built up areas to open spaces and the countryside. Although Greenways are primarily intended for leisure and recreation purposes, some sections may also be useful for utility journeys. Wherever feasible the Council will seek to ensure that Greenways will link up with routes in neighbouring districts.

Proposal LC5: Greenways (this policy is saved and updated from the UDP)

- a) **The Greenway network, as shown on the Policies Map, will continue to be created, enhanced and safeguarded. Priorities will be:-**
 - i. **Greenways which form part of the National Cycle Route and Safe Routes to Schools.**
 - ii. **Improving access to open spaces and the countryside.**
 - iii. **Areas of low car ownership.**
- b) **The design of Greenways should take account of community safety objectives (see BCCS Policy ENV3) and avoidance of potential nuisance to adjoining residents. Greenways will not be permitted in close proximity to existing or proposed rail lines if this would be prejudicial to safety or rail operational / design requirements.**
- c) **Developers of sites which include or adjoin parts of the Greenway network will be expected, if consistent with the CIL regulations, to fund the construction or improvement of these, together with any necessary links from the Greenway network into the development. Management and**

maintenance agreements, which specify responsibilities and revenue sources, must be concluded before development commences.

d) Development which would sever or narrow an existing or proposed Greenway will not be permitted.

6.3.1 Policy Justification

The Greenway network shown on the Policies Map distinguishes between those routes that already exist and other routes to be provided in the future. Although most of the routes shown are off-highway, it has been necessary in a few instances, where no alternative exists, to show links using relatively quiet roads. The network will take considerable time to implement in full. In the meantime, it will be essential to safeguard the network from development which would sever it.

Greenways intended for utility trips (e.g. by commuters, shoppers or children going to school) should be safe and secure for use throughout the day. In particular, they should be well lit, and have sufficient access and exit points to make them useful and safe.

SAD Policy LC5 updates UDP Policy LC5.

6.3.2 Evidence

- Green Space Strategy (2012)
- PPG17 Study (2011)

6.3.3 Delivery

The Council will look to deliver improvements to existing greenways and the development of new greenways through its own direct action (Local Transport Plan and through the development management process) and in partnership working with Centro and other interested parties such as the Canal & Rivers Trust. Where appropriate developer contributions will be used to fund improvements.

6.3.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Number of proposals that reduce the extent of the existing greenway network.	0	N/A

6.4 Land for Cemetery Extension, Bentley Lane

It is proposed to save UDP Policy LC11 as the land requirement, established previously by Walsall's UDP, for additional burial forms part of the existing capacity to meet the needs of the borough.

Proposal LC11: Land for Cemetery Extension, Bentley Lane (this policy is saved and updated from the UDP)

A site is proposed for the future extension of the cemetery at Bentley Lane, as shown on the Policies Map.

6.4.1 Policy Justification

The land reserved on the Policies Map is for the longer term extension of the cemetery. The immediate needs of the cemetery are met by an extension that has already taken place in recent years.

The adjacent cemetery has been in use for a long time and is now approaching the point where no further new burial spaces will be available. The latest estimate based on current usage is 2-3 years maximum.

A feasibility desk-top study in 2014 established the parameters required to extend the cemetery in this direction for the benefit of Walsall residents to the West of the borough. A further 1400 grave spaces would be available giving a further 15 years burial capacity.

A planning application has been submitted for consideration and a capital bid for funding has been developed for inclusion into the capital program. SAD Policy LC11 updates UDP Policy LC11.

6.4.2 Evidence

- This is a saved UDP policy to meet a recognised need in this area of the borough.

6.4.3 Delivery

Willenhall Lawn Cemetery is run by the Council and the proposed extension would be delivered by the Council.

6.4.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Implementation of expansion	By the end of plan period	N/A

6.5 Community and Indoor Sports Facilities

The BCCS recognises that the area developed from individual villages and has a diverse population. Local loyalties are strong, as are ethnic, religious and other communities with common interests. Local community facilities can provide opportunities for local and other communities to meet and for people to join in with others. As well as supporting social involvement and community involvement, such opportunities can provide health benefits. This is also true of facilities for indoor sports, which can play a role in promoting physical fitness.

The ranges of communities' potential needs and the variety of existing provision mean that the issues in planning for community and indoor sports facilities are complex. Whilst in quantitative terms there might be sufficient indoor sports facilities (especially with investment in leisure centres at Oak Park and at Bloxwich), it is difficult to ascertain what the needs for community facilities might be. Facilities exist in various locations, but not all are best-placed to serve their communities or to maximise their potential. Although there has been recent investment, some facilities are of poor quality. With limits of the public resources that are available and many communities experiencing derivation and going through economic changes, the continuing viability of facilities might be an issue, although the voluntary sector is being encouraged to take an increasing role in providing and / or managing community spaces and activities. The private sector can have a role in providing places where people can meet (including in public houses and cafes for example) and gyms and health and fitness clubs, but these have to depend on the ability to be profitable.

In this context the work on the SAD lends support to the approaches set out in the NPPF, in the BCCS (the Vision, Sustainability Principles and Objectives and Policies CSP1, CSP2, CSP4, CEN1–CEN7, ENV6) and the Saved Policies of Walsall's UDP (paragraphs 5.4-5.7, S1-S4, S6-S7, paragraph 8.7, LC7 and LC8). In broad terms these provide for the following.

New facilities should be planned, and improvements prioritised where they are most accessible to the communities they are intended to serve. Often this will be in town, district or local centres (and the AAP for Walsall town centre seeks to plan positively for new and improved facilities), although some facilities might best be located elsewhere to meet more local needs.

Improvements to existing facilities will be supported in principle provided they accord with the other policies of the plans and would not have adverse impacts on local amenity and traffic nor on the viability of facilities that are important for the vitality of centres or that are important to maintain important assets (such as open space).

Existing facilities will be safeguarded where viable and practicable.

There will be a need to recognise that some facilities might no longer be viable and such sites should be considered for other uses (in accordance with the other planning policies).

On this basis it is considered that the existing policies in the BCCS and UDP can be retained to give the framework for planning decisions about the future of community and indoor sports facilities. Beyond this, at this stage it is not proposed to identify specific sites for safeguarding, for improvement or for redevelopment / changes to other uses. Specific provision for community facilities will often depend on where new development, especially housing, will be located. Site specific-proposals will be considered further following the Preferred Option consultation when the sites for new development that might generate needs / demands for community or sports facilities have been the subject of this consultation and provide a firmer basis to decide how needs / demands might best be served. An approach that will relate provision to needs / demands will be in accordance with the sustainability appraisal for this plan.

6.5.1 Evidence

- Walsall Site Allocation Document Issues and Options Report (April 2013)
- Walsall SAD Sustainability Appraisal

6.6 Education, Training and Health Facilities

National planning policy identifies the importance of planning for healthy communities, and the Government attaches great importance to widening the choice of school places. In planning for new housing it is important to also plan to be able to meet additional demands for education and health facilities. Changes in the structure of the population, for example, increasing numbers of older people and of some ethnic or other groups, also need to be considered. At the same time, there are also changes to the ways that services are delivered. All of these things mean there are likely to be alterations to the types and locations of facilities needed in future. New facilities might be needed, others will need to change and / or expand, whilst some sites might become surplus to requirements and available for other uses.

In general terms, educational attainment and health indicators in the borough are worse than the national averages, although there tend to be differences between the east and west of the borough and detailed differences down to very local levels. Education and health provision are not necessarily of a uniform standard across the borough although considerable investments have been made in recent years. The Manor Hospital has been substantially rebuilt and several new health centres have been provided and others improved. Several schools have also been rebuilt or improved, although other schools remain in need of refurbishment. On the other hand, an aging population has meant that some schools have become surplus to requirements and in most cases the buildings have been demolished. Where such sites are available for new development they have been identified for new housing (see Chapter 3 of this plan).

The council in its roles as planning authority, education authority and responsibility for public health has been working with partners to plan provision for the future. As

far as health is concerned, the aging and changing population will generate particular needs in particular places. For education, the long term needs for school places are difficult to estimate. In some places there have been large increases in births. This has required additional capacity (especially in primary schools) but this is sometimes a short-term need to be met by the installation of temporary classrooms. However, the needs of the existing population should not be seen separately from the impacts of new housing developments. These will generate new requirements as well as affecting the distribution of population in existing housing.

In these circumstances, the work on the SAD is considered to confirm the validity of the approaches set out in NPPF, in the BCCS (the Vision, Sustainability Principles and Objectives and Policies CSP1, CSP2, CSP4, HOU5, CEN1–CEN7, ENV6) and the Saved Policies of Walsall's UDP (paragraphs 5.4-5.7, S1-S4, S6-S7, paragraphs 8.7-8.9 and LC8). In broad terms these provide for the following

New facilities should be planned, and improvements prioritised where they are most accessible to the communities they are intended to serve. Often this will be in town, district or local centres (and the AAP for Walsall town centre seeks to plan positively for new and improved facilities), although some facilities might best be located elsewhere to meet more local needs.

Improvements to existing facilities will be supported in principle provided they accord with the other policies of the plans and would not have adverse impacts on local amenity and traffic nor on the viability of facilities that are important for the vitality of centres or that are important to maintain important assets (such as open space).

Existing facilities will be safeguarded where necessary.

There will be a need to recognise that some facilities might no longer be needed and such sites should be considered for other uses (in accordance with the other planning policies).

It is considered that the existing policies in the BCCS and UDP can be retained to give the framework for planning decisions about the future of education, training and health facilities. Otherwise at this stage it is not proposed to identify specific sites for safeguarding, for improvement or for redevelopment / changes to other uses. Specific provision for education, training and health will often depend on where new development, especially housing, will be located. The broad range of site specific-proposals will be considered further following the Preferred Option consultation when the sites for new development that might generate needs / demands for education, training and health have been the subject of this consultation and provide a firmer basis to decide how needs / demands might best be served. An approach that will relate provision to needs / demands will be in accordance with the sustainability appraisal for this plan.

There are at present two major exceptions to this approach. The borough presently accommodates two major further / higher education sites where there are significant issues about the importance of accommodating enhancements whilst reconciling the

development of these sites with surrounding / nearby uses. A policy for the Walsall Technical College campus at Wisemore is included in the emerging Area Action Plan for Walsall Town Centre. A policy for the Gorway Campus of the University of Wolverhampton is set out below.

6.6.1 Evidence

- Walsall Site Allocation Document Issues and Options Report (April 2013)
- Walsall SAD Sustainability Appraisal
- Walsall Joint Strategic Needs Assessment Refresh (2013)

6.7 University of Wolverhampton, Walsall Campus

Walsall's UDP included a policy (LC10) specific to the University of Wolverhampton's Walsall Campus. Its purpose was to mitigate the potential for conflict arising from development in the area as part of the University's master plan. The policy sought to find a balance between providing for the needs of the university, whilst safeguarding the environment and amenity of residents. The policy identified an important feature of the Campus as being "the green and open aspect it presents to Broadway, which is part of Walsall's Ring Road". It was determined important at the time to maintain the green and open aspect, particularly given the prominence of the Campus.

SAD Policy UW1: University of Wolverhampton, Walsall Campus

- a) The Council will encourage the continued use and development of the Walsall Campus of the University (as indicated on the Policies Map) as an important centre of Higher Education in the Borough.
- b) Any proposals for additional development must be presented as a part of a comprehensive scheme taking into account the setting of the area. In particular, proposals will only be acceptable if:-
 - i. the uses proposed are of an educational, community, or leisure nature directly related to the use of the remainder of the Campus, and are not uses which should be located in an established centre;
 - ii. having assessed proposals affecting the open space within the Campus in accordance with SAD Policy OS1 the Council is satisfied the open

space affected is surplus to requirements;

- iii. it can be demonstrated that trees and woodlands protected by Tree Preservation Orders or meeting the criteria for such protection¹ would be properly retained within any development. Where, in exceptional circumstances, small scale tree loss is unavoidable and outweighed by the benefits of the proposed development, appropriate replacement planting shall be provided;**
 - v. there are satisfactory arrangements for vehicular, cycle and pedestrian access to the campus that are sensitive to the amenities of the surrounding residential areas. A Transport Assessment and Green Travel Plan will be required; and**
 - vi. adequate provision is made for parking within the University Campus for staff, students and visitors to the University so as to minimise parking in surrounding residential roads.**
 - vii. All development proposals should promote safe and inclusive environments, which reduce crime and the fear of crime.**
- c) In addition to the uses referred to in paragraph b) i. above, redevelopment for housing of the Gorway Conference Centre will also be acceptable, subject to the other requirements of paragraph b) being met.**

6.7.1 Policy Justification

The Walsall campus of the University of Wolverhampton is recognised as being an important facility of higher education in the Borough and the Black Country.

Given that a representation proposing alterations to the policy was provided only recently, and the fact that there is a live planning application affecting the site yet to be determined, the preferred option consultation provides the opportunity to modify the policy and potentially account for the outcome of the planning application should it be possible to do so.

The Council remains supportive of the university and will continue to be so following the adoption of an updated policy that balances the needs of the university with the environment and amenity of local residents.

1. Section 198 of the Town and Country Planning Act 1990 says that trees or woodlands may be protected (by a tree preservation order) if it is "*expedient in the interests of amenity*". <http://www.legislation.gov.uk/ukpga/1990/8/section/198>. Walsall Council, in selecting trees for protection by a Tree Preservation Order would consider: the condition of the tree, remaining longevity and relative public visibility as key criteria. Other factors such as: the protection of a veteran tree, component parts of groups of trees, trees with historic commemorative or habitat importance and trees of particularly good form, especially if rare or unusual are also relevant.

As during the time of adopting UDP Policy LC10, the Council considers it important to maintain the green and open aspect of the Campus, particularly given its prominence from the Broadway, which is part of Walsall's Ring Road.

The Council considers the existing trees, woodlands and hedgerows form an important part of the green and open aspect of the Campus. Although a number of the trees within the site are covered by tree preservation orders, and are afforded protection by UDP Policy ENV18: Existing Woodlands, Trees and hedgerows, it is thought appropriate to conserve and protect the remaining areas that contribute to the Campus and its setting in the leafy Gorway area.

The UDP (Proposal H2) currently allocates part of the campus (the Gorway Conference Centre) as a housing site (site H2.20), subject to car parking being relocated. Since this issue is dependent on developments on other parts of the university, it is proposed to incorporate this site within the area covered by Policy UW1 to provide a single policy for the entire campus."

SAD Policy UW1 replaces UDP Policy LC10, the modification of the policy reflects the development that has taken place at the campus and provides an updated policy framework to guide development within the area during the plan period.

6.7.2 Evidence

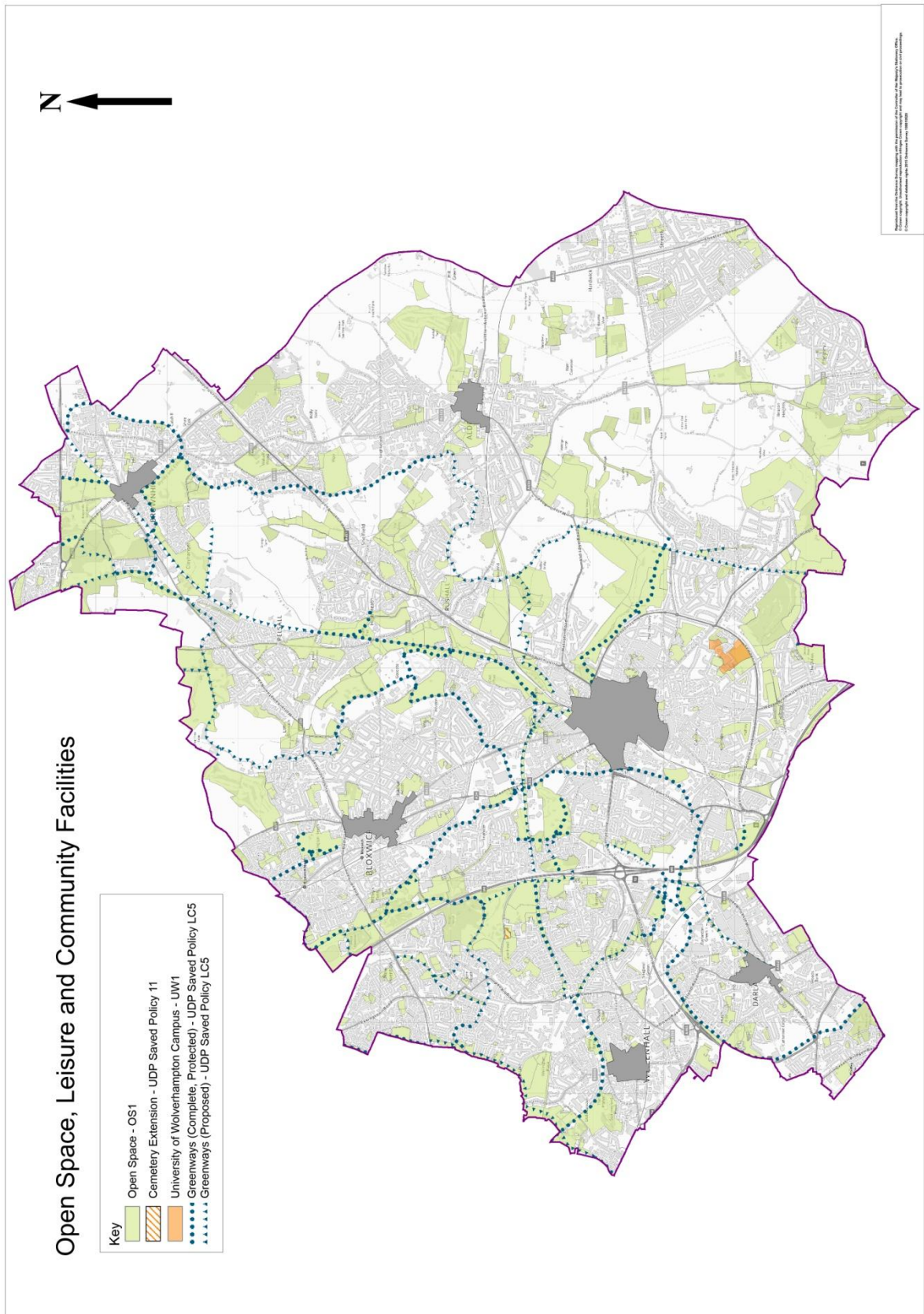
- The site is subject to a current planning application (15/0165/FL). This is a saved UDP policy but has been modified to reflect discussions with the university around their future aspirations.

6.7.3 Delivery

The further development of the university site will be delivered by the university in discussions with the Council to ensure the requirements of the policy are met.

6.7.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Level of development on the site in accordance with this policy	100%	N/A



Map 6.1: Open Space and Community Facilities

7 Environmental Network

7.1 Introduction

This chapter covers features of both the natural and built environment that are essential for the well-being of both people and the economy, which enhance the quality of life, or are of historic importance.

Walsall has an extensive environmental network consisting of natural and semi-natural habitats, formal and informal open space, public realm, rivers, canals, drainage systems, Green Belt, historic buildings and landscapes; and designated nature conservation sites such as; the Cannock Extension Canal Special Area of Conservation (SAC). The majority of Walsall's environmental network has been mapped and appears in the Policies Map.

Many of the environmental assets that make up the network exist in isolation, some require enhancement and others need to be added in order for people or wildlife to use or enjoy to their full potential. Enhancement and protection of sites within the network can provide an attractive environment over a large area suitable for leisure and recreation, as well as improving the quality of the environment for other nearby land uses such as housing or business.

A major component of Walsall's environmental network are a variety of Open Space typologies which perform multiple functions including; maintaining or improving biodiversity, mitigating the effects of climate change, and contributing towards the physical and mental well-being of residents.

The environmental network, particularly within the built environment, has the potential to improve public realm quality, attract visitors and investment, lessen the impact of the urban heat island effect; and mitigate flood risk, as part of a multifunctional green infrastructure approach.

The Black Country Environmental Infrastructure Guidance (EIG) sets out overarching principles for the delivery of environmental transformation at both sub-regional and local level. The EIG provides an organising framework for integrating physical resources and natural systems with ecological, geological and historical assets, enabling environmental transformation and protecting and enhancing distinctiveness across the Black Country.

The mapping of environmental network components provides a basis from which to assess the network as a whole, prioritise areas for protection and enhancement, and improve connectivity through the location and layout of proposed development.

7.2 Green Belt Boundary

The boundary of the Green Belt is shown on the Policies Map. There is approximately 4,000 hectares of Green Belt in Walsall covering over a third of the Borough, the majority of which is situated within the eastern half. It provides the setting for Walsall's towns, and links them to the wider countryside. Agriculture is the predominant use in the Green Belt, whilst equine and leisure are becoming increasingly common.

The Green Belt forms an important component of the Borough's environmental network, providing for the continued role of agriculture, and maintaining a rural character, particularly to areas surrounding Aldridge, and Pelsall. The defining characteristics and functions of the Green Belt will continue to be safeguarded as part of the wider West Midlands Green Belt.

SAD Policy GB1: Green Belt Boundary

The boundary and extent of the Green Belt within the Borough is shown on the SAD Policies Map. In the Green Belt, saved UDP policies will apply as well as the relevant provisions within the NPPF, BCCS, and policies contained within this document.

7.2.1 Policy Justification

The Black Country Core Strategy (BCCS), as a regeneration strategy, does not propose any alteration of the Green Belt boundary. However, reference to the Green Belt features within several BCCS policies, particularly CSP2 '*Development Outside the Growth Network*', in which it states "*Green Belt boundaries will be maintained and protected from inappropriate development*" providing a framework from which to promote urban regeneration, and a sustainable pattern of development.

In considering the Green Belt boundary the Council has had regard to the development needs of the Borough within the plan period and has concluded that it is not necessary to propose any Green Belt boundary changes. Within the period covered by the BCCS the Council will not make any alterations to the Green Belt. However there are three cases where the Draft Plan needs to allocate existing developed sites in the Green Belt. The first is where existing industry in the Green Belt which was allocated or protected under UDP policies needs to be allocated according to the BCCS policy framework². The second is where it is proposed to make two small existing traveller sites in the Green Belt, with temporary or personal

² IN7 (Sunnyside Farm); IN8 (Birch Lane); IN9.17 (Stubbers Green), IN10.3 (Ibstock Brickworks, part); IN13.1 (Azzurri/Rotometrics); IN13.2 (Aldridge Park, vacant), IN14 (Waterworks Farm)

permissions, permanent. The third case is related to the requirement for additional capacity at Willenhall Cemetery. This was established and allocated as part of the UDP proposal LC11 and is carried forward.

Any planning application relating to these sites would have to be determined in accordance with the policies of the NPPF, BCCS and UDP. Beyond these there are existing nature conservation and open space sites that are allocated. The Council considers its approach to existing sites within the Green Belt to be in accordance with the policy stance of the BCCS.

Certain UDP policies that relate to development in the countryside and Green Belt are being replaced or modified by the SAD, whilst others have already been replaced by the BCCS or were not “saved” in 2008. The Preferred Option Technical Document describes these in more detail.

SAD Policy GB1 replaces UDP Policy ENV1 as Policy GB1, as illustrated on the SAD Policies Map, provides an update of the boundaries and extent of the Green Belt within the Borough.

7.2.2 Evidence

- Walsall ELR (2015)
- Housing Land Supply Update (2014)

7.2.3 Delivery

The Green Belt boundary will be protected and maintained through the application of policy which will resist any development in the Green Belt that is considered inappropriate, unless very special circumstances are demonstrated. The BCCS is a brownfield first strategy and the SAD looks to deliver this through the allocation of sites for housing, industry and other uses outside of the designated Green Belt.

7.2.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
The extent to which the Green Belt is protected from inappropriate development	100%	No – but Policy CSP2 of the BCCS affords protection from all inappropriate development in the Green Belt.

7.3 Control of Development in the Green Belt and Countryside

The Council is aware that some forms of development within the Green Belt are not inappropriate development, and residents and businesses within the Green Belt may wish to make changes to buildings and sites. To this end, it is necessary to ensure that development within the Green Belt is of a scale and design that does not negatively impact on the defining characteristics, purposes, or functions of the Green Belt. Types of development which are not necessarily inappropriate in the Green Belt are listed in paragraphs 89 and 90 of the NPPF. SAD Policy GB2 will be used to control, and ensure development is appropriate within its surroundings.

SAD Policy GB2: Control of Development in the Green Belt and Countryside

- a) There is a presumption against inappropriate development, as defined in the NPPF, within the Green Belt. Inappropriate development will be resisted unless the applicant can demonstrate ‘very special circumstances’ exist, which clearly outweigh the potential harm to the Green Belt by reason of inappropriateness, and any other harm.**
- b) Where development is appropriate in principle according to the NPPF, or where very special circumstances exist to support development that would otherwise be inappropriate, the Council will assess the impacts of the proposal on the openness of the Green Belt and the purposes of including land within the Green Belt.**

In doing so it will have regard to the following factors:

- i. The detailed layout of the site.**
 - ii. The siting, design, grouping, height and scale of buildings, structures and associated outdoor equipment.**
 - iii. The colour and suitability of building materials, having regard for local styles and materials.**
 - iv. The opportunities to use redundant land and buildings for suitable alternative uses.**
 - v. The quality of new landscape schemes.**
 - vi. The impact on significant views, viewpoints and topographical features.**
 - vii. The cumulative physical effect of proposals in any one area.**
 - viii. The implications for local facilities, particularly public services and infrastructure.**
 - ix. Any other relevant considerations identified in Walsall’s local plan.**
- c) The re-use of existing buildings within the Green Belt will be acceptable**

provided that:-

- i. This would preserve the openness of the Green Belt and will not conflict with the purposes of including land in the Green Belt.
 - ii. It does not involve any building extension or associated uses of land around the building which would conflict with the openness and purposes of the Green Belt.
 - iii. The applicant can demonstrate through a structural survey that any building/s proposed to be re-used are of a permanent and substantial construction, capable of conversion without major or complete re-construction.
 - iv. The form, bulk and general design of the buildings are in keeping with their surroundings.
- d) Re-use for economic development purposes will usually be preferable, but residential conversions may be more appropriate in some locations, and for some types of building. Account will be taken of potential impact on the countryside, landscapes and wildlife; local economic and social needs; accessibility; the suitability of different types of buildings for re-use; and the preservation of buildings of historic or architectural importance or interest or which otherwise contribute to local character - in accordance with other relevant policies of Walsall's Local Plan.
- e) Buildings newly converted or newly constructed for residential use within the Green Belt will normally have permitted development rights removed to restrict the impact of domestication on the openness and character of the Green Belt.

7.3.1 Policy Justification

The protection of the Green Belt features within one of the 'core planning principles' of NPPF paragraph 17. According to the NPPF "*Green Belt serves five purposes:*

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*
- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land."* (NPPF, paragraph 80).

Generally, development within the Green Belt is considered inappropriate, with the exception of development listed in section 9 of the NPPF. Proposals that do not fall within the exceptions provided in section 9 of the NPPF are by definition

inappropriate development, and will not be permitted unless 'very special circumstances' exist, these must clearly outweigh the harm to the Green Belt by reason of inappropriateness, and any other harm associated with a proposal.

A significant area of Walsall's Green Belt land is used for agricultural purposes. Provision is made within NPPF paragraph 112, and BCCS Policy CSP2 to protect the '*best and most versatile agricultural land*' (i.e. areas of land with an Agricultural Land Classification of 1, 2 or 3a) given its value as an economic and environmental resource. In Walsall large parts of the Green Belt are also used for the grazing of horses. Further policy guidance on the riding and stabling of horses, and on agriculture is also provided in saved UDP Policies ENV5 and ENV6.

Development which adversely affects the openness and character of the Green Belt that is permitted is likely to be on the condition that landscaping and maintenance conditions are attached to any planning permission to mitigate any effects.

Whilst the site allocation document does not propose any alteration to Walsall's Green Belt boundaries, it does allocate existing uses, commitments, and proposals with planning permission that are considered appropriate for the purposes of the Site Allocation Document.

Also, there are other existing allocations and designations within the Green Belt (e.g. established natural or environmental assets and open space) that are in accordance with, or out of scope of, national Green Belt policy as they are considered not to adversely affect the openness and purposes of including land within the Green Belt.

SAD Policy GB2 replaces UDP Policies ENV2 and ENV3 as these policies are no longer entirely in accordance with national policy, following the introduction of the NPPF. UDP Policy ENV4 is deleted as the sites the policy related to are now developed.

7.3.2 Evidence

- Walsall Employment Land Review (2016)
- Housing Land Supply Update (2014)

7.3.3 Delivery

The Green Belt boundary will be protected and maintained through the application of policy which resists development in the Green Belt that is considered inappropriate, unless very special circumstances exist. The BCCS is a brownfield first strategy, consequently the SAD looks to deliver the strategy through the allocation of sites for housing, industry and other uses outside of the designated Green Belt.

7.3.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
The extent to which the Green Belt is protected from inappropriate development	100%	No - but Policy CSP2 of the BCCS affords protection from all inappropriate development in the Green Belt.

7.4 Nature Conservation

Nature conservation is concerned with the protection, management and enhancement of the natural environment. This includes not only plants, animals and the habitats where they live but also the underlying geology, soils and geomorphologic features.

All current designated Nature Conservation sites are shown on the Policies map and a list of the sites is provided in a separate volume of technical appendices. The selection of sites at all levels is separate to the plan-making process and sites may be added or removed from the list in the future.

SAD Policy EN1: Natural Environment Protection, Management and Enhancement

The boundaries and extents of Walsall's nature conservation designations (Special Areas of Conservation, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation and Sites of Local Importance for Nature Conservation), and other environmental features, such as waterbodies, are shown on the SAD Policies Map.

- a) The Council will protect, manage and enhance nature conservation sites, habitats and assets in accordance with the NPPF, BCCS policies, in particular policies CSP3, ENV1, ENV5 UDP ENV23, ENV24; other relevant policies of Walsall's development plan and Walsall Council's 'Conserving Walsall's Natural Environment' Supplementary Planning Document.**
- b) Where development will result in harm to biodiversity, the Council will determine the level of improvement works necessary to mitigate harm to biodiversity on a site by site basis, in accordance with the policy framework described above and / or any other relevant government advice.**

c) In line with the objectives of the Humber River Basin Management Plan development proposals must not adversely affect the ecological status of a waterbody and wherever possible take measures to improve its ecological value in order to help meet the required status.

NEED TO INSERT REFERENCE TO WILDLIFE CORRIDORS AND LINKS TO OTHER RELEVANT POLICIES

7.4.1 Policy Justification

Walsall's Nature Conservation sites and other environmental features play an important role providing excellent habitats for a wide range of animals and plants to flourish. These sites must be connected by a network of wildlife corridors which help the more mobile species, expand their range, migrate and adapt to climate change. It is therefore important to protect and increase the ability of the wider landscape and its ecosystems to adapt and survive by increasing the range, extent and connectivity of habitats. In order to protect vulnerable species isolated nature conservation sites will be protected, buffered, improved and joined with others. Species dispersal will be aided by extending, widening and improving the habitats of wildlife corridors. Conversely, fragmentation and weakening of wildlife sites and wildlife corridors by development will be opposed.

There are number of nature conservation designation throughout the borough, these consist of SAC³, SSSI, LNR, SINC and SLINC details of which can be found in the technical appendices. However these are subject to change and when considering specific development proposals it will be important to have regard to the latest designations (see council's website).

In accordance with BCCS Policy ENV1, and paragraph 6.4 of the BCCS, housing development proposals (from policies in Walsall's local plan or as relevant windfalls) that result in likely significant effects to the qualifying features of Cannock Chase SAC may be required to demonstrate appropriate and proportionate measures sufficient to avoid or mitigate any significant identified adverse impacts.

In addition, the borough's waterbodies are an important habitat for nature conservation. The Humber River Basin Management Plan is the local delivery tool for achieving Water Framework Directive (WFD) targets. The WFD will be supported via the permitting of developments that will not pose an obstacle to meeting WFD objectives and do not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through overloading of Wastewater Treatment Works.

Section 11 of the NPPF requires the planning system to 'contribute to and enhance the natural and local environment...' BCCS Policy CSP3 Environmental

³ Development that might have a significant effect on the qualifying features of Cannock Extension Canal Special Area of Conservation must be compliant with the Habitats Regulations

Infrastructure requires development to improve the quality and quantity of the area's environmental infrastructure and resist development that compromises the environmental infrastructure.

Walsall is part of the Birmingham and Black Country Nature Improvement Area (NIA), this area is targeted for the delivery of conservation action, as part of a joined-up landscape-scale approach. It aims "To achieve long-term environmental gains for the wildlife and people of Birmingham & the Black Country by delivering targeted, on-the-ground, biodiversity projects at a landscape scale." Where possible, development should support the enhancement of Walsall's natural environment having regard to strategic objectives for the maintenance, restoration and creation of ecological and geological assets such as those identified for the Birmingham & Black Country Nature Improvement Area.

7.4.2 Evidence

- EIG Phase 1 (2009)
- Birmingham and Black Country Nature Improvement Area
- EcoRecord, the ecological database for the Black Country and Birmingham.
- Natural Environment White Paper (2011) DEFRA
- "Making Space for Nature": a review of England's Wildlife Sites and Ecological Network (2010), chaired by Sir John Lawton, DEFRA
- Humber River Basin Management Plan (2009 or as updated)

7.4.3 Delivery

Through working with the relevant partners and partnerships relating to the natural environment towards the management, maintenance, and improvement of sites managed by the Council, and its partners, and through the encouragement of practices that support nature conservation.

7.4.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Net reduction in the area of designated nature conservation sites through development.	0%	Yes, see BCCS Policy ENV1

7.5 Ancient Woodland

Ancient Woodland is any wooded area that has been wooded continuously since at least 1600AD, it is therefore considered irreplaceable and important for wildlife, recreation, cultural value, history and the contribution to landscapes.

The areas of Ancient Woodland are identified on the Policies Map. A list of these sites will be provided as part of a separate volume of technical appendices.

SAD Policy EN2: Ancient Woodland

- a) In principle, development proposals which would adversely affect Ancient Woodland will be resisted, and development affecting Ancient Woodland will be assessed in accordance with the NPPF, particularly NPPF paragraph 118, saved UDP Policy ENV18 and other relevant local plan policies.**
- b) Development proposals that present opportunities to improve / restore Ancient Woodland, or provide complimentary planting, particularly where planting will extend and improve the connectivity of the Environmental Network, will be encouraged, subject to other local plan policies.**

7.5.1 Policy Justification

Ancient Woodlands are recognised as an irreplaceable habitat, and are afforded protection within section 11 of the NPPF; and more specifically within NPPF paragraph 118, which it states:

“..planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and...”

The Council recognises the possibility that there might be circumstances in which an applicant could potentially demonstrate that the benefits of development might outweigh the loss of such an important habitat. However, the regions Ancient Woodlands are so scarce, and considered of such high value, the Council cannot envisage a scenario in which the benefits associated with development could outweigh the harm to Ancient Woodland.

7.5.2 Evidence

- EIG Phase 1 (2009)
- EcoRecord, the ecological database for the Black Country and Birmingham
- West Midlands Inventory of Ancient Woodland (1986)

- Birmingham and the Black Country Ancient Woodland Inventory (2008)

7.5.3 Delivery

Through working with the relevant partners and partnerships relating to the natural environment towards the management, maintenance, and improvement of sites managed by the Council, and its partners, and through the encouragement of practices that support nature conservation.

7.5.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Net reduction in the area of ancient woodland through development.	0%	N/A

7.6 Water Environment

BCCS Policy ENV5 relates to the water environment and climate change, and UDP Policy ENV40: Conservation, Protection and Use of Water Resources is proposed to be saved. These existing local plan policies, and the NPPF, are supplemented by SAD Policy EN3: Flood Risk. This policy reflects recent changes made to national policy and guidance relating to flood risk and development.

7.6.1 Flood Risk

The risk of flooding from watercourses is reasonably low in the Borough due to its location near the top of the River Trent catchment and a legacy of major culverting works. However, the steep and largely urban nature of the Borough makes it prone to localised surface water flooding, in many locations complicated by the historic development and adoption of receiving drainage networks. In addition, the Borough is also at risk from groundwater flooding as a result of the areas mining legacy and geology.

The aim of this policy is to steer development towards lower risk areas from flooding, whilst balancing the regeneration and growth needs of the Borough, and promoting sustainable development to mitigate the effects of climate change.

The Policies Map provides a hybrid of the Environment Agency's national flood zones of flooding from watercourses and the sea, and the extents from the more detailed technical modelling of sections of Walsall's water courses commissioned by the council and produced in 2013 (please note flood zones are subject to change, contact the council and Environment Agency for the latest flood risk information). The most up-to-date flood zone extents at the time of submission will instruct the application of policies relating to flood zones and development set out in NPPF section 10, any supporting technical guidance, and UDP Policy ENV40: Conservation, Protection and Use of Water Resources and BCCS Policy ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island. In addition, given the Council's role as Lead Local Flood Authority there is likely to be other policy and guidance produced periodically, see the Council's website for the latest information.

SAD Policy EN3: Flood Risk

- a) Development proposals will be assessed in accordance with the NPPF, BCCS Policy ENV5, SAD Policy EN1, UDP Policy ENV40 and government advice.**
- b) Flood Risk Assessments (FRAs) are to be provided in support of planning applications for:**
 - i. all development proposals within Flood Zone 1 of 1 hectare or more and all proposals for development in Flood Zones 2 and 3.**
 - ii. development in other areas with critical drainage problems.**
 - iii. all other proposals for major development ⁴ with the exception of those that are not affected by any source of flood risk and that have a site area of less than 1 hectare.**
- c) Where Development cannot be located in zones with a lower probability of flooding, or within the appropriate Flood Zone for the proposed use, the application of the 'Exception Test' may be required: this should meet the requirements of NPPF Paragraph 102 and national planning practice guidance.**
- d) The Council requires that:-**
 - i. major development proposals will incorporate a sustainable urban drainage system (SuDS) to manage surface water runoff, unless the applicant can demonstrate it is inappropriate to do so.**
 - ii. a drainage strategy based on SuDS principles, in accordance with the**

⁴ as defined in the Development Management Procedure Order – SI 2015/595

NPPF, non-statutory technical standards for sustainable drainage systems and / or any other local standards or SPDs, is provided for all major proposals that are not affected by any source of flood risk and that have a site area of less than 1 hectare.

7.6.2 Policy Justification

Flooding poses a costly risk to property and also can pose a risk to life and livelihoods. It is essential that future development is planned carefully so that areas most at risk from flooding are avoided where possible, ensuring that known flooding issues are not exacerbated and new ones are not created elsewhere.

Section 10 of the NPPF, and particularly paragraph 100, requires the Council to concentrate development within areas of lower risk from flooding following the application of a sequential test. Following the Pitt review (2008) significant changes have been made to national policy and guidance relating to flood risk, in particular, emphasis has been placed on the planning system as a delivery mechanism for flood mitigation measures as part of new major development through the installation of sustainable urban drainage systems (SuDS).

The policy applies the provisions of the NPPF and BCCS and takes into account local circumstances that aren't mentioned in the NPPF by requesting that major development less than 1 hectare (e.g. 10+ houses) provide a drainage strategy. Walsall is susceptible to surface water flooding and the requirement for major developments of less than 1 hectare to consider and provide a sustainable means of drainage will contribute towards mitigating flood risk from a source of local concern.

Also, many of Walsall's watercourses are culverted, blockages of culverts presents a risk of flooding in some areas of the Borough, particularly in extreme weather events. In accordance with other local plan policies (BCCS Policy ENV5 and UDP Policy ENV40) opportunities to open up culverted watercourses, if feasible, should be exploited and development should avoid being positioned over existing culverted watercourses whenever it is feasible to do so.

7.6.3 Evidence

- Strategic Flood Risk Assessment for the Black Country (Level 1), Jacobs (2009)
- Walsall Council Preliminary Flood Risk Assessment (2011)
- Preparatory Work for Walsall Local Flood Risk Management Strategy, JBA (2013)

7.6.4 Delivery

The Council will work in partnership with water companies, the Environment Agency and other infrastructure providers to deliver and maintain flood risk infrastructure. This will be supported by developer contributions and/or mitigation measures required for individual proposals.

7.6.5 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
COI ENV5 which records the number of planning permissions granted in accordance with EA advice on flooding and water quality grounds	100%	Yes see BCCS Policy ENV5
The number of planning permissions granted in accordance with Lead Local Flood Authority advice	100%	N/A
The number of major developments providing a sustainable drainage system, unless demonstrated to be inappropriate.	100%	Yes - see BCCS Policy ENV5 provides a similar indicator. Change made to reflect recent national policy alteration (April 2015).

7.7 Canals

The Borough's Canals constitute a network of about 30 miles of waterways, and associated structures, some of which are listed buildings. The network is considered an important feature of the townscape with both architectural and historical interest, providing linear open spaces which function as wildlife corridors, community boundaries, and routes for pedestrians and cyclists. The Canal network will provide

a focus for future development through its potential to attract investment as a high quality desirable environment.

This policy aims to protect, enhance and promote the Canal network as a focus for future development, and is applied in conjunction with BCCS Policies CSP3 Environmental Infrastructure, EMP6 Cultural Facilities and Visitor Economy, ENV4 Canals and UDP Policy ENV26 Industrial Archaeology.

SAD Policy EN4: Canals

- a) The position and extents of canals within Walsall are shown on the Policies Map. Also, shown on the Policies map is the indicative route of the Hatherton Branch Canal restoration project.**
- b) The Hatherton Branch Canal restoration proposal, to be deliverable, will first need to demonstrate that:**
 - i. an adequate water supply can be provided to support its use;**
 - ii. additional boat movements along the Cannock Extension Canal SAC can be prevented; and**
 - iii. any significant adverse impacts on the functions and ecology of the wider canal network can be avoided.**
- c) The Council will encourage the provision of secure moorings, other canalside facilities and environmental improvements that will enhance the attractiveness and recreational potential of the canal network. Providing that proposed development is in accordance with the NPPF and relevant local plan policies, particularly BCCS Policy ENV4, SAD Policy GB2 and EN1, and other relevant considerations including the Humber River Management Plan and Water Framework Directive. The Council will expect all development alongside and near the canal to:**
 - iv. positively relate to the opportunity presented by the waterway, to achieve high standards of design, be sensitively integrated with the canal, heritage assets and associated features.**
 - v. protect or enhance the water quality, visual amenity, ecological, and built environmental value of the canal network.**
 - vi. where possible, incorporate green infrastructure as part of development proposals that will complement the canal network environment by providing a natural setting and improving the ecological value of the network.**
 - vii. maintain or improve access to, and along the canal network, particularly for walking and cycling, and where possible improve or connect to the Borough's wider greenway network.**

viii. where applicable, retain and incorporate surviving canal side buildings, structures and features of heritage value.

d) Where a development directly borders a canal or it would generate extra use of the canal towpath or water course then development might be expected to contribute towards the improvement and or maintenance of the canal infrastructure, and or access to the canal. This approach will be applied in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and/or other relevant legislation or policy.

e) Development will be resisted that will reduce the overall quality of the canal network, including that which would sever the route of a disused canal or prevent the restoration of a canal link where there is realistic possibility of restoration, wholly or in part.

For development proposals to restore sections of the canal network, applicants will be expected to demonstrate that sufficient water resources exist and ground works will not adversely affect the integrity of the existing canal network or the environment.

7.7.1 Policy Justification

The canal forms an important network for pedestrians and cyclists to navigate the Borough and beyond; it has high ecological value and provides linkages to areas of the Borough's via the environmental network. As such, it forms a crucial part of the environmental infrastructure network in Walsall and provides a focus for future development. However, much of the canal network is within the Green Belt, consequently development within these areas must be in accordance with local and national Green Belt policy. The network is an important environmental asset providing multi-functional benefits including, for example, providing leisure and recreational facilities, forming part of wildlife corridors, providing space for pedestrian and cycle routes, and offering opportunities for climate change mitigation. The policy therefore looks to maximise the canals potential as a high quality location for development and leisure whilst, at the same time, ensuring that its setting and environment is protected and enhanced as a result of any future development. Opportunities to protect and enhance the canal network, and associated features including heritage assets, will be supported subject to any proposals being in accordance with national and local plan policies. These opportunities include the Hatherton Canal Restoration project, and the Lichfield Canal link to the Wyrley and Essington Canal, which involves work on the Borough boundary. Walsall Council supports both projects in principle subject to the technical work supporting the feasibility of both projects.

The maintenance of the canal network and the effects of any embankment breach is the responsibility of bodies other than the council. This might include landowner(s) and bodies such as the Canals & Rivers Trust along with others.

SAD Policy EN4 supplements BCCS Policy ENV4.

7.7.2 Evidence

- Canal & River Trust Guidance
- EIG Phase 1 (2009)

7.7.3 Delivery

The Council will support the delivery of a high quality canal network through:

- Detailed pre-application discussions with developers to ensure the impact on the canal is considered from the outset;
- Partnership working with the Canal & River Trust (CRT) on specific canal schemes and planning applications;
- Developer contributions as in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and/or other relevant legislation or policy; and
- Council-led schemes to improve and maintain linkages.

7.7.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
LOI ENV4a – Proportion of planning permissions granted in accordance with Conservation Section's recommendations	100%	Yes – see BCCS Policy ENV4
LOI ENV4b proportion of planning permissions granted in accordance with Canal & River Trust planning related advice.	100%	Yes – see BCCS Policy ENV4

7.8 The Historic Environment

Walsall's historic environment is a unique asset that showcases the evolution of the Borough through its historic growth, industrial legacy and the influence of various styles of architecture which have contributed to the diverse, vibrant landscape that we see today. It has the capability to provide a positive contribution to the economic, social and environmental viability of the Borough.

The historic environment is a finite resource and is largely responsible for defining the character of a place. It concerns managing the balance between changes needed to sustain a viable future against the need to retain cultural significance.

The Borough currently has 5 scheduled monuments, 152 listed buildings (including 6 Grade II* buildings), 18 conservation areas (5 of which are in the town centre), 3 registered parks and gardens and a number of 'locally listed buildings'. These assets are shown on Map 7.4 below. There are also a large number of non-designated Heritage Assets which have not been shown on the Policy Map but are held by the Historic Environment Record.

All of the known heritage assets in the Borough are recorded on the Wolverhampton and Walsall Historic Environment Record (HER). This is a record of all information held on both designated and undesignated heritage assets. This comprises maps and other verbal, written, drawn and photographic records of known sites. The Wolverhampton City Archaeologist manages this record which is continually added to as new information presents itself through ongoing development and management activities. It is acknowledged through the NPPF that this is the formal evidence base for all plans and strategies.

7.8.1 Saved UDP Policies

The following Saved UDP Policies for the historic environment are still in place:

- ENV25: Archaeology
- ENV26: Industrial Archaeology
- ENV27: Buildings of Historic or Architectural Interest
- ENV28: The 'Local List' of Buildings of Historic or Architectural Interest
- ENV30: Registered Parks and Gardens

7.9 Development in Conservation Areas

SAD Policy EN5: Development in Conservation Areas

- a) The Council will determine whether a development protects, conserves and where possible, enhances the significance of conservation areas; including their setting character, and appearance in terms of the requirements set out in national guidance and will encourage sustainable new development opportunities that enhance this significance in line with the NPPF. Consideration will also be given to:**
 - i. The degree of harm, loss or alteration to property which makes a positive contribution to the character and significance of the conservation area.**
 - ii. The impact of any new buildings on the heritage assets, special townscape and landscape features within the conservation area.**
 - iii. The scale, massing, siting, layout, design or choice of materials used in any new building or structure.**
 - iv. The nature of its use and the anticipated levels of traffic, parking and other activity that will result.**
- b) Where a property makes a positive contribution to the significance of a Conservation Area or its setting The Council will not grant planning permission for 'demolition in a Conservation Area' unless the following criteria are met:**
 - i. it can be demonstrated that the substantial harm or loss caused by the demolition is necessary to achieve substantial public benefits that outweigh that harm or loss**
 - ii. all reasonable alternatives that would avoid harmful adverse impacts have been fully explored and are not feasible or viable;**
 - iii. the proposed development is of high quality and designed to reinforce and enhance local character and distinctiveness; and**
 - iv. all options to secure the future of the asset have been fully explored, including grant funding and disposal to a charitable organisation or community group; and**
 - v. a mitigation strategy has been prepared to minimise harm and provide for an appropriate level of salvage and/or recording.**
- c) The Council will not permit development within Conservation Areas that incrementally erodes those special features which the Council wishes to protect and enhance.**

7.9.1 Policy Justification

The Council has a duty to preserve or enhance the character and appearance of conservation areas. Designation alone does not ensure that the most is made of the individual features and the 'group value' of buildings which form a conservation area. Guidelines and proposals are necessary. These will be provided, in part, through a phased rolling programme of re-appraisals of the existing conservation areas. Revised character statements will normally be published as leaflets for each area and will include advice on the rights and obligations of property owners, occupiers and managers. Details of all Conservation Areas in the Borough are set out in a booklet that is available separately.

The incremental erosion of those special features in a conservation area which the Council wishes to preserve or enhance will be resisted. There is a presumption against the demolition of buildings within a conservation area which positively contribute to the appearance or character of the area. Where a change in the use of a building is proposed, the Council will seek to ensure that the new use is compatible with the preservation and enhancement of that building and its setting.

Applications for Relevant Demolition in a Conservation Area must provide a reasoned justification for the proposed works as well as details of related proposals for new buildings or other works on the site, including application reference numbers for any related Planning Permissions. Applications should also clearly identify the nature and extent of the demolition proposed.

The Council will continue to make bids to relevant external grant providers for funding to achieve the preservation and enhancement of Conservation Area character. Subject to the availability of resources, the Council will make grant aided contributions towards the same objectives.

The condition of unoccupied and unlisted property within Conservation Areas is monitored by the Council. Should any such property be in need of works urgently necessary to assure its preservation, the Council will exercise its statutory powers to require or execute these works.

7.9.2 Evidence

- Conservation Areas⁵, appraisals and management plans
- National Heritage List for England – Historic England⁶
- Heritage at Risk Register – Historic England⁷

⁵ Walsall Conservation Areas www.walsall.gov.uk/conservation_areas.htm

⁶ National Heritage List for England: <http://list.historicengland.org.uk/results.aspx?index=1>

- Wolverhampton and Walsall Historic Environment Record (HER)⁸

7.9.3 Delivery

- Through the appropriate consideration of planning applications and working with Historic England and The Heritage Lottery fund where appropriate.

7.9.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/ Target?
BCCS indicator LOI ENV2 – Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations	100%	Yes – see BCCS Policy LOI ENV2

7.10 Highgate Brewery (IN47)

Highgate Brewery is a Grade II Listed Building in the Highgate Conservation Area to the south of Walsall town centre. Until recently it was in use as a brewery but the site has been mothballed by its current owners. It is allocated as a Consider for Release Industrial Site and subject to BCCS Policy DEL2

Although the Highgate Brewery is not on the Heritage at Risk register, it was felt that it required a specific policy because of the fact that it is allocated as a 'consider for release' employment site as it is no longer active, leaving it vulnerable to vandalism and falling into long term disuse and disrepair.

⁷ Heritage at Risk Register for Walsall (2015 edition) is available from Historic England <http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/results/?as=1&district=Walsall>

⁸ Wolverhampton and Walsall HER, based at City of Wolverhampton Council with records available to view online via the Heritage Gateway at <http://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=93&id=4738>

SAD Policy EN6: Highgate Brewery (IN47)

- a) The aim of this policy is to identify some of the key issues that need to be considered and to provide guidance for the Council's preferred uses of the site in order to ensure that the Heritage Assets and their settings are not subjected to unacceptable levels of harm in line with the NPPF.**
- b) The area of Highgate Brewery is shown as IN47 on the Policies Map. This policy covers the Grade II listed brewery, Centenary Gates and other Curtilage buildings.**
- c) In considering proposals for this site, the Council will particularly take into account:-**
 - i. The contribution the proposal makes to the aim of achieving a viable economic use for Highgate Brewery.**
 - ii. Government guidelines for the protection of Listed Buildings and development in Conservation Areas.**
 - iii. Environment Agency requirements for Groundwater Source Protection Zones.**
- d) The Council will encourage the re-use of those buildings of special architectural or historic interest in accordance with BCCS Policy ENV2, other Policies of the Local Plan and guidance from Historic England.**
- e) New built development other than that which is normally appropriate in the curtilage of a Listed Building or Conservation Area will be limited to the replacement of footprint of existing buildings. Every opportunity should be taken to locate and design such footprint replacement development so that it has less environmental impact than the buildings it replaces and does not harm the setting of the heritage assets.**
- f) All proposals must provide for:-**
 - i. The preservation, enhancement and improvement of the significance of buildings of architectural or historic interest and other historic features.**
 - ii. The preservation and enhancement of the character of the Highgate Conservation Area.**
 - iii. Ensuring any additions to the site do not detract from the character of the listed Highgate Brewery site.**
 - iv. An indication as to how they will contribute and relate to the aim of achieving a comprehensive approach towards the future use and management of the Estate.**
 - v. Protection of the abstraction borehole and its associated Water Source Protection Zone centred on the site in order to prevent direct pollution pathways to the aquifer remaining.**

7.10.1 Policy Justification

The listing description gives the following principal reasons for the designation of the site:

- Architectural: the brewery is built using quality materials to a well-executed design.
- Rarity: relatively few buildings of this type survive and in a recognisable form.
- Intactness: although there have been alterations, these have largely been carried out in sympathy with the existing fabric and do not markedly detract from the building's special interest.
- Interior Fittings: the brewing equipment, while being of varied dates, represents an important collection of in situ fittings that demonstrate the evolution of this historic brewery.

The brewing equipment and commemorative centenary gates are fixtures and fittings which are attached to the structure and pursuant to the Listed Buildings and Conservation Areas Act (1990), (amended) they are considered to be part of the Listed Building and are subject to the same legislative requirements. Additionally the Brewery is the focal point of the Highgate Conservation area and is associated with Zones 1 and 2 of a Groundwater Source Protection Zone centred on the Brewery's abstraction borehole and future occupation of the site may require formal surrender of the abstraction licence and the decommissioning of the well following advice from the Environment Agency to prevent pollution to the aquifer. (see Environment Agency advice for further information and guidance). There are known access and use constraints on the site given its location in a residential area and narrow roads to access the site which are likely to restrict the potential employment uses suited to the building. The Council would support the provision of a management plan which addresses all of the issues for this site.

Due to the comprehensive nature of the Listing, the Council considers that the optimal use for the building would be to reinstate its previous, original use as a brewery and would therefore support applications to bring the site back into this use. If this is not viable then another employment use that would not be detrimental to the heritage assets, constrained access and residential amenity of surrounding areas should be considered. Only if no viable employment use could be found would proposals to convert the site to housing be considered; but these would have to ensure the highest quality of design and regard for the heritage assets.

7.10.2 Evidence

- Highgate Conservation Area Appraisal⁹
- Grade II Listed building designation¹⁰
- Heritage at Risk Register – Historic England¹¹
- Gazetteer of operating pre-1940 Breweries in England¹²
- Groundwater Source Protection Zones – Environment Agency¹³
- Wolverhampton and Walsall Historic Environment Record (HER)¹⁴

7.10.3 Delivery

- Through the appropriate consideration of planning applications and working with Historic England and The Heritage Lottery fund where appropriate.
- Potential for producing a masterplan or development brief for the site.

7.10.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/Target?
Highgate returning to use as a Brewery or other viable industrial/employment use.		No
The annual Heritage at Risk Register produced by Historic England.	The site not being added to the Heritage at Risk Register	No

⁹ Highgate Conservation Area Appraisal: Character Area 5 (page 15)
www.walsall.gov.uk/highgate_ca_mp_30-11-09_low-res_.pdf

¹⁰ National Heritage List for England – Historic England entry for Highgate Brewery
<http://list.historicengland.org.uk/resultsingle.aspx?uid=1342652>

¹¹ Heritage at Risk Register for Walsall (2015 edition) is available from Historic England
<http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/results/?as=1&district=Walsall>

¹² Part of 'The Brewing Industry' project carried out by the Brewery History Society between July 2007 and September 2009; available from Historic England. <https://content.historicengland.org.uk/images-books/publications/gazetteer-breweries/bhs-operating-breweries.pdf/>

¹³ Groundwater source protection zones www.gov.uk/government/publications/groundwater-source-protection-zones

¹⁴ Wolverhampton and Walsall HER, based at City of Wolverhampton Council with records available to view online via the Heritage Gateway at
<http://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=93&id=4738>

Applications taking account of all the issues and constraints.	100%	No
BCCS indicator LOI ENV2 – Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations	100%	Yes – see BCCS Policy LOI ENV2

7.11 Great Barr Hall and Estate (Proposed changes to UDP Policy ENV8)

Great Barr Hall is one of the few Grade II* listed buildings in the Borough, and the wider Great Barr Hall Park and estate is the Borough's largest single area of historic importance, as well as one of the largest sites of nature conservation importance. For these reasons, it is the subject of a specific policy which seeks to safeguard the future of these assets, as well as providing for public access.

Part of the Estate that was formerly St Margaret's Hospital has been redeveloped as housing over the last few years. But the remainder of the estate has yet to be restored and both Great Barr Hall listed building and its Registered Park and Garden are on the 2015 Heritage at Risk Register. The Hall is rated as 'very bad' condition and Priority A (Immediate risk of further rapid deterioration or loss of fabric; no solution agreed), which is one of the highest levels on the Heritage at Risk Register. As with the Hall itself, the Grade II Registered Parkland is rated at one of the highest levels of Risk on the Heritage at Risk register with condition of "Extensive Significant Problems", high vulnerability and a trend of declining.

While the Grade II* listed hall needs to be protected from harm that is not "wholly exceptional" in line with the NPPF; we believe that without a policy in place to look at the Hall, its park and setting, there is a chance that more harm would be caused through the continued decay and eventual loss of the heritage assets. By ensuring that appropriate development is allowed for and providing guidance on the most suitable areas for this, we hope to be able to secure a viable future for the Hall, the parkland and other heritage assets.

SAD Policy EN7: Great Barr Hall and Estate and the former St. Margaret's Hospital

- a) The area of Great Barr Hall and Estate and the former St. Margaret's Hospital is shown on the Proposals Map.**
- b) In order to maintain and protect the Heritage Assets including the Grade II* listed Great Barr Hall and Grade II Registered Parkland features it is recognised that some form of Enabling development will be required. This is likely to involve the construction of new buildings within the Registered Park, which is also in the Conservation Area and in the Green Belt. In these circumstances such new development will be justified only insofar as it is necessary for the restoration and maintenance of the heritage assets and where the likely impact in terms of the Registered Park, Conservation Area and Green Belt Policies are outweighed by benefits for securing the future of Great Barr Hall and other heritage assets of the estate. Development is expected to:**
 - i. Be of the highest possible standard of design.**
 - ii. Take care to avoid causing any harm to the heritage assets and their settings. In the case of the Grade II* listed Great Barr Hall, any harm caused must be 'wholly exceptional' in line with the NPPF.**
 - iii. Be less prominent than key features of the built heritage and/ or historic landscape in order to minimise the impact upon their setting in line with the NPPF.**
 - iv. Limit the impact on sites of nature conservation and environmental value**
 - v. Complement and preserve the character of the estate.**

Any proposals for enabling development to secure the restoration of Great Barr Hall and Parkland, including provision for future maintenance and management will be assessed against the guidance in the Historic England Statement "Enabling Development and the Conservation of Significant Places"¹⁵, and developers will be expected to take into account any further up to date advice from Historic England.
- c) The Council will encourage the re-use of those buildings of special architectural or historic interest in accordance with BCCS Policy ENV2 and other relevant policies of the Local Plan.**
- d) Any further new built development other than that for Enabling**

¹⁵ Historic England (2012 – as English Heritage), available online at <https://historicengland.org.uk/images-books/publications/enabling-development-and-the-conservation-of-significant-places/>

Development as described in (b) above, or that which is normally appropriate in the Green Belt, will be limited to the replacement of the footprint of existing buildings. Such development will be restricted to locations considered to be environmentally acceptable, in visual, heritage and ecological terms. Development must have no greater impact on the openness of the Green Belt or setting of the heritage assets, and have a footprint and height not exceeding that of the buildings to be replaced. Replacement development shall be designed so that it has less environmental impact than the buildings it replaces.

e) Further new development will need to take into account the provisions of (b) above and also the following:

- i. The contribution the proposal makes to the aim of achieving a comprehensive approach to the conservation of the significance of the site of Great Barr Hall, the historic landscape of the Registered Park and Garden and the wider setting of the Conservation Area.
- ii. The national and local planning policy framework and other government guidance for the protection of agricultural land, the setting of Listed Buildings and Registered Parks and Gardens, nature conservation, development in Conservation Areas, and the Green Belt.

f) All proposals must provide for:-

- i. The preservation, enhancement and improvement of the significance of buildings of architectural or historic interest.
- ii. The preservation, enhancement and management of the historic landscape, other historic features, the Sites of Importance for Nature Conservation and other areas of nature conservation value.
- iii. The preservation and enhancement of the character of the Great Barr Conservation Area.
- iv. Functionally, visually and environmentally satisfactory arrangements for vehicular access from Queslett Road; the Council will require the developer to meet the costs of necessary off-site highway improvements. Any access from Chapel Lane should be minimised for environmental and traffic management reasons.
- v. Evidence of how they will contribute and relate to the aim of achieving a comprehensive approach towards the future use and management of the Estate.

g) Developers must demonstrate how schemes will provide for controlled public access to Great Barr Park without detriment to the heritage assets, nature conservation interest, landscape quality, amenity of the site and areas of archaeological interest.

h) The Council will ensure that the issues and constraints relating to the future of this Estate are considered in a comprehensive and long term manner.

7.11.1 Policy Justification

Great Barr Hall and Estate and the former St Margaret's Hospital site form a large complex site which is further complicated by fragmented ownership. The designated heritage assets such as the Listed Buildings and Registered Park and Garden do not cover the full extent of the historic parkland landscape

This policy seeks to ensure a coordinated approach to the management and development of the Great Barr Hall Estate and former St Margaret's Hospital site in order to ensure adequate weight is given to the consideration of the impacts upon the heritage assets, nature conservation sites and their setting as a whole. Additionally there are likely to be further undesigned heritage assets relating to the Hall and Park within this wider landscape.

Great Barr Hall is one of the few Grade II* listed buildings in Walsall and the Grade II Registered Park and Garden forms the core area of the hall's parkland. The whole area is covered by a Conservation Area, as well as being in the Green Belt. Both Great Barr Hall and the Registered Park are on the Heritage at Risk register

The redevelopment of the former St Margaret's Hospital is nearing completion, and is subject to an agreed scheme for the restoration and future management of that part of the site which lay within the developer's control. It is expected that any further development at Great Barr Hall and Estate will be limited to the following:

- a) Restoration of Great Barr Hall (which may include conversion to appropriate viable use);
- b) Enabling development to fund the restoration of the Hall where justified;
- c) Development on the site of the Former Nurses' Accommodation. It is envisaged that approximately 12 dwellings could be accommodated in this area.
- d) Development on the site of the Queslett Centre, Lakeview Close. Outline planning permission was granted in 2010 for 7 dwellings, although this permission has lapsed.

Development of c) and d) will be limited to the footprint and massing of the former buildings on these sites.

7.11.2 Evidence

- Grade II* Listed Building designation¹⁶
- Grade II Registered Park and Garden¹⁷
- Heritage at Risk Register – Historic England¹⁸
- Great Barr Conservation Area¹⁹
- Wolverhampton and Walsall Historic Environment Record (HER)²⁰
- EcoRecord, the ecological database for the Black Country and Birmingham.
-

7.11.3 Delivery

- Through the appropriate consideration of planning applications and working with Historic England and The Heritage Lottery fund where appropriate.
- Potential for producing a masterplan or development brief for the estate

7.11.4 Monitoring

Indicator	Target	BCCS Monitoring Indicator/ Target?
BCCS indicator LOI ENV2 – Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor	100%	Yes – see BCCS Policy LOI ENV2

¹⁶ National Heritage List for England – Historic England entry for Great Barr Hall

<http://list.historicengland.org.uk/resultsingle.aspx?uid=1076395>

¹⁷ National Heritage List for England – Historic England entry for Great Barr Registered Park

<http://list.historicengland.org.uk/resultsingle.aspx?uid=1001202>

¹⁸ Heritage at Risk Register 2015 entries for Great Barr Hall and Chapel Listed Buildings:

<http://risk.historicengland.org.uk/register.aspx?id=47047&rt=0&pn=2&st=a&di=Walsall&ctype=all&crit>

<http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1259419>; and Great Barr Hall Registered Park and Garden: <http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1318070>

¹⁹ Walsall Conservation Areas www.walsall.gov.uk/conservation_areas.htm

²⁰ Wolverhampton and Walsall HER, based at City of Wolverhampton Council with records available to view online via the Heritage Gateway at

<http://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=93&id=4738>

recommendations		
Completion of outstanding conditions from residential development (e.g. public transport)		No
Downgrading of risk level or removal from Heritage at Risk Register	<p>Great Barr Hall: Improvement from 'very bad' condition and Priority A (Immediate risk of further rapid deterioration or loss of fabric; no solution agreed),</p> <p>Great Barr Hall Park Registered Parkland: Improvement from condition of "Extensive Significant Problems", high vulnerability and a trend of declining.</p>	No

8 Sustainable Waste Management

8.1 Introduction

This chapter includes policies on new development at existing waste management sites, and policies to guide the development of new waste management facilities. Modern, well-regulated waste management facilities are an important element of Walsall's infrastructure. Having the right infrastructure in place means that as much value as possible can be recovered from discarded materials, potential risks to health and the environment from hazardous waste can be minimised through appropriate treatment, and any remaining waste that cannot be re-used, recycled or recovered can be disposed of responsibly.

The BCCS has already identified how much new waste infrastructure we need in the Black Country as a whole between now and 2026, the types of facilities we need, and how much of this Walsall is expected to provide. The main objectives of the SAD are therefore to safeguard existing waste management facilities where appropriate, and to identify sites which are likely to be suitable for development with new waste management facilities as and when they are needed.

The SAD Policies Map identifies existing waste facilities in Walsall, and sites which are potentially suitable for development with new facilities. The following policies build on the strategy provided by BCCS Policies WM1 – WM5 and provide guidance on future waste management requirements, development at existing waste management sites, and development of new waste infrastructure.

Further background information is provided in the Evidence documents listed in this Chapter, including the Waste Sites Evaluation Report, and in the following SAD Waste Technical Appendices:

- Appendix 1 – Glossary
- Appendix 2 – Waste Data Tables
- Appendix 3 – Existing Waste Sites in Walsall
- Appendix 4 – Evaluation of Waste Site Options - Summary
- Appendix 5 – Potential Waste Sites – Constraints and Opportunities

8.2 Future Waste Management Requirements

The BCCS identifies how much new waste infrastructure we are likely to need in the Black Country to meet current and expected future waste management requirements up to 2026. This was based on an analysis of current waste management capacity and projected future waste management needs. The requirements identified for Walsall take into account the type of infrastructure we already have in the Black Country and how much waste it can process, current targets for recycling and landfill reduction, and projects expected to be built. SAD Policy W1 summarises the

contribution Walsall is expected to make towards the remaining BCCS requirements, having regard to new capacity developed since the BCCS was prepared.

SAD Policy W1: Future Waste Management Requirements

- a) Between 2014/15 and 2025/26, the following new waste management infrastructure is expected to be delivered in Walsall.

Treatment and Transfer of Household and Commercial & Industrial Waste

- b) The following targets are identified for delivery of new waste treatment and transfer capacity for household and commercial and industrial waste:

- i. 176,000 tonnes per annum of additional capacity for re-use, recycling or composting of waste paper, card, cans, glass, plastics, food and green waste generated by households and businesses; and
- ii. 300,000 tonnes per annum of additional capacity for recovery of energy from pre-treated residual household and commercial and industrial waste;
- iii. 10,000 tonnes per annum of additional capacity for sorting and transfer of non-hazardous waste from households and businesses.

- c) The above targets are indicative only. Waste management infrastructure which would contribute towards these targets will be supported in the employment locations identified in SAD Policy W2, where they comply with BCCS Policies EMP2, EMP3 and WM4 and current national policy guidance. The Council may also support proposals for treatment of other wastes, and proposals that would exceed the above targets, where there is evidence that the facility would be appropriately located in relation to the sources of the waste to be managed.

Construction, Demolition and Excavation Waste

- d) No local targets are identified for recycling of construction and demolition waste, or for treatment of contaminated soils, as it is not possible to quantify the requirements for managing these wastes with confidence. However, such facilities may be permitted in the types of locations identified in SAD Policy W3, where they comply with BCCS Policies WM4 and MIN5 and current national policy guidance, and where they would contribute towards meeting European and national targets for recycling of construction and demolition waste.

Waste Disposal

- e) No local targets are set for waste disposal as it is the “least preferred” option for managing waste. However, waste disposal operations will be

permitted in the locations identified in SAD Policy W4, where it is demonstrated to be the most appropriate option for managing the waste, and where proposals comply with BCCS Policies WM4 and MIN5 and current national policy guidance.

- f) Impacts on achieving the above targets and objectives will be an important material consideration to be taken into account in the determination of planning applications, including applications for non-waste development that may affect delivery of these targets.**

8.2.1 Policy Justification

Although national planning policy guidance on waste has changed since the BCCS was adopted in February 2011, the main national objectives and targets for waste management have not changed and are aimed at meeting the requirements of the European Waste Framework Directive.²¹ Local plans for waste are expected to enable sufficient waste management infrastructure to be developed as and when it is needed, in ways that will enable maximum value to be recovered from waste, while also ensuring that waste management is carried out without endangering human health or harming the environment.²²

The BCCS already provides a framework for planning for waste in Walsall. It includes estimates of the tonnages of waste likely to be generated by local households and businesses and construction projects each year up to 2026, having regard to the scale of new development proposed in the plan. It also identifies how much new waste management infrastructure we are likely to need to manage the waste predicted to arise, and in broad terms, where new waste facilities should be developed. The main role of the SAD is therefore to identify suitable sites and locations in Walsall where the infrastructure we need can be developed.

The waste management requirements in the BCCS were based on the best evidence available on the capacity of existing waste disposal and recovery facilities in the Black Country, new capacity likely to be provided through planned waste management projects, and capacity likely to be lost over the plan period as a result of changes in land use. A summary of the evidence used to develop the BCCS targets can be found in Chapter 8 of the SAD Issues & Options Report (April 2013).

²¹ Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives: <http://ec.europa.eu/environment/waste/framework/>

²² The National Planning Policy (NPP) for Waste (2014), CLG, replaced the former Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management in October 2014 and is to be read in conjunction with the National Planning Policy Framework (NPPF). See in particular, NPP for Waste, paragraphs 1 – 6 and Appendices, and NPPF, paragraphs 7 - 10, 17, 156 - 157 and 162:

NPP for Waste - <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

NPPF - <http://planningguidance.planningportal.gov.uk/>

The requirements identified in the BCCS take into account the need to:

- Drive waste as far as possible up the “waste hierarchy”²³ by reducing waste and making best use of the unavoidable waste that arises;
- Manage waste without harming health or causing unacceptable harm to the environment or the amenity and well being of local communities;
- Develop new waste disposal facilities and facilities for recovery²⁴ of mixed household wastes and similar commercial wastes in accessible locations which as near as possible to the sources of waste;
- Contribute towards European and national targets for landfill reduction and recycling of municipal waste and construction and demolition waste;
- Reduce reliance on waste infrastructure in other areas as far as possible, by developing infrastructure capable of managing the types and tonnages of waste expected to arise in the Black Country; and
- Broaden the range of waste recovery infrastructure available in the Black Country, including more facilities for re-use, recycling and recovery of non-hazardous and non-metal wastes from households and businesses.

There is no evidence that Walsall needs to provide any further waste infrastructure over and above the requirements identified in the BCCS. For example, no specific requirements are identified in the National Infrastructure Plan, and no nationally significant infrastructure projects (NSIPs) for energy recovery from waste, hazardous waste management or waste water treatment are proposed in Walsall.²⁵

The BCCS assumes that over the plan period, new landfill facilities will come forward at two sites in Walsall (see SAD Policy W4), and that a major new waste recovery facility will be developed on vacant land at Fryers Road in Bloxwich (see SAD Policy W3). Over and above the waste management capacity that these projects would provide if implemented, the BCCS requires Walsall to provide the following waste infrastructure between 2010 and 2026 (Policy WM3, Table 18):

- New recycling, composting and energy recovery capacity for local authority collected waste (LACW) as required by the Council;

²³ For further information about the “waste hierarchy” see paragraph 1 and Appendix A of the National Planning Policy (NPP) for Waste (web link provided in previous footnote).

²⁴ The term “recovery” means recovering value from waste, and includes recovering raw materials for re-use, recycling of waste into new products, composting, and use of waste to generate energy.

²⁵ For an overview of waste infrastructure requirements, see Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ, Part 3: Waste Sites Viability and Delivery Study, Chapter 2: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

- New facilities with the capacity to recycle, compost or recover energy from 110,000 tonnes of commercial and industrial waste (C&IW) per annum;
- New waste transfer facilities with a capacity of 35,000 tonnes per annum; and
- Additional capacity for recycling of construction, demolition and excavation waste (CD&EW) and treatment “hubs” for contaminated soils, where a local need/ demand is identified and where proposals would contribute towards European and national recycling targets.

The preparation of the SAD has involved reviewing and updating the BCCS evidence to check that the requirements remain realistic, and that the provision made in the SAD is appropriate. Since 2009, progress has already been made on meeting the requirements identified in the BCCS, although there have also been losses due to closure of existing facilities, which are expected to be taken into account in the SAD. Chapter 8 of the SAD Issues & Options Report (April 2013) provided an updated estimate of Walsall’s waste management capacity at the end of March 2012.

Monitoring since then shows that new waste management capacity has continued to come forward in the Black Country, but most new proposals in Walsall tend to be relatively small, or relate to upgrading of existing facilities.²⁶

Walsall Council has no plans to develop any new waste management infrastructure by itself or in partnership with others, and is likely to continue to rely on contracts with commercial waste operators to manage the waste it collects from local households and businesses. The government also expects new recycling and recovery capacity to be delivered mainly by the private sector.

The SAD therefore needs to adopt a flexible approach that will allow Walsall to respond to future market demand for new waste infrastructure by identifying as many opportunities as possible for different types of waste infrastructure. At the same time, the SAD also needs to ensure that existing waste infrastructure is not needlessly lost or compromised as a result of other development, in accordance with BCCS Policy WM2. This approach is reflected in the following SAD Policies W2, W3 and W4.

8.2.2 Evidence

- BCCS - Spatial Objective 9, Policies WM1 to WM5 and Appendix 6
- Black Country Core Strategy - Waste Planning Study (May 2009), Atkins
- Black Country Core Strategy - Waste Background Paper 2 and Appendices (February 2010), Black Country Authorities

²⁶ See SAD Waste Technical Appendix 2 and the latest Walsall Local Plan Monitoring Report (Authorities’ Monitoring Report (AMR)):

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/annual_monitoring_report.htm

- Black Country Core Strategy – Waste Monitoring Update (2010), Black Country Authorities
- Walsall SAD Issues & Options Report (2013), Walsall Council - Chapter 8
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 8
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Walsall Site Allocation, CIL Deliverability and Viability Study (2015) – see Part 3: Waste Sites Viability and Delivery Study, Chapter 2
- Walsall SAD Technical Appendices 1 and 2

8.2.3 Delivery

It is expected that the indicative requirements for new waste management capacity in SAD Policy W1 will be delivered by the private sector and possibly in some cases through the voluntary sector. The Council will work with waste operators and their agents on the development of new waste infrastructure projects, including through the development management process.

8.2.4 Monitoring

The implementation of SAD Policy W1 will be monitored against the indicators and targets identified in the table below. Most of these indicators are already being used to monitor the effectiveness of the relevant BCCS policies, as specified in the table.

Indicator	Targets	Relevant BCCS Indicator/ Target?
SAD WRQ1: Delivery of remaining indicative waste capacity requirements for Walsall identified in BCCS Policies WM1 and WM3	<ul style="list-style-type: none"> • 176,000 TPA new recycling and composting capacity for household waste and commercial and industrial waste; • 300,000 TPA new energy recovery capacity for pre-treated residual household waste and commercial and industrial waste; • 10,000 TPA new non-hazardous waste sorting and transfer capacity; and • New capacity for recycling of construction and 	Yes – see BCCS LOI WM1b, LOI WM3a and LOI WM3b

	demolition waste and contaminated soil treatment as required.	
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Note: TPA = tonnes per annum.

Progress on delivery of the policy requirements will be reported in annual Authority's Monitoring Reports (AMRs).

8.3 Existing Waste Management Sites

The BCCS recognises that existing waste management facilities could be affected by other development, and that the loss of particularly large or important waste facilities could have a significant impact on the Black Country's waste management capacity. BCCS Policy WM2 therefore seeks to safeguard the most important waste sites in Walsall and the rest of the Black Country (see also BCCS Waste Key Diagram and Appendix 6). SAD Policy W2 explains how this policy will be applied in Walsall, and identifies the Strategic Waste Sites in Walsall which will be safeguarded against needless loss or encroachment by other development, including significant new waste facilities developed since the BCCS was prepared.

SAD Policy W2: Existing Waste Management Sites

- a) When considering proposals for new development on, adjacent to or near to an existing waste management site, the Council will apply the following policy.

Changes to Existing Waste Management Operations

- b) In accordance with BCCS Policy WM2, the Council will support proposals to upgrade, expand or modify the waste management operations at an existing waste management site, where they would not be harmful to human health, the environment or amenity. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will be an important material consideration.
- c) Where sites are affected by environmental constraints this will also be an important material consideration, and proposals will be expected to demonstrate compliance with relevant local plan policies and national policy guidance. Where proposals include extensive open storage or processing of waste, they will also be expected to demonstrate that they will not present unacceptable risks from fire to occupiers of the site, including employees and visitors, and to people, land, property and infrastructure, including transport networks, in the vicinity of the site.

Strategic Waste Sites

d) The Strategic Waste Sites listed in the table below are identified as symbols on Map 8.1 and on the SAD Policies Map. These include sites identified in the SAD as industrial sites, and sites identified in the BCCS as Strategic Waste Sites, as indicated in the following table.

Strategic Waste Sites					
SAD Waste Site Reference	SAD Industrial Site Reference¹	BCCS Reference²	Site Name and Address	Facility Type	Estimated Maximum Annual Throughput Capacity (tonnes per annum)³
WS1*	IN9.8	WSWa1	Former Bace Groundworks Site, Coppice Lane, Aldridge	Inert CD&EW Recycling Site	10,000
WS2*	-	WSWa2	Former Branton Hill Landfill Site, Aldridge	Inert Landfill Site	Uncertain
WS3	IN120.2	WSWa3	Credential Environmental, Western Way, Moxley	Specialist Tyre Treatment Facility	40,000
WS4	IN88	WSWa4	G & P Batteries, Crescent Works, Holland Industrial Park, Darlaston	Specialist Battery Recycling Facility and Transfer Station	30,000
WS5	IN94	WSWa5	EMR, Bentley Road South, Darlaston	Metal Recycling Site (MRS) and Specialist Fridge Recycling Facility	250,000

WS6	IN9.21	WSWa6	Veolia Empire Treatment Works, Stubbers Green Road, Aldridge	Hazardous Waste Treatment and Transfer Facility	100,000
WS8	IN18.1	WSWa7	Fryers Road Transfer Station and HWRC, Bloxwich	Waste Transfer, Sorting and Bulking Facility for Local Authority Collected Waste (LACW) and Civic Amenity Site	100,000
WS9	IN12.13	WSWa8	Biffa Aldridge MRF, Westgate, Aldridge	Material Recycling Facility (MRF)	Up to 250,000
WS10	-	WSWa10	Highfields South Landfill Site, Walsall Wood	Non-Hazardous Landfill and Landfill Gas Plant	110,000
WS11	IN88	WSWa11	Veolia Recycling Darlaston, Holland Industrial Park, Darlaston	Paper and Card Recycling Facility	35,000
WS13*	IN48.1	WSWa13	Former Metal & Waste Recycling, Jute Works, Bridgeman Street, Pleck	Metal Recycling Site (MRS)	30,000

WS14	IN9.9	WSWa14	Merchants Way HWRC, Aldridge	Civic Amenity Site	10,000
WS15	-	WSWa15	Vigo/ Utopia Treatment Plants, Walsall Wood	Landfill Leachate Treatment Plant, Landfill Gas Plant	Uncertain
WS16	IN68.1 IN68.2	WSWa16	Ashmore Lake Scrapyards, Springvale Street/ Sharesacre Street, Willenhall	Scrap Yards/ Waste Transfer Sites	25,000
WS17	IN54.4	-	Bescot Triangle South, off Bescot Road, Walsall	Inert CD&EW Recycling Site	50,000
WS18	IN2.5	-	Envirosol, Collier Close, Coppice Side Industrial Estate, Brownhills	Hazardous Waste Treatment	15,000
WS19	IN2.3	-	Walsall Council Environmental Depot, 300 Pelsall Road, Brownhills	Storage Depot for Waste Collection Vehicles and Green Waste	N/A
WS20	IN9.9	-	Interserve Recycling Centre, Brickyard Road, Aldridge	Material Recycling Facility (MRF) - mainly for CD&EW	75,000

WS21	-	-	Goscote Sewage Treatment Works, between Slacky Lane and Goscote Lodge Crescent	Sewage Treatment Works	Not known
WS22	-	-	Walsall Wood Sewage Treatment Works, Green Lane	Sewage Treatment Works	Not known

Notes on Table:

1. The sites with reference numbers are identified in SAD Policies in Chapter 4 – see IND2: Potential High Quality Industry (IN12.13, IN88, and IN120.2) and IND3: Retained Local Quality Industry (IN2.3, IN2.5, IN9.9, IN9.20, IN9.21, IN18.1, IN54.4, IN68.1 and IN68.2 and IN94).

2. These sites are identified as Strategic Waste Sites in the BCCS – see BCCS Policy WM2, Waste Key Diagram and Appendix 6.

3. Maximum annual throughput is based on information from Waste Data Interrogator, planning applications and operators' websites.

4. Sites indicated with an asterisk (*) were not operational at the end of December 2015, although there were no proposals for alternative land uses.

e) Proposals to change the use of a Strategic Site to a non-waste management land use should be supported by evidence justifying any adverse effect on Walsall's waste management capacity, in accordance with BCCS Policy WM2. Proposals for non-waste management development near or adjacent to a Strategic Site should be supported by evidence demonstrating that the development would not compromise the continued operation of any lawful waste operations being carried out on the site.

Other Existing Waste Sites

f) Other Existing Waste Sites with planning permission or lawful use for waste management development are shown on Map 8.1 and on the SAD Policies Map as symbols. When considering planning applications for non-waste management development on, adjacent to, or near to one of these sites, the impact of the development on any lawful waste management operations being carried out on the site, and the importance of the site to the Black

Country's waste management infrastructure, will be important material considerations.

- g) The same material considerations will also apply when considering proposals for non-waste management development on, adjacent to, or near to any other waste management sites identified subsequent to the adoption of the SAD, as a result of:**
- i. The issue of a certificate of lawful existing use or development (CLEUD) for an existing waste management operation;**
 - ii. The implementation of a new waste management development in accordance with a certificate of lawful proposed use or development (CLOPUD); or**
 - iii. The implementation of a new waste management development in accordance with a grant of planning permission, including permission granted by a local development order (LDO).**

8.3.1 Policy Justification

SAD Policy W2 supplements the existing BCCS Policy WM2, by providing guidance to applicants on how Walsall Council will apply the BCCS policy, and by identifying the sites in Walsall to which the policy will apply.

The preparation of the BCCS included analysis of the Black Country's existing waste management infrastructure and the possible impact of other development on these sites, in accordance with national policy guidance. It was recognised that some waste management facilities could be at risk from future land use change. The potential for facilities to be lost as a result of proposed land use change was also factored into the indicative requirements identified in the BCCS.

The information on Walsall's existing waste infrastructure has been reviewed and updated as part of the evidence gathering for the SAD. The position at the end of March 2012 was summarised in the SAD Issues & Options Report (April 2013). This information has been further updated to include new sites developed up to March 2015, and to exclude sites which may have a waste permit, but do not currently have a valid planning permission or lawful waste management use.

The BCCS identifies a number of Strategic Waste Sites in Walsall which should be safeguarded (see BCCS Waste Key Diagram and Appendix 6). These were estimated to provide more than 80% of the borough's permitted waste management capacity by tonnage. The Strategic Waste Sites identified in SAD Policy W2 reflect the following changes to the sites identified in the BCCS:

- BCCS Sites WSWa7 (Metal & Waste Recycling, Bull Lane, Moxley) and WSWa12 (Interserve Site Services Transfer Station) have been omitted as these sites have closed or relocated;

- BCCS Site WSWa16 (Willenhall Skips) has been expanded to include a “cluster” of similar waste management uses in this location;
- BCCS Sites WSWa14 (Merchants Way) and WSWa15 (Vigo/ Utopia) have contracted in size but important facilities still remain in both cases;
- Four new Strategic Waste Sites (WS17: Bescot Triangle South, WS18: Envirosol, WS19: Walsall Council Environmental Depot and WS20: Interserve Recycling Centre) have been added because they were identified or developed since the BCCS was prepared; and
- Walsall’s two operational sewage treatment works (WS21: Goscote and WS22: Walsall Wood) have been added to the list of Strategic Waste Sites, as the SAD does not include a separate policy on utilities infrastructure.

The above changes are explained in more detail in SAD Waste Technical Appendices 2 and 3.

Walsall’s existing waste management sites are nearly all either on industrial land or at permitted mineral working sites subject to other SAD designations. They are therefore shown as symbols on the SAD Policies Map and on Map 8.1 rather than as sites with boundaries. The Strategic Waste Sites shown on the maps are listed in the table in the policy. The table identifies the Strategic Waste Sites that are identified in the BCCS and the sites which are also SAD industrial sites. Further information about the Strategic Waste Sites and the Other Existing Waste Sites shown on the Policies Map can be found in the SAD Technical Appendices.

The policy also provides further guidance on how the Council will apply BCCS Policy WM2 when considering planning applications to change the use of an existing waste management site or for development near an existing waste management site. Where proposals would result in the loss of an existing waste management site, the relative importance of the site to the Black Country’s waste infrastructure will be a “material consideration” – therefore, in accordance with the BCCS, priority will be given to retaining Strategic Waste Sites where possible. Where the waste management facility would not be lost because it is proposed to relocate it to another site elsewhere in the Black Country or in another part of the West Midlands, this will also be an important “material consideration.”

In cases where there is potential for land use conflict – for example, where operations being lawfully carried out on the waste management site could cause problems for occupiers of the new development – applicants will be expected to explain how such conflicts would be managed. Where appropriate, mitigation measures will be required to prevent or reduce potentially harmful effects on the environment or amenity. However, where there is evidence that any of the potentially conflicting operations being carried out on the waste management site are unlawful, or are not being carried out in accordance with existing planning permissions, this will also be an important “material consideration.”

8.3.2 Evidence

- BCCS - Spatial Objective 9, Policy WM2, Waste Key Diagram and Appendix 6
- Black Country Core Strategy - Waste Planning Study (May 2009), Atkins
- Black Country Core Strategy - Waste Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 8Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Walsall SAD Technical Appendix 3

8.3.3 Delivery

The policy will be implemented by the Council in response to applications submitted by developers or their agents for development on, adjacent or near to existing waste management sites. This will include proposals submitted by waste operators to upgrade, expand, change or relocate existing waste management facilities.

8.3.4 Monitoring

The implementation of SAD Policy W2 will be monitored against the indicator and target identified in the table below.

Indicator	Targets	Relevant BCCS Indicator/ Target?
SAD WSS1: Development proposals affecting Strategic Waste Sites identified on the SAD Policies Map – compliance with BCCS Policy WM2 and SAD Policy W2	100% of applications approved to comply with policy requirements	Yes – see BCCS LOI WM2

Progress on determination of relevant planning applications and delivery of the policy requirements will be reported in annual Authority's Monitoring Reports (AMRs).

8.4 New Waste Management Development – Waste Treatment and Transfer

SAD Policy W3 supplements the existing BCCS Policies WM3 and WM4, by providing further guidance on suitable sites and locations in Walsall where new waste treatment and transfer infrastructure may be developed. The potential sites identified in the policy include the site at Fryers Road identified for development with

new waste infrastructure in BCCS Policy WM3, together with other sites identified as being suitable for waste management development in the viability and delivery studies commissioned as part of the supporting evidence for the SAD. The policy also provides guidance on other potentially suitable locations for enclosed and unenclosed waste treatment and transfer facilities in Walsall.

SAD Policy W3: New Waste Management Development – Waste Treatment and Transfer

a) The Council will expect new waste treatment and transfer facilities to be appropriately located, and to demonstrate compliance with the relevant guidance in BCCS Policy WM4 and national policy guidance on waste. Planning applications for such developments will also be expected to demonstrate that the proposed operations would not be harmful to human health, the environment or amenity, and that any potentially harmful effects or land use conflicts likely to arise will be effectively managed. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers about the potential effects of the proposal will also be an important material consideration.

New Waste Treatment and Transfer Facilities – Previously-Developed Land

b) The Council will support the development of enclosed waste treatment and transfer facilities on the Potential Waste Sites listed in the table below, where they comply with requirements identified at a) above.

Potential Waste Sites – Enclosed Treatment and Transfer

SAD Waste Site Reference	SAD Industrial Land Reference¹	Site Name and Address	Facility Type(s) Potentially Suitable	Estimated Maximum Annual Throughput Capacity (tonnes per annum)
WP2	IN17.2	Land at Fryers Road, Bloxwich ²	Material Recovery and Energy Recovery (gasification)	Up to 300,000
WP11	IN98.1	Cemetery Road,	Enclosed	Up to

	IN98.2	Darlaston ³	Waste Recovery/ Treatment/ Transfer	100,000
WP12	IN92	Aspect 2000, Bentley Mill Way, Darlaston ³	Enclosed Waste Treatment	More than 100,000
WP13	IN12.8	Former McKechnie's Site, Middlemore Lane/ Dumblederry Lane, Aldridge	Enclosed Waste Treatment	More than 100,000
WP14	IN27.1 IN27.2 IN27.3	Newfield Close, Bloxwich	Enclosed Waste Treatment	More than 100,000
WP15	IN315	Casino/ Cinema, Bentley Mill Way, Darlaston ³	Enclosed Waste Treatment	More than 100,000
WP16 ³	IN120.3	Former Wesson Site, Bull Lane, Moxley	Enclosed Waste Treatment	More than 100,000
WP17	IN93.2	Axcess 10 East, Bentley Road North, Darlaston ³	Enclosed Waste Treatment/ Transfer	Up to 100,000
WP18	IN104.1 IN104.2 IN104.3 IN104.4	Phoenix 10 (Former James Bridge IMI/ Tip Sites), Pleck ³	Enclosed Waste Treatment	More than 100,000
<p>Notes on Table:</p> <p>1. These sites are identified in SAD Policies in Chapter 4 – see IND2: Potential High Quality Industry (IN12.8, IN27.1, IN27.2, IN27.3, IN92, IN93.2, IN98.1, IN98.2, IN104.1, IN104.2, IN104.3 and IN104.4), IND3: Retained Local Quality Industry (IN17.2), and IND5: New Employment Opportunities (IN315).</p> <p>2. This site is identified in BCCS Policy WM3 (Table 17). The site has planning permission (13/0725/WA) for development of a facility for a gasification plant to generate energy from refuse derived fuel (RDF) to be produced on-site from pre-treated residual waste.</p>				

3. These sites are within the Darlaston area covered by the Darlaston Local Development Order 2015.

4. This site has planning permission for industrial development falling within Use Classes B1c, B2 and B8 (15/0801/FL),

c) As these sites are designated as Industrial Sites in the SAD (see Chapter 4), they are identified as Potential Waste Sites on Map 8.1 and on the Policies Map by way of symbols. Planning applications for new waste infrastructure on these sites should have regard to the guidance in the table above, and should also demonstrate compliance with the requirements identified at a) above and explain how site-specific constraints and opportunities have been addressed, including those identified in SAD Waste Technical Appendix 5.

d) Enclosed waste treatment and transfer facilities will be supported on other Industrial Sites identified on the SAD Policies Map where the proposal would comply with relevant BCCS and SAD industrial land policies, and would contribute towards the requirements in SAD Policy W1. Table 8.1 in the Policy Justification, which is based on the guidance in BCCS Policy WM4, identifies the types of enclosed waste treatment and transfer facilities that may be suitable on each industrial land category. The Council will only support proposals that conflict with BCCS Policy WM4 and SAD Table 8.1 where they would complement the surrounding land uses, and would not compromise the delivery of other planned developments, including industrial development.

e) The requirements outlined in a) and d) above will apply to proposals for unenclosed waste treatment and transfer operations on industrial sites and other previously-developed land. Such proposals will only be supported where applicants are able to demonstrate that enclosure of the operations within a building is not feasible.

New Waste Treatment and Transfer – Open Land and Unenclosed Sites

f) Planning permission has been granted for the relocation of a permitted construction and demolition waste recycling facility at Branton Hill Quarry (11/0934/FL). The site is identified in the table below and is shown as a Potential Waste Site and Minerals Infrastructure Site on the SAD Policies Map (MI1 - see SAD Policy M2). The planning permission is subject to a requirement to construct a new access road off the A452 Chester Road and to bring this into use, replacing the existing access of Branton Hill Lane, before the new recycling facility is implemented.

Potential Waste Sites – Unenclosed Treatment and Transfer

SAD Waste Site	SAD Industrial	Site Name and Address	Facility Type(s)	Estimated Maximum
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Reference	Land Reference		Potentially Suitable	Annual Throughput Capacity (tonnes per annum)
WP6	N/A	Branton Hill CLEUD Relocation Site, Branton Hill Quarry, off A452 Chester Road, Aldridge	CD&EW Recycling	25,000
<p>g) No other sites suitable for unenclosed waste treatment and transfer operations have been identified in the SAD, although it is recognised that some types of operation (for example, open windrow composting, recycling of construction and demolition waste, in-situ treatment and remediation of contaminated soils) may require an open or unenclosed site. Table 8.2 of the Policy Justification identifies the types of facilities that may be supported on different types of open site, where justified.</p> <p>h) The Council will only support proposals for waste treatment and transfer facilities on open sites where there is adequate distance separation from “sensitive receptors” and where it can be demonstrated that the proposal would not present unacceptable risks from fire to occupiers of the site, including employees and visitors, and to people, land, property and infrastructure, including transport networks, in the vicinity of the site. Applicants must also demonstrate that enclosure of the operations within a building is not feasible.</p> <p>i) The Council will normally only grant a temporary permission for on-site treatment of construction and demolition waste (including contaminated soils) where this is for the purpose of land remediation, landscaping, or quarry restoration. The end date for the operations will be a matter for negotiation between the Council and the applicant. Conditions may be imposed specifying:</p> <ul style="list-style-type: none"> i. The date by which time the operations must cease; ii. The types of operations permitted; iii. The plant and equipment to be used; iv. The tonnages of waste that may be imported; and v. The after use of the site. <p>j) All proposals should demonstrate compliance with SAD Policy W4 where they also involve disposal of the treated waste onto or into the land.</p>				

8.4.1 Policy Justification

This policy relates to proposals for new waste treatment and transfer infrastructure. The term “waste treatment” covers most types of waste management operation including recycling and composting of waste, specialist treatment of waste, and recovery of energy from waste. The term “waste transfer” covers sorting, segregation and temporary storage of waste pending transport elsewhere for treatment or disposal, although in practice many waste transfer operations involve recovery of raw materials as part of the sorting process.

BCCS Policy WM4 requires all new waste management facilities to be developed in locations that are suitable for the types of operation proposed, in accordance with current national policy guidance. The policy makes it clear that in all cases, the suitability of the location and potential impacts of the proposed waste treatment and transfer operations on health, the environment and amenity are important “material considerations” and that applicants must demonstrate that any potential harmful effects and land use conflicts will be effectively managed.

The BCCS identifies only one specific location in Walsall for waste treatment or transfer operations, at Fryers Road in Bloxwich (Policy WM3, Table 17). The search for other potential waste sites has mainly focused on employment land, in line with the guidance in BCCS Policy WM4 and current national policy on waste. Following the Issues & Options consultation, the Council reviewed the list of potential new waste sites identified in the Issues & Options Report (April 2013), having regard to the comments received during the Issues & Options consultation, new sites put forward in response to the second “call for sites,” new planning permissions, and the most recent review of Walsall’s industrial land. These sites identified through this process were identified in the Preferred Options for the SAD (September 2015).

The suitability of the sites identified in SAD Policy W3 for new waste treatment and transfer facilities, and the potential effects of waste management development on the environment, amenity and infrastructure have been evaluated through the Sustainability Appraisal (SA) and the SAD CIL Deliverability and Viability Study (2015). Both assessments have had regard to the criteria in BCCS Policy WM4 and the criteria identified in the National Planning Policy for Waste (2014).

The SA did not identify any harmful environmental, social or economic effects that could not be overcome through application of the SAD policy in combination with existing BCCS Policy WM4 and national policy guidance, although the evaluations have identified the constraints and opportunities for each Potential Waste Site which waste management development proposals will be expected to address. A summary is provided in SAD Waste Technical Appendix 5 and full details of the evaluation carried out can be found in the Waste Sites Evaluation Report (2016).

The viability and deliverability of new enclosed waste treatment and transfer facilities on the sites identified has also been tested through a recent viability and delivery study, which concluded that such developments were likely to be deliverable on each

of the sites identified in the policy.²⁷ The table in part b) of the policy identifies the types of facility that could be developed on each site and the potential annual throughput capacity, based on the findings of the study.

The purpose of identifying Potential Waste Sites in the SAD is to draw them to the attention of waste operators who may be seeking a new site in the area, and also to demonstrate that there are sufficient opportunities in Walsall to deliver the remaining BCCS waste infrastructure requirements identified in SAD Policy W1. **However, it is not expected that new waste infrastructure can or should be developed on every Potential Waste Site identified in the policy.** In practice, it is more likely that most of them will be developed with other industrial or employment land uses.

Delivery of new waste facilities on the Potential Waste Sites will depend on whether there is a market demand for them. As there is no guarantee that new waste treatment and transfer infrastructure can be delivered on the sites identified, the policy needs to be sufficiently flexible to allow for proposals to come forward on other employment sites and previously-developed land where appropriate.

Planning permission is normally required for new waste treatment, transfer and disposal facilities where the operations proposed involve a material change of use of the land, and/ or the construction of new buildings or other operational development.²⁸ Waste management facilities are also subject to environmental regulation under separate legislation. As well as having planning permission for the waste management use where it is required, the operator must also have in place any relevant waste permits or exemptions and environmental permits for the types of operations to be carried out.

Although planning, waste permitting and environmental permitting are separate regulatory regimes operated by different authorities, there are overlaps in terms of the issues that have to be considered in each case, such as impacts on health and the environment. A grant of planning permission for a waste management operation on a particular site does not necessarily mean that the relevant waste permits and environmental permits will be issued. Similarly, having the relevant waste permits and environmental permits for the proposed operations does not guarantee that planning permission will be granted, although it is an important “material consideration” to be taken into account.

When considering an application for a new waste management development the Council will apply SAD Policies W3 and W4 in combination with the existing BCCS Policy WM4, which identifies the types of location likely to be suitable for different

²⁷ See Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ, Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6:
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

²⁸ The only exceptions are where permission has already been granted for the operations by a Local Development Order (LDO). For example, the Darlaston LDO 2015 grants permission for certain waste management developments as specified in the Order.

types of waste operations. Policies W3 and W4 also identify other important “material considerations” which will be taken into account when making decisions, such as comments received from the relevant regulatory authorities responsible for waste permitting and environmental permitting, and organisations responsible for providing and maintaining local infrastructure.

The BCCS already includes guidance on the types of facilities likely to be suitable on different categories of employment land (BCCS Policy WM4, also reflected in BCCS Policies EMP2 and EMP3). However, the industrial land categories identified in the SAD are slightly different, reflecting the outcome of the latest Walsall Employment Land Review (ELR).²⁹ As well as identifying Existing and Potential High Quality land and Retained Local Quality land the ELR identifies “Consider for Release” Local Quality industrial sites and New Employment Opportunities. These differences are reflected in the SAD industrial land policies IND1 to IND5 in Chapter 4.

Table 8.1 below is based on Table 8.8a of the SAD Issues & Options Report (April 2013). The table provides general guidance on the types of waste management facilities likely to be suitable on each category of industrial land in Walsall, subject to compliance with relevant local plan industrial land policies, which are identified in the table headings. Applicants seeking to develop a waste treatment or transfer facility on an industrial site not identified in SAD Policy W3 will be expected to have regard to the guidance in this table, and to justify any departures from the locational guidance provided here and in BCCS Policy WM4.

The policy allows for waste treatment and transfer facilities on other previously-developed sites, although such proposals will be treated on their merits and will be expected to address any land use conflicts that may arise. All new waste treatment and transfer facilities will normally be expected to be enclosed either within a building or fenced enclosure to screen them from neighbouring uses – justification is therefore required if applicants are seeking to develop unenclosed operations on previously-developed land.

²⁹ See Walsall Employment Land Review (2015), Walsall Council
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

Table 8.1: Industrial Land in Walsall – Potentially Suitable Waste Operations

Existing High Quality/ Potential High Quality/ New Employment Opportunities (BCCS Policy EMP2, SAD Policies IND1, IND2, IND5)	Retained Local Quality (BCCS Policy EMP3, SAD Policy IND3)	Consider for Release (BCCS Policy DEL2, SAD Policy IND4)
Material Recycling Facility (MRF) In-Vessel Composting (IVC)* Anaerobic Digestion (AD) Combined Technologies - Mechanical Biological Treatment (MBT) and Mechanical Heat Treatment (MHT) Energy Recovery Facility Small-Scale Biomass Power Plant Advanced Thermal Treatment (pyrolysis and gasification) Household Waste Recycling Centre (HWRC) Ancillary Facilities at Industrial Sites	Material Recycling Facility (MRF) In-Vessel Composting (IVC)* Anaerobic Digestion (AD) Metal Recycling Site (MRS) Combined Technologies - Mechanical Biological Treatment (MBT) and Mechanical Heat Treatment (MHT) Energy Recovery Facility Small-Scale Biomass Power Plant Advanced Thermal Treatment (pyrolysis and gasification) Hazardous Waste Treatment (including Chemical Treatment) Incineration/ Thermal Treatment (With or Without Energy Recovery) Transfer Station/ Skip Hire CD&EW Recycling Vehicle Dismantler End of Life Vehicle (ELV)	Transfer Station/ Skip Hire Vehicle Dismantler End of Life Vehicle (ELV) Depollution Scrap Yard Open Storage N.B. The Council is most likely to support temporary operations on Consider for Release sites.

	Depollution Scrap Yard Open Storage Ancillary Facilities at Industrial Sites	
*On sites within 250m of “sensitive receptors” (which can include other industrial premises) a risk assessment must be carried out demonstrating that bio-aerosols can be satisfactorily controlled and will not present a risk to health or to the environment. The Environment Agency will not grant a permit for an IVC within 250m of “sensitive receptors” without an assessment.		

Source: This is a modified version of Table 8.8a in Chapter 8 of the Walsall SAD Issues & Options Report (April 2013), Walsall Council and is based on the guidance in BCCS Policy WM4, updated to reflect the industrial land categories identified in SAD Policies IND1 to IND5 and on the SAD Policies Map.

National policy on waste recognises that some waste management operations – including some waste treatment and recovery operations - have particular operational requirements which mean they have to be located on open land. Examples of facilities that might require an open site are identified in BCCS Policy WM4. The Council has not identified any specific sites or locations in Walsall for these types of operation in the SAD.

The potential for development of a contaminated soil treatment “hub” in Walsall was considered in the Walsall Site Allocation, CIL Deliverability and Viability Study but the study concluded that as the preferred method of treatment is currently in-situ treatment, there is unlikely to be a market for a dedicated facility.³⁰ The recent Walsall Council SAD and AAP Minerals Project also considered the potential for recycling of construction and demolition waste into aggregate on three potential sites identified by the Council, and on the sites identified as having potential for other waste management development in the Walsall Site Allocation, CIL Deliverability and Viability Study. The minerals study concluded that none of the sites were without potential obstacles to their viability and deliverability, and it was not recommended that any of them should be allocated in the SAD (see Chapter 9 for further details).³¹

³⁰ Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ, Part 3: Waste Sites Viability and Delivery Study, Chapter 6:

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

³¹ Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 5:

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

As it is not possible to identify any suitable specific sites for open air waste treatment and transfer operations in Walsall, Table 8.2 below provides general guidance on types of operations that may be suitable for development on different categories of open land. The policy clarifies that a grant of permission for such an operation will be subject to addressing any potential impacts on health, the environment and amenity and compliance with the relevant local plan policies, which are identified in the table headings. Where proposals include large scale open storage or processing of waste, applicants will also be required to demonstrate that there will not be unacceptable risks to the site or adjoining land from fire, which has become an increasingly important issue since the BCCS was adopted. It should be noted that some of the types of operations identified in Table 8.2 may not always require explicit planning permission, for example, where they are ancillary to, or are being carried out as part of, another development that already has planning permission or is lawful.

SAD Policy W4 also recognises that some types of open air operation are likely to be temporary. Where the waste management operations are for a specific purpose or to prepare a site for a particular end use (such as treatment of inert construction and demolition waste prior to depositing it onto or into land as part of a land remediation or quarry restoration project) the policy makes it clear that the Council is only likely to grant a temporary permission, consistent with the anticipated timescale for completion of the project. In such cases, the Council is also likely to impose conditions setting out the date by which time the operations are required to cease.

Table 8.2: Open Land in Walsall – Potentially Suitable Waste Operations

Green Belt (SAD Policies GB1, GB2)	Urban Open Space (BCCS Policy ENV6, SAD Policy OS1)	Vacant Previously Developed Land (BCCS Policies CSP1, CSP2)
Disposal of clean inert waste soils onto or into land, where required for landscaping, land remediation and habitat creation Disposal of inert and non-hazardous wastes at quarries Disposal of inert wastes onto or into land, to infill and stabilise voids created by historic mining and	Disposal of clean inert waste soils onto or into land, where required for landscaping, land remediation and habitat creation Disposal of inert wastes onto or into land, to infill and stabilise voids created by historic mining and quarrying activities Disposal of inert wastes onto or into land, for the	Disposal of clean inert waste soils onto or into land, where required for landscaping, land remediation and habitat creation Disposal of inert wastes onto or into land, to infill and stabilise voids created by historic mining and quarrying activities Disposal of inert wastes onto or into land, for the

<p>quarrying activities</p> <p>Recycling of construction and demolition waste at quarries for the purpose of pre-treating waste prior to disposal in the quarry void</p> <p>Open windrow composting</p> <p>Small-scale composting associated with nature reserves, recreation grounds, garden centres, nurseries etc.</p> <p>Small-scale facilities on farms or at equestrian establishments for managing agricultural waste</p> <p>Waste water treatment</p> <p>Surplus storm and flood water management (subject to flood risk assessment)</p>	<p>purpose of infilling of other voids such as railway cuttings</p> <p>Treatment/ remediation of contaminated soils, either in-situ or at dedicated "hub" site</p> <p>Small-scale composting associated with parks, nature reserves, recreation grounds and allotments</p> <p>Waste water treatment</p> <p>Surplus storm and flood water management (subject to flood risk assessment)</p>	<p>purpose of infilling of other voids such as railway cuttings</p> <p>Re-use and recycling of construction and demolition wastes at building sites to produce construction aggregates</p> <p>Treatment/ remediation of contaminated soils, either in-situ or at dedicated "hub" site</p>
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Source: This is a modified version of Table 8.8b in Chapter 8 of the Walsall SAD Issues & Options Report (April 2013), Walsall Council and is based on the guidance in BCCS Policy WM4.

8.4.2 Evidence

- BCCS - Spatial Objective 9, Policies WM3 and WM4, Waste Key Diagram and Appendix 6
- Black Country Core Strategy - Waste Planning Study (May 2009), Atkins
- Black Country Core Strategy - Waste Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 8
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR

- Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6
- Walsall Council SAD & AAP Minerals Project (2015), Amec Foster Wheeler - Chapter 5
- Waste Sites Evaluation Report (January 2016), Walsall Council
- Walsall SAD Technical Appendices 4 and 5

8.4.3 Delivery

It is expected that new waste treatment and transfer capacity will be delivered in the locations identified in the policy by the private sector. The Council will work with waste operators and their agents and with the relevant regulatory bodies, on the delivery of new waste infrastructure projects, to ensure that the locations chosen are suitable for the types of operations proposed, are in accordance with the BCCS spatial strategy.

8.4.4 Monitoring

The implementation of SAD Policy W3 will be monitored against the indicator and target identified in the table below.

Indicator	Targets	Relevant BCCS Indicator/ Target?
SAD WPR1: Proposed new waste treatment and transfer facilities – compliance with BCCS Policy WM4 and SAD Policy W3	100% of applications approved to comply with policy requirements	Yes – see BCCS LOI WM4

Progress on determination of relevant planning applications and delivery of the policy requirements will be reported in annual Authority's Monitoring Reports (AMRs).

8.5 New Waste Management Development – Waste Disposal

SAD Policy W4 supplements the existing BCCS Policies WM3 and WM4, by providing further guidance on suitable sites and locations in Walsall where new waste disposal infrastructure may be developed. The proposed landfill sites at Aldridge and Sandown Quarries identified in BCCS Policy WM3 are identified as Potential Waste Sites in the policy together with a former railway cutting where infilling with waste is currently underway. The policy also provides guidance on other potentially suitable locations for waste disposal operations in Walsall.

SAD Policy W4: New Waste Management Development – Waste Disposal

- a) The Council may permit waste disposal operations where it has been demonstrated that it is not feasible to re-use, recycle or recover value from the waste to be disposed of, or that the disposal of waste is necessary to achieve a beneficial use of the land.
- b) The Council will expect new waste disposal operations to be appropriately located, and to demonstrate compliance with the locational guidance in BCCS Policy WM4 and national policy guidance on waste. Further guidance on the types of locations in Walsall that may be suitable for disposal of waste onto land may be found in Table 8.2 in the Policy Justification to SAD Policy W3. All proposals for waste disposal must demonstrate that the operations proposed would not be harmful to human health, the environment or amenity, and that any potentially harmful effects likely to arise will be effectively managed. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will also be an important material consideration.

Disposal of Waste at Existing and Former Quarries

- c) There are currently two permitted landfill sites at former quarries in Walsall, both of which are identified as Strategic Waste Sites in SAD Policy W2. These are listed in the table below.

Strategic Waste Sites – Waste Disposal (Landfill Sites)

SAD Waste Site Reference	SAD Minerals Site Reference	Site Name and Address	Landfill Site Type	Estimated Life Remaining at 31.03.15¹
WS2	MP4	Branton Hill Landfill Site, Branton Hill Lane, Aldridge	Inert Only	Not known ²
WS10	MP6	Highfields South Landfill Site, Coppice Lane, Walsall Wood	Non-Hazardous	Uncertain ³

Notes on Table:

1. Remaining life of permitted landfill sites depends on: a) the void space remaining and b) the end date specified for cessation of infilling operations in the current working conditions/ conditions of the approved working programme. See SAD Minerals Policies M4 and M6 for further details.

2. Remaining life of Branton Hill Landfill Site is not known - the current working conditions do not specify an end date for completion of infilling operations, although there was unlikely to be much if any void space remaining at the time of Publication (March 2016).

3. Remaining life of Highfields South Landfill Site is also uncertain - while the approved restoration programme requires infilling of wastes to be completed within 8.5 years of commencement, i.e. by the middle of 2016 (Condition 4 of 07/0046/WA/E1), infilling rates have been lower than anticipated, and there is significant void space remaining. A request for an EIA Screening Opinion was submitted to the Council in 2015, in respect of a proposal to extend the landfill completion until 31/12/25 (15/1403). However, planning permission had not been granted for the proposed extension of time at the time of Publication (March 2016), and until such time as a formal decision has been made by the Council, the estimated life remaining is regarded as uncertain.

d) Further proposals relating to disposal of waste at the sites in the table above will be subject to SAD Policies M4 and M6, which set out requirements for proposed changes to quarry restoration programmes.

e) Disposal of waste at other quarries not identified in this Policy may also be supported where it can be demonstrated that this is the most appropriate method of restoration to achieve a beneficial and appropriate end use for the site. Proposals will also be expected to comply with the guidance in BCCS Policies MIN5, SAD Policies M4, M6 and M9, and relevant national policy guidance on the restoration of former mineral working sites.

Potential Waste Sites – Waste Disposal

f) In addition to the existing sites, the Council will support proposals for the disposal of pre-treated waste at the Potential Waste Sites listed in the table below, where they comply with requirements identified at a) above, subject to addressing any site-specific constraints and opportunities, including those identified in SAD Waste Technical Appendix 5.

Potential Waste Sites – Waste Disposal

SAD Waste Site Reference	SAD Site Minerals Reference	BCCS Reference	Site Name and Address	Types of Waste Permitted¹	Estimated Void Space at 31.03.15²
WP1	MP1	WP1	Former Aldridge Quarry, Birch Lane, Aldridge ³	Pre-treated inert waste	600,000

WP6	MP7	WP3	Sandown Quarry, Stubbers Green Road, Aldridge ³	Quarry waste	3,000,000
-	-	WP5	North Walsall Cutting, between Reedswood Way and Mill Street, Walsall	Pre-treated inert waste	80,000

Notes on Table:

1. These are the types of waste currently permitted to be deposited in each site for the purpose of restoration, in accordance with the current planning permissions.
2. The estimated void space of sites WP1 and WP3 is based on estimates from a survey of landfill capacity in the West Midlands carried out in 2009. The estimated void space of site WP5 is from the planning application.
3. Sites WP1 and WP3 are existing/ former quarries. See SAD Minerals Policies M4 and M7 for further details of current requirements relating to these sites.

g) As two of the Potential Waste Sites listed in the table above are also Permitted Mineral Sites, they are identified on the Policies Map and on Map 8.1 by way of symbols. Infilling operations at these sites will be subject to any approved quarry phasing plans and restoration programmes.

Disposal of Waste onto or into Land

- h) Planning permission has been granted for infilling of North Walsall Cutting, Reedswood with pre-treated inert waste (SAD Reference WP5). This site has therefore been identified as a Potential Waste Site in the table above and its location is shown on Map 8.1 and on the SAD Policies Map as a symbol. Preliminary works are underway and infilling of this site is expected to commence shortly, and to be completed early within the plan period.**
- i) Disposal of pre-treated inert waste onto or into land may be permitted on other sites where it is for the legitimate purpose of infilling historic mining and quarrying voids, railway cuttings, land remediation, site preparation or landscaping, to prepare the site for a beneficial end use. Such proposals will be expected to be subject to a phasing plan for the infilling operations, to be agreed between the Council and the applicant.**
- j) The Council may also impose Conditions on any grant of permission for disposal of waste onto or into land, relating to:**

- i. The end date for the infilling operations;**
- ii. The tonnages of waste to be imported and/ or disposed of;**
- iii. The submission of further details relating to on-site pre-treatment of waste (see SAD Policy W3);**
- iv. The timescale and phasing of the infilling operations, landscaping, and after-care where required; and**
- v. The proposed end use of the site.**

Disposal of Waste by Incineration or Chemical Treatment

- k) Incineration of waste or chemical treatment of waste may be permitted in employment areas identified on the Policies Map, where it is ancillary to an existing industrial land use and/ or appropriate to the category of employment land, provided that the requirements identified at a) above are met, the operations are enclosed within a building, and it has been demonstrated that recovery of the waste is not feasible.**

8.5.1 Policy Justification

National policy guidance advises that when planning for future waste management requirements, adequate provision should be made for waste disposal.³² The Walsall Site Allocation, CIL Deliverability and Viability Study did not consider options for waste disposal, but Part 3 of the Study, which considered viability and delivery of sites for waste management, but identified that waste disposal is the least desirable outcome for waste, being at the bottom of the “waste hierarchy.”³³

When planning for new waste disposal facilities, specific locational factors have to be taken into account, and will often determine where facilities are developed. All methods of waste disposal, including landfilling, land-raising, disposal of waste onto or into land, incineration, and chemical treatment, require planning permission, so the SAD needs to include a policy to guide decisions on such developments.

Opportunities for new waste disposal sites are most likely to come forward at former mineral extraction sites where restoration has either not been fully completed, or is likely to begin at some point during the plan period, once mineral extraction ceases. This limits the options for the location of landfill sites. Historically, infilling with waste has been the usual method of restoring quarries. This remains a relevant issue, as Walsall currently has three permitted mineral extraction sites where restoration has either not started or has not been fully completed (see Chapter 9). The recent

³² See National Planning Policy (NPP) for Waste, paragraph 3 and Annex A:
<https://www.gov.uk/government/publications/national-planning-policy-for-waste>

³³ Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ, Part 3: Waste Sites Viability and Delivery Study, Chapter 2:
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

Walsall Council SAD and AAP Minerals Project included a review of the current status of the Permitted Mineral Sites in Walsall, and considered potential issues for quarry restoration.³⁴ A summary of the evaluation of these Options is provided in Waste Technical Appendix 4.

There is currently only one operational landfill site in Walsall, at the former Highfields South Quarry. Until recently, landfilling was also underway at Branton Hill Quarry, but this ceased in 2013 when the quarry closed. However, Branton Hill Quarry is understood to be on the market, and landfilling of any remaining voids is expected to recommence when a new buyer takes over the site. Both of these sites are identified as Strategic Waste Sites in SAD Policy W2, and are identified as existing landfill sites in part c) of Policy W4, although in both cases, infilling is expected to be completed by the end of the plan period.

The BCCS identifies two further proposals for waste disposal in Walsall which are expected to be delivered over the plan period, at the former Aldridge Quarry and existing Sandown Quarry in Aldridge (BCCS Policy WM3, Table 17). At the time the BCCS was prepared, mineral extraction had ceased at Aldridge Quarry and it was awaiting restoration, and mineral extraction was still underway at Sandown Quarry. There has been no change to the operational status of these sites since the BCCS was adopted. These sites are therefore identified as Potential Waste Sites for waste disposal in part e) of Policy W4 and are shown on the Policies Map.

A significant number of objections were received at the Issues & Options stage of the SAD (April 2013) to the proposal for inert landfill at Aldridge Quarry (Site WP1), even though the current working conditions for the quarry already require restoration by infilling with inert waste to previous ground levels. Residents also objected to other options identified in the Birch Lane area for further sand and gravel extraction and housing development (see Chapter 9 for further information about these proposals). The potential effects of waste disposal at Aldridge and Sandown Quarries has been fully evaluated and the main constraints and opportunities for each site are summarised in Waste Technical Appendix 5. The requirements that restoration programmes for each site will be expected to address – whether or not waste disposal is the preferred method – are in SAD Minerals Policies M4 and M7,

Another Option identified at Issues & Options stage for non-hazardous landfill at Atlas Quarry (WP9) has been rejected for two reasons, firstly, that the site is unlikely to come forward for restoration within the plan period, and secondly, because an alternative method of restoring this site is now being proposed by the operator. A planning application for an extension to the quarry was received in 2014 (14/0619/CM), which includes an indicative restoration programme. This – subject to

³⁴ Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapters 3, 6, 7 and 8: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

approval – would involve partial infilling with quarry waste only, and restoration of the expanded quarry as wetland habitat, with a water body created in the remaining void.

It is anticipated that if new mineral extraction sites come forward in accordance with the policies in SAD Chapter 9, restoration by landfilling with waste may be an option for these too, although this may not happen until after the end of the plan period. SAD Technical Appendices 3 and 4 provide an update on the two existing sites and three proposed sites identified in SAD Policy W4 for waste disposal. These are the only sites the Council has been able to identify where waste disposal operations are currently happening or are likely to happen over the plan period.

Most other waste disposal operations not relating to quarries require a specific type of site, such as a void created by a former mine, quarry or railway cutting that requires infilling, or a site that requires the import of waste material to provide a platform for development, or to landscape and contour the land to suit a proposed future land use. The requirements are therefore site-specific, although in areas that have a legacy of previous mining activity like Walsall, opportunities for disposal of waste onto or into land are likely to arise over the plan period. Another site (North Walsall Cutting) is also identified in the policy. This site is a former railway cutting which received planning permission in 2010 for infilling with inert waste – this is currently underway and is expected to be complete early on in the plan period.

SAD Policy W4 has in part been influenced by the issues that have arisen in relation to unlawful waste disposal operations in Walsall, in particular, instances of unlawful disposal of waste onto land. It also provides guidance on other potential methods of waste disposal that could be proposed in Walsall over the plan period, such as disposal of waste by incineration or chemical treatment, and on suitable after uses for temporary waste disposal sites such as landfills. Further guidance on the types of location likely to be suitable for disposal of waste on and into land in Walsall can be found in Table 8.2 above which also includes examples of waste treatment and transfer operations on open land (see Policy W3, Policy Justification).

Waste disposal operations will nearly always require explicit planning permission, except where they are genuinely ancillary to, or are being carried out as part of, another development that already has planning permission or is lawful. The Justification to SAD Policy W3 identifies that in addition to this, waste treatment, transfer and disposal operations will also require any relevant environmental or waste permits. The Environment Agency is the main regulatory body responsible for permitting landfill sites, and will normally require permit applications to include information about impacts on hydrology, flood risk, water resources and water quality, and details of proposals for surface water management and pollution control, particularly where the site is within a groundwater source protection zone or is near to a stream, river or canal. The same information is also likely to be required to support a planning application.

As with waste treatment and transfer proposals, the relevant regulatory bodies and infrastructure providers, including the Environment Agency and the relevant highway authorities, will be consulted on planning applications for waste disposal. The policy highlights that their views will be an important “material consideration” to be taken into account by the Council when planning decisions are made.

8.5.2 Evidence

- BCCS - Spatial Objective 9, Policies WM3 and WM4, Waste Key Diagram and Appendix 6
- Black Country Core Strategy - Waste Planning Study (May 2009), Atkins
- Black Country Core Strategy - Waste Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 8
- Walsall Council Local Plan Monitoring Reports (Authorities’ Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Walsall Site Allocation, CIL Deliverability and Viability Study (2015), DTZ – see Part 3: Waste Sites Viability and Delivery Study, Chapter 2
- Walsall Council SAD & AAP Minerals Project (2015), Amec Foster Wheeler – Chapters 3, 6, 7 and 8
- Waste Sites Evaluation Report (January 2016), Walsall Council
- Walsall SAD Technical Appendices 4 and 5

8.5.3 Delivery

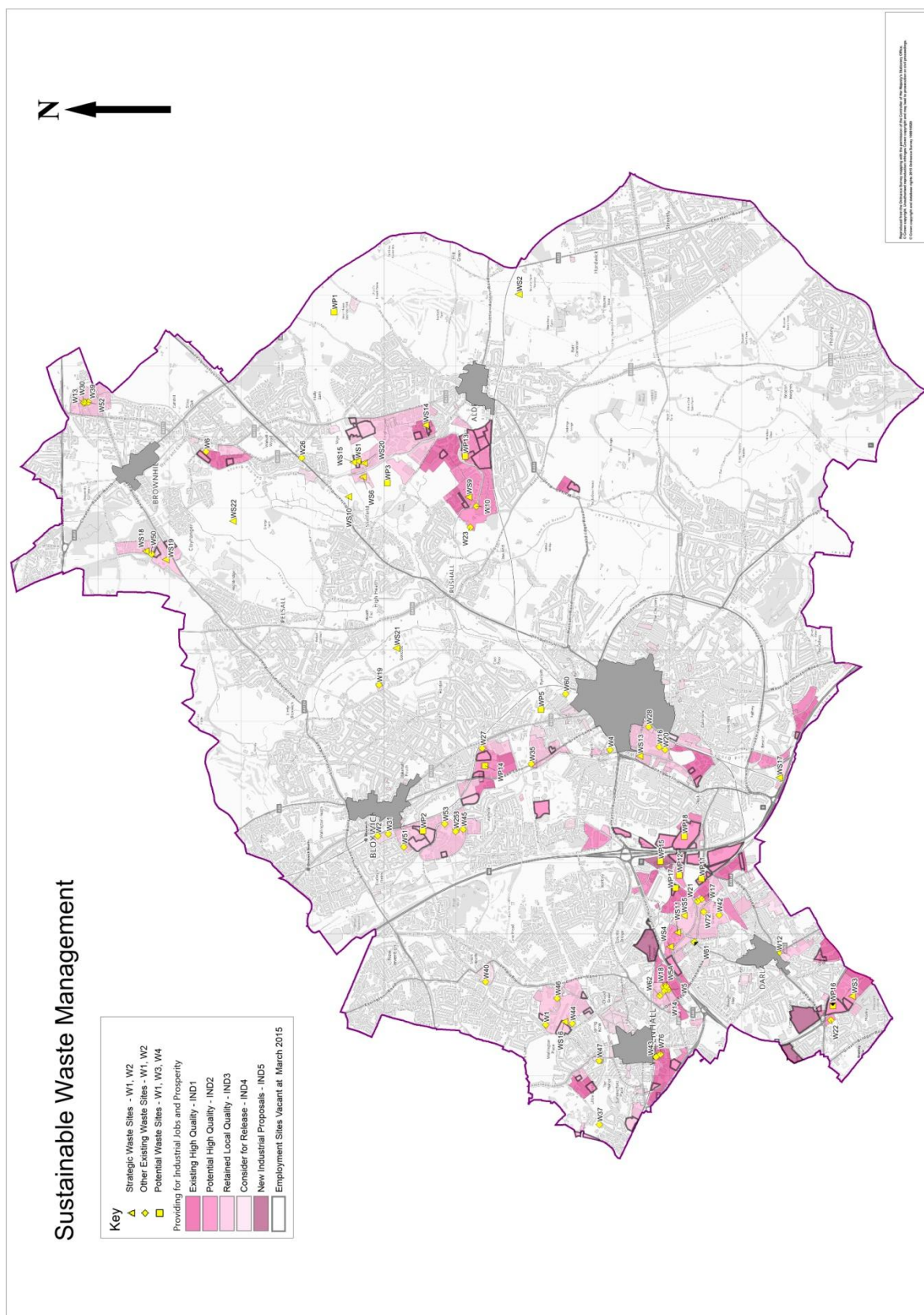
It is expected that new waste disposal capacity will be delivered in the locations identified in the policy by the private sector. The Council will work with waste operators and their agents and with the relevant regulatory bodies, on the delivery of new waste infrastructure projects, to ensure that the locations chosen are suitable for the types of operations proposed, are in accordance with the BCCS spatial strategy.

8.5.4 Monitoring

The implementation of SAD Policy W4 will be monitored against the indicator and target identified in the table below.

Indicator	Targets	Relevant BCCS Indicator/ Target?
SAD WPR1: Proposed new waste disposal facilities – compliance with BCCS Policy WM4 and SAD Policy W4	100% of applications approved to comply with policy requirements	Yes – see BCCS LOI WM4

Progress on determination of relevant planning applications and delivery of the policy requirements will be reported in annual Authority's Monitoring Reports (AMRs).



Map 8.1: Waste Management Sites

9 Sustainable Use of Minerals

9.1 Introduction

This chapter includes policies on safeguarding important mineral resources and mineral infrastructure, future development at existing mineral extraction sites, and other areas of Walsall where mineral extraction may place. Minerals provide the raw materials needed to support economic growth and quality of life. National policy guidance emphasises the importance of having a steady supply of such materials to provide the infrastructure, buildings, energy and goods that the country needs³⁵.

Walsall is part of the Black Country, an area rich in mineral resources, which relative to its size, is the most geologically diverse area in the world. The BCCS has already identified the broad extent of the most important mineral resources in the Black Country, such as sand and gravel, brick clay and coal, key mineral infrastructure, existing mineral extraction sites, and “areas of search” where new mineral extraction could take place between now and 2026 to support planned development, provided this would not have unacceptable impacts on the environment or local communities.

The main role of the SAD is to explain how the mineral resources and existing mineral production sites in Walsall will be safeguarded, to define the Permitted Minerals Sites and Potential Minerals Sites/ Areas of Search around them where mineral extraction is expected to take place during the plan period, and to provide specific guidance for new or revised proposals for mineral extraction in these areas.

The policies for minerals have been grouped under the following headings:

- 9.2 Minerals Safeguarding – Policies M1 and M2;
- 9.3 Aggregate Minerals – Policies M3 – M5;
- 9.4 Industrial Minerals – Policies M6 – M8; and
- 9.5 Energy Minerals – Policies M9 and M10

Table 9.1 below lists the types of mineral designations shown on the SAD Policies Map, the SAD Site References for each type of designation, and the SAD and BCCS policies which apply to them.

Further background information is provided in the Evidence documents listed in this Chapter, including the Minerals Sites Evaluation Report, and in the following SAD Minerals Technical Appendices:

- Appendix 1 – Glossary
- Appendix 2 – Mineral Resources in Walsall – Evidence Base Summary
- Appendix 3 – Mineral Infrastructure Sites in Walsall
- Appendix 4 – Permitted Minerals Sites in Walsall - Profiles

³⁵ National Planning Policy Framework (NPPF) (2012), CLG, paragraph 142:
<http://planningguidance.planningportal.gov.uk/>

- Appendix 5 – Brick Clay Supply Issues in Walsall - Summary
- Appendix 6 – Evaluation of Minerals Options – Summary

Table 9.1 – SAD Mineral Designations and Relevant Policies

SAD Minerals Designations	SAD Site References	Relevant SAD Policies	Relevant BCCS Policies
Minerals Safeguarding Area (MSA) ³⁶	N/A	M1	MIN1
Mineral Infrastructure Sites	MI1 – MI8	M2, M3	MIN1
Brickworks/ Pot Clay Manufacturer	MB1 – MB3 MC1	M6, M9	MIN3, MIN4
Permitted Minerals Sites	MP1 – MP9	M4, M5, M7, M8, M9	MIN2, MIN3, MIN4, MIN5
Potential Minerals Sites	MXP3	M7	MIN3, MIN5
Areas of Search	MXA1 – MXA3	M4, M5, M7	MIN2, MIN3, MIN4, MIN5

9.2 Minerals Safeguarding

Safeguarding of Mineral Resources

Minerals can only be worked where they are found, which limits the options for where future mineral working can take place. Therefore, national policy guidance requires mineral planning authorities such as Walsall Council to develop and maintain an understanding of the extent and location of mineral resources in their areas, and safeguard potentially important mineral resources in their area through their local plans.³⁷ The BCCS has already identified the broad extent of mineral resources in the Black Country on the Minerals Key Diagram, and includes a policy on safeguarding these resources (BCCS Policy MIN1). To provide more detailed guidance at a local level, a detailed minerals safeguarding area (MSA) has been defined on the SAD Policies Map, and Policy M1 provides further guidance on how the Council will apply BCCS Policy MIN1 when considering planning applications for development within the MSA.

³⁶ Also shown on AAP Policies Map

³⁷ NPPF, paragraphs 143 and 163: <http://planningguidance.planningportal.gov.uk/>

SAD Policy M1: Safeguarding of Mineral Resources

Minerals Safeguarding Area (MSA)

- a) A minerals safeguarding area (MSA) is shown on Map 9.1 and is defined on the SAD Policies Map. This is based on the MSA shown on the BCCS Minerals Key Diagram, which has been further refined to identify the extent of minerals of local and national importance occurring in Walsall. These are as follows:
- i. Sands and gravels – Bedrock (Triassic, Sherwood Sandstone, Kidderminster Formation and Hopwas Breccia) and Superficial (River and Glacial)
 - ii. Brick clays – Etruria Formation (principal brick clay resource within Upper Coal Measures), Alveley Member (also referred to as Keele Member) and Enville Member
 - iii. Coal (Carboniferous - Upper and Lower Coal Measures) and associated minerals including fireclays
 - iv. Limestone (Silurian – Barr and Wenlock Formations)
 - v. Dolerite (Igneous intrusion or extrusion of uncertain date)

Separate technical documents are available, containing maps showing the parts of Walsall Borough where each of these minerals can be found.

Non-Mineral Development within the MSA

- b) Where non-mineral development is proposed in the MSA, which falls within the thresholds identified in BCCS Policy MIN1, applicants will be expected to consider the feasibility of extracting any minerals present in advance of the development (“prior extraction”).
- c) It is recognised that in Walsall “prior extraction” of the above minerals will rarely be feasible on small, previously-developed urban sites. The Council will therefore support non-mineral developments within the MSA where it can be demonstrated that this is the case, such as in the situations described in BCCS Policy MIN1.

Non-Mineral Development near to Mineral Extraction Sites

- d) In accordance with BCCS Policy MIN1, non-mineral development will not be permitted near to a Permitted Minerals Site or Potential Minerals Site identified on the SAD Policies Map, or near to any other site where permission for mineral extraction has been granted, unless it can be demonstrated that it would not prevent or compromise mineral working.

Non-Mineral Development within Areas of Search

- e) In accordance with BCCS Policy MIN1, non-mineral development will not be

permitted within the Areas of Search identified on the BCCS Minerals Key Diagram and SAD Policies Map unless it has been demonstrated that it would not sterilise any of the mineral resources or prevent or compromise mineral working within the Area.

Safeguarding of Minerals Infrastructure

As well as safeguarding mineral resources, national policy guidance requires local plans to safeguard important infrastructure for processing, transport and distribution of minerals and mineral products.³⁸ BCCS Policy MIN1 identifies a number of mineral infrastructure sites in the Black Country which are to be safeguarded, including three sites in Walsall. SAD Policy M2 identifies a number of other sites which should be safeguarded in accordance with national policy, and provides further guidance on how the BCCS policy will be applied within Walsall.

SAD Policy M2: Safeguarding of Minerals Infrastructure

Mineral Infrastructure Sites

a) The boundaries of the Mineral Infrastructure Sites listed in the table below are shown on the SAD Policies Map and the location of each site is also shown on Map 9.2 by way of symbols. These sites will be safeguarded in accordance with BCCS Policy MIN1.

Mineral Infrastructure Sites

SAD Minerals Site Reference	SAD Waste Site Reference	SAD Industrial Land Reference ¹	BCCS Reference	Site Name and Address	Facility Type
MI1 ²	WS1	IN9.8	MI1	Former Bace Groundworks Site, Coppice Lane, Aldridge	Aggregates recycling
MI2 ²	WP6	-	-	Branton Hill CLEUD Relocation Site, off Chester Road, Aldridge	Aggregates recycling
MI3 ³	-	IN51.1	MI9	Hope	Rail-linked

³⁸ NPPF, paragraph 143: <http://planningguidance.planningportal.gov.uk/>

				Construction Depot, Fairground Way, Walsall	cement and aggregates distribution facility, RMX concrete plant ⁴
MI4 ²	WS17	IN54.4	-	Bescot Triangle South, off Bescot Road, Walsall	Aggregates recycling
MI5	-	IN81	-	Express Asphalt Darlaston, Downs Road, Willenhall	Coating plant ⁵
MI6	-	IN78.12	-	G & B G Morris, Willenhall Industrial Estate, off Eastacre, Willenhall	Secondary aggregates processing
MI7 ²	WS20	IN9.9	-	Interserve Waste Recycling Centre, Brickyard Road, Aldridge	Aggregates recycling
MI8	-	IN32.1	-	Lafarge Readymix Birmingham, off Fenchurch Close, Walsall	RMX ⁴ concrete plant

Notes on Table:

1. These sites are identified in SAD Chapter 4, Policy IND3: Retained Local Quality Industry (IN9.8, IN9.9, IN32.1, IN51.2, IN54.4 and IN81), except for MI6 which is part of a larger site identified in Policy IND4: Potential High Quality Industry (IN78.12).
2. These are aggregates recycling facilities which are also identified as Strategic Waste Sites – see SAD Policy W2. Site MI2 (Branton Hill CLEUD Relocation Site) is part of Branton Hill Quarry which is a Permitted Mineral Extraction Site (MP4) – see SAD Policy M4.
3. This is a rail-linked facility - cement and aggregates are transported to the site by rail from the operator's sites near Buxton in Derbyshire.
4. RMX concrete plant = facility for manufacture of ready mix concrete.
5. Coating plant = facility for manufacture of coated mineral products, such as asphalt and roadstone.

Mineral Infrastructure Sites – Mineral Development

- b) The Council will support proposals to upgrade, expand, modify or relocate existing operations at these sites, where the development would help to improve the supply and distribution of mineral products in the Black Country, provided that potentially harmful effects on health, the environment or local amenity will be effectively managed, in accordance with BCCS Policy MIN5.**
- c) Where sites are affected by existing environmental constraints this will also be an important material consideration, and proposals should demonstrate compliance with relevant local plan policies and national policy guidance on the protection of the environment.**

Mineral Infrastructure Sites – Non-Mineral Development

- d) Proposals to change the use of a Mineral Infrastructure Site to a non-mineral land use (including a vacant site with planning permission or a lawful use for processing or bulk transport of minerals) should be supported by evidence justifying the change of use.**
- e) In accordance with BCCS Policy MIN1, this should include evidence demonstrating that there is no realistic prospect of the site being re-used. Where an operational site would be lost as a result of the development, applicants should also provide evidence that the loss would not have adverse impacts on the future production and supply of mineral products in the Black Country.**
- f) Proposals for non-mineral development near or adjacent to a Mineral Infrastructure Site should be supported by evidence demonstrating that the development would not compromise the continued operation of the facility.**

9.2.1 Policy Justification

Policy M1 - Safeguarding of Mineral Resources

Current national policy guidance recognises that minerals are a finite natural resource which can only be worked where they are found, and that it is necessary to make best use of these resources, to ensure there will continue to be sufficient supplies remaining for future generations. Mineral planning authorities are therefore required to define minerals safeguarding areas (MSAs) around “minerals of local and

national importance,” and to adopt policies to prevent other development from needlessly compromising (“sterilising”) future exploitation of these resources.³⁹

In particular, local plans are expected to plan for a steady and adequate supply of aggregate minerals and industrial minerals to meet future requirements for building, engineering and industrial development. Policy M1 identifies that there are sand and gravel, brick clay, fireclay and coal resources in Walsall, as well as other minerals such as limestone and dolerite for which there is unlikely to be any demand during the plan period. Further information on where these resources can be found, how they were worked in the past, and the feasibility of further working during the plan period, is provided in SAD Minerals Technical Appendix 2.

The BCCS already defines the broad extent of a MSA for the Black Country on the Minerals Key Diagram, and includes a policy on mineral safeguarding (BCCS Policy MIN1). The indicative MSA covers nearly all of the Black Country, including most of Walsall Borough, reflecting the extent of mineral resources of “local and national importance” underlying the area. These include significant deposits of sand and gravel, brick clays and coal, identified in geological and mineral resource mapping produced by the British Geological Survey (BGS) and the Coal Authority.⁴⁰ The BCCS Key Diagram shows a single MSA covering all mineral resources because of the complexity of the resource areas which overlap each other, but separate maps showing the extent of different mineral types are provided in BCCS Appendix 7.

The Black Country MSA also includes dolerite and limestone resources which were exploited in the past, and are potentially important for local distinctiveness. BCCS Policy MIN4 supports extraction of these minerals in principle where there is a need, where working is feasible, and where appropriate safeguards are met to prevent harm to the environment and amenity. As there is no evidence of any current need to extract these resources in Walsall, the BCCS policy is considered sufficient to meet any future requirements for these minerals.

The MSA for Walsall has been further refined in response to the recommendations of a recent minerals study for Walsall.⁴¹ The area defined on the SAD and AAP Policies Maps (also shown on Map 9.1 in this Chapter) is based on further analysis of the

³⁹ National Planning Policy Framework (NPPF) (2012), CLG, paragraph 143, see also Annex 2: Glossary for the definition of “minerals of local and national importance,” which includes sands and gravels, brick clays and coal: <http://planningguidance.planningportal.gov.uk/>

⁴⁰ See Mineral Resource Information for Development Plans: West Midlands (1999), British Geological Survey and former DETR, Report and Mineral Resource Map of West Midlands/ Warwickshire: <https://www.bgs.ac.uk/mineralsuk/planning/resource.html#MRM> See also Coal Mining Plans for Walsall: Surface Coal Resource Plan published by the Coal Authority: <https://www.gov.uk/government/publications/coalfield-plans-walsall-area>

⁴¹ Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 3 and Figures 3.3, 3.4 and 3.5: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

extent of the mineral resources most likely to be exploited in Walsall over the plan period (up to 2026), which are described above. The MSA does not include any “buffers” around mineral resource areas, as these would serve no practical purpose, given that most of the non-mineral development proposed in the SAD and AAP is on previously-developed land in the existing urban areas, rather than in areas where large scale mineral extraction is most likely to take place.

Current national policy guidance states that minerals planning authorities should not normally permit other development proposals in MSAs where they might constrain future mineral extraction.⁴² However, this approach is not feasible in an area such as Walsall where there are very few areas without underlying mineral resources of “local and national importance.” This means there is no realistic alternative to non-mineral development within the MSA because it would be impossible to meet the Black Country’s future requirements for development and growth otherwise. Hence, the BCCS “growth network,” where most non-mineral development is expected to take place between now and 2026, is within the MSA,⁴³ as are most of the sites identified for development in the SAD and AAP.

While BCCS Policy MIN1 supports the “prior extraction” of minerals in advance of development where feasible, it also recognises that it would be unreasonable to expect all non-mineral development within the MSA to include “prior extraction” of minerals in advance of development, for the following reasons:

- The Black Country’s mineral resources have been heavily exploited in the past, and much of the winnable resource has probably been removed already;
- The urban areas of the MSA are already “sterilised” by development, therefore new non-mineral development in these areas is unlikely to compromise future large-scale mineral extraction proposals;
- Many urban sites in the Black Country are relatively small, and are often affected by other environmental and physical constraints which must be addressed before development can take place, in accordance with BCCS Policy DEL1, which is likely to affect the feasibility of mineral extraction; and
- The need to deliver the development and growth required by the BCCS is a primary objective of the SAD and AAP, and in many cases this will outweigh the need to extract any minerals that may be present.

Therefore, the BCCS policy only requires developments to provide supporting evidence demonstrating that mineral resources will not be needlessly sterilised where they fall within the following size thresholds:

- Sites of 0.5 hectares and over within the Green Belt; and

⁴² NPPF, paragraph 144: <http://planningguidance.planningportal.gov.uk/>

⁴³ See BCCS main Key Diagram and Minerals Key Diagram.

- Sites of 5.0 hectares and over within urban areas.

This requirement does not apply to building conversions or changes of land use that do not involve any new building or excavation works. The site selection and evaluation process for the SAD and AAP has taken into account the effects of development on mineral resources and future mineral working, where the sites under consideration were located within the MSA, and fell within the above thresholds.

The recent minerals study for Walsall has reviewed the potential for “prior extraction” of minerals, and has concluded that this is “unlikely to be feasible in relation to most non-mineral developments in the Borough, nor would these make a major contribution towards mineral supplies.”⁴⁴ The study therefore did not identify a need for any further guidance on mineral safeguarding in the SAD.

SAD Policy M1 therefore adopts the same pragmatic approach as the BCCS, recognising that in the urban areas of Walsall, the need for new development will often outweigh the need to safeguard any minerals that remain present beneath the ground, even if it is feasible in practice to extract them. In accordance with BCCS Policy MIN1, the policy requires planning applications for non-mineral development within the MSA, which fall within the thresholds identified in the BCCS policy, to demonstrate that “prior extraction” of minerals has been considered, and applicants are expected to provide justification if a “prior extraction” scheme is not proposed.

A similar requirement has been included in Policy AAP17 of the AAP, which identifies the key constraints for development in the Town Centre, and the issues developers will be expected to address.

Policy M2 – Safeguarding of Minerals Infrastructure

This policy aims to safeguard all of the known Mineral Infrastructure Sites in Walsall, in accordance with national policy guidance and BCCS Policy MIN1. These include the three sites identified in the BCCS (see Minerals Key Diagram and Table MIN1 in BCCS Appendix 7), plus other sites identified as a result of further technical work and annual monitoring by the Council. The sites to be safeguarded are shown as symbols on Map 9.2 and their boundaries are shown on the SAD Policies Map. There are no Mineral Infrastructure Sites identified in the AAP as none of these sites is in Walsall Town Centre.

The sites identified in the policy are included in a table of all known Permitted Mineral Processing, Storage and Distribution Sites in Walsall at the end of December 2014, in the Walsall SAD & AAP Minerals Study.⁴⁵ This is the most up-to-date

⁴⁴ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 10: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

⁴⁵ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Table 3.2: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

evidence available on minerals infrastructure in Walsall, and there have been no changes to the sites or their status up to the end of the last monitoring year (31.03.15). There are currently eight sites in total. All of the Mineral Infrastructure Sites identified in the SAD have a valid planning permission or lawful use for the operations being carried out.

Four of the sites (MI1, MI2, MI4 and MI7) are also Strategic Waste Sites, as they are sites for recycling construction and demolition waste into aggregates. These sites are therefore also identified in SAD Policy W2, and are shown on the Policies Map as Strategic Waste Sites by way of symbols. Seven of the sites (all except MI2) are also on Retained Local Quality Industrial Land identified in SAD Policy IND3. The table in the policy includes the industrial site references.

Two of the sites are currently vacant (MI1 and MI2) but no alternative land use proposals have come forward on these sites, hence it is proposed to safeguard them in the absence of any proposals to change the land use. Of these, Site MI2: Branton Hill CLEUD Relocation Site is subject to an outstanding planning permission for relocation and consolidation of previous recycling activities at Branton Hill Quarry which were operating until recently under a CLEUD issued in 2000. The relocation site is considered a preferable location, and is therefore identified in the SAD rather than the existing CLEUD area.

The same planning permission covers the proposed new haul road directly off the Chester Road (A452), which is the preferred access point to serve a recycling site in this location. In accordance with the conditions attached to the grant of permission and a linked legal agreement, the new recycling facility cannot be implemented until the new haul road is built. Therefore, the site identified on the Policies Map includes the alignment of the approved new haul road.

9.2.2 Evidence

- BCCS – Spatial Objective 10, Policy MIN1, Minerals Key Diagram and Appendix 7
- Black Country Core Strategy – Minerals Background Paper 2 (February 2010), Black Country Authorities – Chapter 2
- Black Country Joint Core Strategy – Minerals Study 2008, RPS - Chapters 4 and 5 and Figures 2, 3 and 4
- Walsall SAD Issues & Options Report (April 2013), Walsall Council – Chapter 9, Section 9.3 (a) and (b)
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 9, Sections 9.1 and 9.2, Map 9.1, Draft Policies Map
- Walsall AAP Preferred Options Report (September 2015), Walsall Council – Chapter 8, Section 8.7 (Draft Policy AAP17) and Draft Policies Map
- SAD Minerals Technical Appendices 1 and 2

- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports – AMRs) – 2013 and 2014 AMRs
- Walsall Council SAD & AAP Minerals Project (2015), Amec Foster Wheeler – Chapters 3, 6, 7, 8, 9 and 10 and Figures 3.3, 3.4 and 3.5
- British Geological Survey - Mineral Resource Information for Development Plans: West Midlands (1999), Report (pages 10 – 27 including Figures 1 and 2) and Mineral Resource Map of West Midlands/ Warwickshire
- Coalfield Plans for Walsall: Surface Coal Resource Plan and Coal Mining Risk Area Plan, Coal Authority
- British Geological Survey - Mineral Planning Factsheets: Alternative Fossil Fuels (October 2011), Brick Clay (February 2007), Building and Roofing Stone (March 2007), Coal (August 2010), Construction Aggregates (June 2013), Fireclay (October 2006)
- Mineral Safeguarding in England – Good Practice Advice (2011), British Geological Survey and Department for Communities and Local Government

9.2.3 Delivery

The policy will be implemented by the Council in response to applications submitted by developers or their agents for non-mineral development in the MSA, near to Permitted Mineral Extraction Sites, or within the Areas of Search identified on the SAD and AAP Policies Maps, and non-mineral development affecting the Mineral Infrastructure Sites identified in Policy M2 and on the SAD Policies Map. Applicants for development within the MSA that fall within the BCCS Policy MIN1 thresholds will also be expected to provide evidence in support of their approach towards minerals safeguarding, including justification where no “prior extraction” scheme is proposed.

9.2.4 Monitoring

The implementation of SAD Policies M1 and M2 will be monitored against the indicators and targets identified in the table below. Most of these indicators are already being used to monitor the effectiveness of the relevant BCCS policies, as specified in the table.

SAD Policy	Indicator	Target	Relevant BCCS Indicator/ Target?
M1	SAD MSA1: % of non-mineral development proposals approved within the MSA (falling within the thresholds in BCCS Policy MIN1) which do not	100%	Yes – see BCCS Policy MIN1 (LOI MIN1)

	needlessly sterilise mineral resources		
M1	SAD MSA2: % Permissions for non-mineral development in Sand & Gravel Areas of Search	0%	Yes – see BCCS Policy MIN2 (LOI MIN2)
M1	SAD MSA3: % Permissions for non-mineral development in Brick Clay Areas of Search	0%	Yes – see BCCS Policy MIN3 (LOI MIN 3b)
M2	SAD MSA4: Safeguarding of key minerals infrastructure sites identified on the BCCS Minerals Key Diagram and SAD Policies Map	100%	No – new indicator identified in 2012/13 Walsall AMR

Progress on determination of relevant planning applications and delivery of the policy requirements will be reported in annual Authority’s Monitoring Reports (AMRs).

9.3 Construction Aggregates

National policy guidance advises that local plans for minerals should plan for a “steady and adequate” supply of aggregates for building and infrastructure projects, including primary (quarried) aggregates and aggregates produced from “alternative” sources, such as secondary and recycled materials, and should assess the projected demand for their use.⁴⁶

Construction Aggregates – Current and Future Supply Requirements

When planning for future aggregate mineral supplies, mineral planning authorities are required to “so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials.”⁴⁷ It is also assumed in the current national and sub-national guidelines on aggregates production⁴⁸ that a

⁴⁶ NPPF, paragraphs 143, 145 and 163: <http://planningguidance.planningportal.gov.uk/>

⁴⁷ NPPF, paragraphs 143 and 145: <http://planningguidance.planningportal.gov.uk/>

⁴⁸ National and regional guidelines for aggregates provision in England 2005 – 2020 (2009), CLG: <https://www.gov.uk/government/publications/national-and-regional-guidelines-for-aggregates-provision-in-england-2005-to-2020>

proportion of the requirements over the guideline period will be met from “alternatives” to primary land-won and marine-dredged aggregates.

It is not possible to quantify future demand for secondary and recycled aggregates beyond the assumptions in the national and sub-national guidelines. However, production of minerals from secondary and recycled sources (mainly from construction and demolition waste) is expected to continue throughout the plan period at the “fixed” sites in Walsall identified on the SAD Policies Map, and through on-site recycling of construction and demolition wastes at development sites.

National policy guidance advises that minerals planning authorities should plan for a “steady and adequate” supply of primary land-won sand and gravel, based on local assessments of need.⁴⁹ Based on past rates of sand and gravel sales, adopted local plans have identified a requirement for the West Midlands Metropolitan Area (WMMA) to identify resources sufficient to provide around 0.506 million tonnes of sand and gravel per annum.⁵⁰ Nearly all of this is expected to be met through the potential sand and gravel working areas identified in the Solihull Local Plan 2013. Solihull has more extensive areas of sand and gravel resources than any other authority in the WMMA. This is confirmed in the joint Local Aggregates Assessment (LAA) prepared for the WMMA in 2015.⁵¹

However, Walsall is also expected to make some contribution towards the requirement because it is the only authority in the WMMA other than Solihull to have potentially winnable primary sand and gravel resources (see 9.2 above). Accordingly, an indicative annual production target of 50,000 tonnes per annum is identified in BCCS Policy MIN2, and the BCCS also identifies indicative Areas of Search where sand and gravel extraction could take place.

The BCCS target is not being met at the present time, because there are no active quarries in Walsall, so no primary land-won sand and gravel is being produced. However, the situation could change over the plan period if there is increased demand for raw materials for building and engineering projects. The SAD has therefore defined the boundaries of the Areas of Search on the Policies Map and includes policies to guide future sand and gravel extraction in these areas.

Secondary and Recycled Aggregates

BCCS Policy MIN2 on Production of Aggregates recognises that these sources are likely to provide the main source of aggregate minerals produced in the Black Country, and guidance on proposals for recycling of waste into aggregates (including on-site recycling of construction and demolition waste) is provided in BCCS Policies WM4 and WM5. SAD Policy M3 also provides further guidance on the types of

⁴⁹ NPPF, paragraph 145: <http://planningguidance.planningportal.gov.uk/>

⁵⁰ BCCS Policy MIN2 and Solihull Local Plan 2013, Policy

⁵¹ Section 4.2, West Midlands Metropolitan Area Draft Local Aggregate Assessment (LAA) 2015 (November 2015), West Midlands Metropolitan Authorities

locations in Walsall that may be suitable for treatment and transfer of construction and demolition wastes.

SAD Policy M3: Secondary and Recycled Aggregates

Secondary and Recycled Aggregate Production – Existing Sites

- a) There are five sites in Walsall where production of aggregates from secondary and recycled sources is currently permitted. These are identified as Mineral Infrastructure Sites in SAD Policy M2* and are shown on the Policies Map. No other sites suitable for this type of use are identified in the SAD.

Secondary and Recycled Aggregate Production – New Sites

- b) The Council may support development of new secondary and recycled aggregate production facilities in other suitable locations, where they would help to maintain or increase the supply of construction aggregates in the Black Country, provided that the facility would be appropriately located for the types of operations proposed, and that potentially harmful effects on health, the environment or local amenity will be effectively managed, in accordance with BCCS Policy MIN5.
- c) Where sites are affected by existing environmental constraints this will also be an important material consideration, and proposals should demonstrate compliance with relevant BCCS and “saved” UDP policies on the environment.
- d) When considering options for such proposals, applicants are advised to have regard to SAD Policy W3, which provides guidance on potentially suitable locations for waste treatment and transfer operations, including recycling of construction and demolition waste.

*Mineral Infrastructure Sites MI1: Former Bace Groundworks Site, MI2: Branton Hill CLEUD Relocation Site, MI4: Bescot Triangle South, MI6: G & B G Morris, and MI7: Interserve Waste Recycling Centre. Policy M2 applies to proposals to upgrade, expand, modify or relocate existing operations at these sites.

Sand and Gravel – Areas of Search and Permitted Minerals Sites

The BCCS Minerals Key Diagram identifies two indicative Areas of Search around former quarries where future sand and gravel extraction may take place. The boundaries of both Areas of Search (MXA1: Birch Lane and MXA2: Branton Hill) and the Permitted Minerals Sites within them (MP1: Aldridge Quarry and MP4: Branton Hill Quarry) are shown on the SAD Policies Map. There is a current planning

application for an extension to Branton Hill Quarry on land within the Area of Search (BC64995P) which has been in abeyance for several years. SAD Policies M4 and M5 expand on BCCS Policy MIN2, and identify the issues that should be addressed in new or amended planning applications within the Areas of Search.

Sand and Gravel Extraction – Other Areas

No other areas have been identified for future sand and gravel extraction on the SAD Policies Map. The viability and deliverability of working in other parts of the sand and gravel resource area was considered in the SAD & AAP Minerals Study (2015), and no other areas with realistic potential were identified. BCCS Policy MIN2 provides guidance on evaluating sand and gravel extraction proposals that come forward outside the Areas of Search. The requirements in BCCS Policy MIN5 and national policy guidance on minerals will also apply.

SAD Policy M4: Sand and Gravel Extraction – Birch Lane

- a) New or amended proposals for mineral development at the former Aldridge Quarry (MP1) and elsewhere within the Birch Lane Area of Search (MXA1) will be expected to identify, evaluate and address any potential harmful effects on health, the environment, amenity, and infrastructure, including any effects not specifically identified in this policy. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will be an important material consideration.

MXA1: Birch Lane Area of Search

- b) In accordance with BCCS Policy MIN2, new mineral extraction proposals in the Area of Search must provide evidence that the restoration of the former Aldridge Quarry (MP1) is being progressed in a timely manner, that there will be no adverse effects on water resources and water quality within the Groundwater SPZ, and that impacts on the local highway network will be minimised as far as possible. Proposals should therefore be supported by proposals for restoration of the former quarry, a hydrological assessment, a strategy for surface water management and pollution control, and a transport assessment.
- c) As well as the issues identified in BCCS Policy MIN2, the main issues that applicants will be expected to address are as follows:
- i. Accessibility and potential impacts on highway safety;
 - ii. Potential impacts from increased HGV movements on capacity of A452 Chester Road, A461 Walsall Road and Shire Oak Junction;
 - iii. Potential impacts on the amenity of nearby residential areas and businesses, both in Walsall and in neighbouring areas of Lichfield District in Staffordshire;

- iv. **Potential impacts on surrounding agricultural land and holdings;**
 - v. **Potential impacts on Stonnall Road Hedge and Lazy Hill Road Hedge SLINCs and related ecological networks;**
 - vi. **Potential impacts on local landscape character; and**
 - vii. **Potential impacts on archaeology.**
- d) **Suitable after uses for mineral working sites in this area would include agriculture or alternative land uses that maintain “openness” and are appropriate to the Green Belt location. Any imported wastes used in restoration must be suitable inert wastes that minimise risks to groundwater resources and will be capable of supporting these end uses.**

MP1: Aldridge Quarry – Permitted Minerals Site

- e) **Mineral extraction ceased at Aldridge Quarry in 2008 and is not expected to resume, as there are no winnable sand and gravel reserves remaining. Restoration has not started, and the site is now derelict, so the main priority is for restoration to be completed to an appropriate standard, to support a beneficial end use.**
- f) **There is currently no fully approved restoration programme for this site. A new restoration programme will be expected to be submitted to the Council for approval at the earliest opportunity, and will be expected to address the following issues:**
- i. **Stabilisation of quarry slopes, which are now in an unstable condition;**
 - ii. **Infilling to be with imported pre-treated inert waste to previous ground levels, unless an alternative method of restoration is agreed by the Council;**
 - iii. **Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after use;**
 - iv. **Soil stored in bunds to the south of the site to be removed and used in capping and landscaping, on completion of infilling phases;**
 - v. **Potential impacts on nearby residential areas and business park from increased noise, dust and HGV movements arising from restoration works;**
 - vi. **Potential impacts on surrounding agricultural land;**
 - vii. **Potential impacts on highway network and highway safety from haulage of imported infill material to the site;**
 - viii. **Potential risks to water quality within the Groundwater SPZ; and**
 - ix. **After use to be agriculture, or subject to approval by the Council, an alternative land use that maintains “openness” and is appropriate to the**

Green Belt location.

- g) The existing working conditions for Aldridge Quarry (BC61247P) are due to be reviewed in 2016. Proposals for revised conditions relating to restoration, landscaping, aftercare and after use will be expected to address the above issues, and to set a clear end date for completion of the restoration programme.

SAD Policy M5: Sand and Gravel Extraction – Branton Hill

- a) New or amended proposals for mineral development at Branton Hill Quarry (MP4) and elsewhere within the Branton Hill Area of Search (MXA2) should identify, evaluate and address any potential harmful effects on health, the environment, local amenity, and infrastructure, including any effects likely to arise which are not specifically identified in this policy. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will be an important material consideration.

MXA2: Branton Hill Area of Search

- b) In accordance with BCCS Policy MIN2, the Council will not support applications for further sand and gravel extraction within the Area of Search (including the current applications BC52105P for new working conditions for Branton Hill Quarry and BC64995P for an extension to Branton Hill Quarry) unless they are supported by evidence that the restoration of the previously-worked areas of Branton Hill Quarry (MP4) will be progressed in a timely manner, and that there will be no adverse effects on water resources and water quality within the Groundwater SPZ. Applications should therefore be supported by proposals to restore the former quarry, a hydrological assessment, and a strategy for surface water management and pollution control.
- c) The existing access road serving Branton Hill Quarry is not capable of providing access to the remaining unpermitted resources within the Area of Search, to the south of the quarry. Any grant of planning permission for further mineral working in the Area of Search will therefore also be conditional on the construction of a new haul road off the A452 Chester Road in accordance with planning permission 13/0943/FL, or any subsequent planning permission for a new quarry haul road off the A452 Chester Road on a different alignment.
- d) In addition to the requirements in c) and d) above and the other issues identified in BCCS Policy MIN2, the main issues that applicants will be expected to address are as follows:

- i. **Potential impacts on nearby residential properties, businesses and community facilities, both in Walsall and in neighbouring areas of Lichfield District in Staffordshire;**
 - ii. **Potential impacts on Public Rights of Way linking A452 Chester Road to Branton Hill Lane and Daniel's Lane (Ald36, Ald37 and Ald38);**
 - iii. **Potential risks to safety from overhead power line and pylons;**
 - iv. **Potential impacts on surrounding agricultural land and holdings;**
 - v. **Requirement for an appropriate surface water management strategy;**
 - vi. **Potential impacts on Branton Hill SINC and Bourne Pool SLINC and related ecological networks;**
 - vii. **Potential impacts on local landscape character; and**
 - viii. **Potential impacts on archaeology.**
- e) **Suitable after uses for mineral working sites in this area would include agriculture or alternative land uses that maintain "openness" and are appropriate to the Green Belt location. Any imported wastes used in restoration must be suitable inert wastes that minimise risks to groundwater resources and will be capable of supporting these end uses.**

MP4: Branton Hill Quarry – Permitted Minerals Site

- f) **Mineral extraction ceased at Branton Hill Quarry in 2013. While it is possible that working will resume at some point during the plan period, only limited winnable sand reserves are likely to remain. Restoration has not been completed, and parts of the site are derelict, so the main priority is for restoration of the whole site to be completed to an appropriate standard, to support a beneficial end use.**
- g) **There is currently no approved restoration programme for the site. In accordance with c) above, new or amended proposals to extend the quarry should include a phased restoration programme for the existing quarry, which will be expected to address the following issues:**
- i. **Completion of infilling of any remaining voids with pre-treated inert waste;**
 - ii. **Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;**
 - iii. **Public Right of Way (Ald37), linking Branton Hill Lane to the A452 Chester Road and Daniel's Lane via Public Right of Way Ald38, to be re-instated on its previous alignment, or subject to approval by the Council, an alternative alignment, and brought back into use;**
 - iv. **Potential impacts on nearby residential areas and businesses from**

	increased noise, dust and HGV movements arising from restoration works;
v.	Potential risks to Branton Hill SINC while final restoration and landscaping of the rest of the site is underway;
vi.	Potential risks to safety arising from overhead power line;
vii.	Potential risks to groundwater resources within the Groundwater SPZ;
viii.	Requirement for an appropriate surface water management strategy and pollution control strategy;
ix.	After uses for permitted areas to be as follows:
	1) Branton Hill SINC – both sites (area of wetland habitat and area of relict hedgerow) to be retained and managed for nature;
	2) SAD Mineral Infrastructure Site MI2 – aggregates recycling operations to be relocated to this site, subject to construction of a new haul road with access off the A452 Chester Road;
	3) Rest of Permitted Area – publicly accessible open space, to be accessed from re-instated Public Right of Way (Ald37), including wildlife habitats complementary to Branton Hill SINC, or subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.

9.3.1 Policy Justification

Policy M3: Secondary and Recycled Aggregates

The only aggregate minerals currently being produced in Walsall are secondary and recycled aggregates, which are being produced at “fixed” sites, as well as through temporary on-site recycling operations. Recycling may also take place from time-to-time through land remediation projects that involve recycling of waste prior to disposal onto land.

There are two main types of “alternative” or “substitute” materials which can be used instead of the primary sources of aggregates identified above:

- Secondary aggregates are produced as a by-product of quarrying other minerals, or as a by-product of industrial processes; and
- Recycled aggregates are aggregates produced from recycled construction and demolition waste, waste asphalt, road planings, and spent rail ballast.

The main sources of these materials are identified in the Minerals Planning Factsheet on Construction Aggregates published by the British Geological Survey.⁵²

⁵² Mineral Planning Factsheets: Construction Aggregates (2013), British Geological Survey: <https://www.bgs.ac.uk/mineralsuk/planning/mineralPlanningFactsheets.html>

The three operational “fixed” production sites in Walsall are identified as Mineral Infrastructure Sites in Policy M2 and on the SAD Policies Map, and are to be safeguarded for this use. These sites are as follows:

- MI4: Bescot Triangle South – recycled aggregates
- MI6: G & B G Morris – secondary aggregates
- MI7: Interserve Waste Recycling Centre – recycled aggregates

Sites MI4 and MI7 are also identified as Strategic Waste Sites (see Policy W2). In addition to these, there are two other sites with planning permission for aggregates recycling which are currently vacant:

- MI1: Former Bace Groundworks Site
- MI2: Branton Hill CLEUD Relocation Site.

As no alternative proposals have come forward for development on the above sites, they are also identified as Minerals Infrastructure Sites and Strategic Waste Sites in the SAD. This means that the vacant sites will be safeguarded under BCCS Policies WM2 and MIN1 and SAD Policies W2 and M3 until they are either brought back into use, or evidence comes forward that they are needed for an alternative use.

Evidence from national surveys into the production and use of “alternative” materials suggests that a significant amount of construction and demolition waste recycling takes place on-site rather than at the “fixed” sites in Walsall identified above, and that a high proportion of the material generated from this source is of relatively low grade, used mainly for capping and filling. However, the last survey that generated any data on this at a sub-national level was carried out in 2005.⁵³

The available evidence (summarised in the LAA) suggests that there is very little scope to increase production of aggregates from secondary sources in Walsall. Neither of Walsall’s active clay quarries is producing aggregates as a by-product, and metallurgical slag and spent foundry sand generated by Walsall’s foundries and forges does not appear to be used as aggregate. The main source of “alternatives” over the plan period is therefore likely to be aggregates recycled from construction and demolition waste.

The SAD & AAP Minerals Study considered the current evidence on “need” for new construction and demolition waste recycling facilities in Walsall and the wider Black Country, and concluded that this has not changed substantially since the BCCS was prepared.⁵⁴ The latest evidence of trends, from estimates of production nationally,

⁵³ Survey of Arisings and Use of Alternatives to Primary Aggregates in England 2005 - Construction, Demolition and Excavation Waste and Other Materials (2007), Capita Symonds/ WRg:
<http://webarchive.nationalarchives.gov.uk/20120919132719/http://www.communities.gov.uk/publications/planningandbuilding/surveyconstruction2005>

⁵⁴ Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 5:
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

suggest that annual tonnages of waste arising from this stream have not changed significantly since 2004, suggesting that arisings in the Black Country are also not likely to have changed much since the BCCS was adopted.

Annual monitoring shows that existing capacity of “fixed” sites for recycling of C&D waste in the Black Country has also not changed significantly and existing facilities are estimated to have an annual throughput capacity of around 0.7 million tonnes per annum (although new facilities have come forward, BCCS evidence probably over-estimated capacity in 2008). The West Midlands Metropolitan Area (WMMA) Local Aggregates Assessment (LAA) also includes an estimate of the annual throughput capacity of fixed secondary and recycled aggregates facilities in the Metropolitan Area, which includes Birmingham, Coventry and Solihull as well as the Black Country. It is estimated in the LAA that facilities in the WMMA have the capacity to produce around 0.4 million tonnes of secondary aggregates and around 1.1 million tonnes of recycled aggregates per annum.⁵⁵

The SAD & AAP Study considered potential options for new sites for aggregates recycling identified by the Council. These included the two vacant Mineral Infrastructure Sites identified above (MI1: Former Bace Groundworks Site and MI2: Branton Hill CLEUD Relocation Site), and another site at a former sand and gravel quarry where permission for aggregates recycling had been previously sought but refused (following an appeal). The study also reviewed the suitability of the industrial sites identified in the Walsall Site Allocation, CIL Deliverability and Viability Study as having potential for waste management development.

Having considered the viability and deliverability of aggregates recycling on these sites, the study concluded that none of the three sites specifically identified by the Council was without obstacles to viability and delivery, and that given the uncertainties about future “need” and the deliverability of these options, allocation of sites for aggregates recycling is not a viable or reasonable option for the SAD. The study also noted that the Council is unlikely to support this type of use on industrial sites because of the impact on Walsall’s employment land supply.

SAD Policy M3 is therefore an “enabling policy” to be used as the basis for assessing any new proposals that come forward, including any new or revised proposals for recycling on the Mineral Infrastructure Sites identified in Policy M2.

Policies M4 and M5: Sand and Gravel Extraction – Birch Lane and Branton Hill

BCCS Policy MIN2 sets an indicative production target for Walsall of 50,000 tonnes of quarried sand and gravel per annum, based on the rates achieved in the past when Aldridge and Branton Hill Quarries were still operating. However, as both quarries are now closed, Walsall is making no contribution towards sand and gravel production in the WMMA at the present time. There is no evidence of any production

⁵⁵ Tables 4.5 and 4.6, West Midlands Metropolitan Area Draft Local Aggregate Assessment (LAA) 2015 (November 2015), West Midlands Metropolitan Authorities

of sand and gravel through “prior extraction” in Walsall, although the SAD & AAP Minerals Study (2015) identified potential for this (see Chapter 10, 10.4). Although evidence is lacking, it is possible that this is happening through on-site recovery and recycling of “excavation waste,” and is not being recognised as such (see Justification to Policy M3 above).

The BCCS identifies two Areas of Search for potential future sand and gravel extraction at Birch Lane and Branton Hill (BCCS Policy MIN2, Areas MA1 and MA2). The areas identified on the BCCS Minerals Key Diagram are indicative only, and are drawn around the former Aldridge and Branton Hill sand and gravel quarries. As the boundaries of these areas are not defined in the BCCS, it is necessary to do this through the Walsall SAD.

Table 9.2 below summarises the estimated remaining resource within the Areas of Search, which would enable Walsall to make an appropriate contribution towards supplies for the WMMA, although it is unlikely that all of the potential resources identified could be worked within the plan period.

Table 9.2: Sand and Gravel Areas of Search in Walsall – Estimated Resource

Area of Search	Estimated Sand & Gravel Resource – Permitted Reserves (million tonnes)	Estimated Sand & Gravel Resource – Unpermitted Resources (million tonnes)
MXA1: Birch Lane	0	5.2
MXA2: Branton Hill	0	1.2
TOTAL	0	6.4

Sources: Planning Application BC64995P, Walsall SAD & AAP Minerals Study (2015) Appendix A

Background information about Aldridge and Branton Hill Quarries can be found in SAD Minerals Appendix 4. As sand and gravel working has ceased at both sites, the main priority is to ensure that they are restored as soon as possible to an appropriate standard and for appropriate after uses, in accordance with BCCS Policies MIN2 and MIN5 and national policy guidance.⁵⁶ Although a restoration programme for Aldridge Quarry was partly approved in 2003, details of slope gradients were never submitted for approval and there has been no progress on restoration since the quarry ceased operating in 2008. There is no approved restoration programme for Branton Hill Quarry. The working conditions for both sites are currently under review. Periodic review of the conditions for Aldridge Quarry (BC61247P as varied) is due in April

⁵⁶ See SAD Policy GB2 and NPPF paragraphs 143 and 144:

<http://planningguidance.planningportal.gov.uk/>

2016, and the approved working conditions for Branton Hill Quarry (BC52105P) are subject to an appeal which has been in abeyance since 1999.

Both sites are in the Green Belt, therefore the end uses following restoration should be “appropriate” uses that maintain openness and do not conflict with the purposes of including land within the Green Belt in accordance with local and national policy.⁵⁷ Redevelopment of restored sites with new housing, industry, etc. will therefore not be acceptable. Policies M4 and M5 identify the key requirements to be addressed in future restoration programmes for each site, including suitable end uses.

The Council identified proposed boundaries for the two BCCS Areas of Search in the SAD Issues & Options Report (April 2013) and they were given new SAD References, MXA1: Birch Lane and MXA2: Branton Hill. The boundaries for these areas were based on the old MSAs M1i and M1ii designated in the Walsall UDP, which have technically been replaced by the MSA shown on the BCCS Minerals Key Diagram but are still shown on the printed versions of the UDP Proposals Map.

There has been no change to the boundary of the Branton Hill Area of Search (MXA2) since the Issues & Options stage of the SAD. Application BC64995P to extend Branton Hill Quarry has still not been determined. SAD Policy M5 therefore identifies the main issues that need to be resolved before the application can be determined. This application has been in abeyance for several years, the main reason being that the existing quarry access road is unsuitable to serve the proposed extension site. Permission is therefore dependent on the construction of a new haul road off the A452 Chester Road. Permission was granted for this in 2013 (11/0943/FL), and although construction has started, it had not been completed and brought into use at the time that the SAD was published (March 2016).

At the Issues & Options stage there was a significant number of objections from local residents to the proposed Birch Lane Area of Search (MXA1), and to other proposals for development in the Birch Lane area, but no objections were received regarding the proposals at Branton Hill. The main grounds of objection to the Birch Lane proposals were proximity of potential working areas to existing residential properties, potential impacts on amenity of residents from noise, dust and traffic, and impacts on the local highway network and highway safety from increased use of local roads by heavy goods vehicles. The boundary of the Area of Search was modified following the Issues & Options consultation in response to these comments, and no further objections were received at the Preferred Options stage in 2015.

The SAD & AAP Minerals Study notes that the sand and gravel resource area in Walsall is much smaller than that in Solihull, and is also more constrained by existing development and proximity of residential areas. However, it also noted that a significant proportion of Solihull’s resources are currently affected by the High Speed 2 (HS2) rail project, which could sterilise some of these resources. The potential

⁵⁷ NPPF, paragraphs 87 – 90: <http://planningguidance.planningportal.gov.uk/>

impact of HS2 on resources is also noted in the joint West Midlands Metropolitan Area LAA. The Study therefore concluded that it was appropriate for the SAD to identify where future extraction could take place in Walsall, even though in practice opportunities may not be taken up within the plan period.⁵⁸

In response to requests from local residents to consider alternatives to the Birch Lane Area of Search, the viability of working in other locations within the sand and gravel resource area was explored through the Study (2015). It also considered the viability and deliverability of three potential site allocations within the Birch Lane and Branton Hill Areas of Search (see Chapter 5). The Study concluded that none of the potential Areas of Search identified – including the two identified in the BCCS – is without significant constraints. The Study also concluded that there was insufficient evidence of viability and deliverability to justify allocating any of the three potential site allocations considered. A summary of all the minerals Options considered and the reasons for rejecting those not included in the SAD can be found in Minerals Technical Appendix 6.

In addition to any site-specific environmental constraints, the proximity of the sand and gravel resource areas to the urban area, including extensive residential areas, is likely to be a major issue for any operator seeking to bring forward a new sand and gravel extraction proposal in Walsall. The Study also identified potential for new mineral working sites to have further cumulative impacts on communities in Walsall and Lichfield, over and above the existing impacts of the quarry currently operating at Shire Oak, which is just over the boundary in Staffordshire.

In view of this, the Study recommended that there was no need for the SAD to make further provision for sand and gravel extraction in the SAD, other than the two Areas of Search identified in the BCCS. These areas are therefore identified on the SAD Policies Map and on Map 9.2 and Policies M4 and M5 provide guidance on the requirements that operators seeking permission for sand and gravel extraction in these areas will be expected to address. This is more detailed than the guidance provided in BCCS Policy MIN2 and reflects the environmental and physical constraints identified in the evaluation of Options, including the outcomes of the SAD & AAP Minerals Study and the Sustainability Appraisal (SA). The SA did not identify any harmful environmental, social or economic effects that could not be overcome through application of the SAD policy in combination with BCCS Policies MIN2 and MIN5 and national policy guidance. Further information about the evaluation can be found in the Walsall SAD Mineral Extraction Sites Evaluation Report (2016).

As well as requiring planning permission, mineral extraction and related waste management operations are subject to environmental regulation under separate

⁵⁸ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 3, Section 3.4 and Chapter 6, Section 6.5:

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

legislation. A quarry is not allowed to operate without having all the necessary environmental permits in place, and permits will not be issued unless the regulator is satisfied that the operations will not be harmful to health or to the environment. The ongoing effects of the operations will be controlled under the terms of the permits, as well as under the conditions that apply to the planning permission, and responsibility for enforcement is shared between Walsall Council as the mineral planning authority, and other regulators, such as the Environment Agency.

SAD Policies M4 and M5 will be applied in combination with BCCS Policies MIN2 and MIN5. The SAD policies provide more locally specific guidance than the BCCS. They identify the most important “material considerations” that will be taken into account when making decisions on sand and gravel extraction proposals in the Areas of Search, such as potential effects on the environment and amenity of people living and working nearby, and the views of those consulted on planning applications, in particular, the relevant regulatory authorities, statutory environmental bodies, and organisations responsible for providing and maintaining infrastructure.

9.3.2 Evidence

- BCCS – Spatial Objectives 9 and 10, Policies WM4, WM5, MIN2, MIN5, Minerals Key Diagram
- Black Country Joint Core Strategy – Minerals Study (May 2008), Chapters 1 and 4 and Figures 2 and 3, RPS
- Black Country Core Strategy - Minerals Background Paper 2 (February 2010), Black Country Authorities – Chapters 3 and 4 and Appendices 1 and 2
- Black Country Core Strategy – Minerals Monitoring Update (June 2010), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9, Section 9.3 (b), (c) and (d) and Appendix 9a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 9, Sections 9.3, 9.4 and 9.5, Map 9.2 and Draft Policies Map
- SAD Minerals Technical Appendices 6
- Walsall Council SAD & AAP Minerals Project (July 2015), Amec Foster Wheeler – Chapters 3, 5, 6 and 7, Figure 3.3
- Walsall SAD Mineral Extraction Sites Evaluation Report (February 2016), Walsall Council
- Walsall Council Local Plan Monitoring Reports (Authorities’ Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Planning Applications BC61247P, BC64995P, 13/0943/FL

- West Midlands Metropolitan Area Draft Local Aggregates Assessment (November 2015), West Midlands Metropolitan Authorities
- Annual Monitoring Reports - West Midlands Aggregates Working Party
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015), DTZ - Part 3: Waste Sites Viability and Delivery Study (2015), Chapters 4 and 5
- Collation of the Results of the 2009 Aggregate Minerals Survey for England and Wales (October 2011), British Geological Survey, Department for Communities and Local Government and Welsh National Assembly
- 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/ WRg
- British Geological Survey - Mineral Planning Factsheets: Construction Aggregates (June 2013)

9.3.3 Delivery

It is expected that any new infrastructure for production of aggregates from secondary and recycled sources will be delivered in suitable locations by the private sector, mostly by waste operators, mineral operators or demolition contractors.

Subject to viability, new sand and gravel extraction sites within the Areas of Search identified in the SAD are expected to be delivered by mineral operators. Restoration programmes for the Permitted Minerals Sites and any new mineral extraction sites granted permission subsequent to the adoption of the SAD will also be expected to be delivered by the relevant mineral operators and/ or land owners. The Council will work with mineral operators and their agents and with the relevant regulatory bodies on the delivery of new sand and gravel extraction projects, to ensure that the locations chosen are suitable, and do not have unacceptable impacts on the environment or on local communities.

Implementation of the policy requirements will be by the Council through the development management process. It will also be the Council's role to monitor compliance with approved working conditions for each Permitted Minerals Site, and ensure that sites are restored in a timely manner and to appropriate standards and after uses when working ceases, in accordance with the approved working conditions and restoration programmes.

9.3.4 Monitoring

The implementation of SAD Policies M3, M4 and M5 will be monitored against the indicators and targets in the table below. Most of these indicators are already being used to monitor the effectiveness of the relevant BCCS policies, as specified.

SAD Policy	Indicator	Target	Relevant BCCS Indicator/ Target?
M3	SAD MAG1: Production of Secondary/ Recycled Aggregates – net change in capacity at fixed CD&EW recycling sites	No targets set.	Yes – see BCCS Policy MIN2 (COI MIN2b)
M4 and M5	SAD MAG2: Supply of Primary Land Won Aggregates – sand and gravel sales and landbanks in the former West Midlands County	2008 – 2026: Indicative sand and gravel apportionment for West Midlands County = 0.550 million tonnes per annum Indicative sand and gravel production target for the Black Country (Walsall) = 50,000 tonnes per annum	Yes – see BCCS Policy MIN2 (COI MIN2a)
M4 and M5	SAD MAG3: % Applications at new or former sand and gravel extraction sites satisfying the general requirements and criteria in BCCS Policies MIN2 and MIN5 and the specific requirements in SAD Policies M4 and M5	100%	Yes – see BCCS Policy MIN5 (LOI MIN2)

Progress on determination of applications and delivery of the policy requirements will be reported in annual Authority's Monitoring Reports.

The Council will also continue to monitor production of aggregate minerals through the annual surveys of production sites co-ordinated by the West Midlands Aggregates Working Party (AWP), in which the Council is an active participant, and through periodic national aggregate minerals (AM) surveys. Current and future supply requirements for construction aggregates in the West Midlands Metropolitan Area will also be monitored through the Annual Monitoring Reports produced by the AWP and through Local Aggregates Assessments (LAAs) for the West Midlands Metropolitan Area produced jointly by the seven Metropolitan Authorities.

9.4 Industrial Minerals

National policy guidance advises that minerals planning authorities should assess the projected demand for industrial minerals in their local plans where a need has been identified.⁵⁹ Brick clay is the only industrial mineral currently being worked in Walsall, and is the only industrial mineral for which there is likely to be a demand over the remainder of the plan period (see 9.2 above). There is likely to be an ongoing, long-term demand for brick clay production in Walsall to supply the three brickworks within the borough. Policies M6 – M8 below cover supply of clay to Walsall's brickworks and future proposals for brick clay extraction.

Brickworks – Current and Future Supply Requirements

Local plans for minerals are required to identify sufficient brick clay resources to maintain production at brick manufacturing plants for at least the next 25 years. There are three brickworks currently operating in Walsall, all located in the Stubbers Green area of Aldridge where the principal brick clay resources from the Etruria Formation are found (see SAD Minerals Technical Appendix 2). SAD Policy M6 supplements the guidance already provided in BCCS Policy MIN3, and identifies the issues the Council will take into account when considering proposals relating to the supply of clay to these brickworks.

SAD Policy M6: Brickworks – Future Supply Requirements

- a) **The three brickworks operating in Walsall, all located in the Stubbers Green area of Aldridge, as follows:**
 - **MB1: Aldridge Brickworks, Brickyard Road, Aldridge**
 - **MB2: Atlas Brickworks, Stubbers Green Road, Aldridge**
 - **MB3: Sandown Brickworks, Stubbers Green Road, Aldridge**
- b) **The boundaries of the brickworks (including stockyards, storage areas and parking areas) are shown on the SAD Policies Map and on Map 9.2. The following policy will apply to proposals for supply of clay to these brickworks.**

MB1: Aldridge Brickworks

- c) **This factory is operated by Ibstock Brick Ltd. It has no clay pit of its own and currently relies on clay imported from outside of Walsall. There are currently no restrictions on importation of clay to this factory.**
- d) **The Council will support proposals to expand Atlas Quarry (SAD Site MP2), where this would provide a 25 year supply to Aldridge Brickworks in accordance with current national policy guidance, subject to addressing**

⁵⁹ NPPF, paragraphs 143, 146 and 163: <http://planningguidance.planningportal.gov.uk/>

the issues outlined in SAD Policy M8 and the requirements of BCCS Policy MIN3 on the importation of brick clays.

MB2: Atlas Brickworks

- e) This factory is operated by Ibstock Brick Ltd and is currently supplied with brick clay from the adjacent Atlas Quarry (SAD Site MP2). The quarry is the factory's main source of supply, and currently provides more than 90% of its brick clay requirements, although the factory is allowed to import up to 30% of the clay it uses. The existing permitted reserves at the quarry are not sufficient to provide a 25-year supply to the factory as required by current national policy guidance.**
- f) The Council will support proposals to expand Atlas Quarry (SAD Site MP2), where this would provide a 25 year supply to this factory, in accordance with current national policy guidance, subject to addressing the issues outlined in SAD Policy M8 relating to the quarry expansion.**

MB3: Sandown Brickworks

- g) This factory is operated by Wienerberger and is currently supplied with brick clay from the adjacent Sandown Quarry (SAD Site MP7), and from other sources imported from outside Walsall. This factory is currently allowed to import up to 95% of the clay it uses. The remaining reserves at the quarry are not expected to last beyond the end of the plan period and are insufficient to provide a 25-year supply to the factory, as required by current national policy guidance.**
- h) Proposals for new or expanded stockyards for stockpiling of imported clay will be supported in principle, where they form part of a comprehensive programme to restore the quarry. Such proposals will also be expected to demonstrate compliance with other relevant local plan policies, including BCCS Policies MIN3 and MIN5 and SAD Policy M7. The development of a new stockyard will require planning permission, as it is not currently permitted under the existing permissions for the quarry and brickworks.**
- i) Proposals to import clay from extraction sites in Walsall will be supported in principle, provided that this would not have unacceptable effects on the environment, transport infrastructure, and the amenity of the occupiers of land near to the proposed extraction site(s) and haulage route(s). Such proposals will be expected to demonstrate compliance with other relevant local plan policies, including BCCS Policies MIN4 and MIN5 and SAD Policies M7 and M8 on extraction of brick clay.**

Brick Clay Extraction – Stubbers Green

The BCCS Minerals Key Diagram identifies an indicative Area of Search for brick clay extraction at Stubbers Green, around Atlas and Sandown Quarries. The boundary of the Area of Search (MXA3: Stubbers Green) and the Permitted Minerals Sites within it (MP2: Atlas Quarry and MP7: Sandown Quarry) are shown on the SAD Policies Map. The Area of Search includes a proposed extension site for Atlas Quarry, which is subject to a current planning application (14/0619/CM) which has been approved by the Council “in principle,” subject to the completion of a S106 agreement. Policy M7 expands on BCCS Policy MIN3, and identifies the issues that should be addressed in new or amended applications within the Area of Search.

SAD Policy M7: Brick Clay Extraction – Stubbers Green

- a) New or amended proposals for mineral development at Atlas and Sandown Quarries (MP2 and MP7) and elsewhere within the Stubbers Green Area of Search (MXA3), including the Recordon Land (MXP3) should identify, evaluate and address any potential harmful effects on health, the environment, local amenity, and infrastructure, including any effects likely to arise which are not specifically identified in this policy. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will also be an important material consideration.

MXA3: Stubbers Green Area of Search

- b) In accordance with BCCS Policy MIN3, applications for brick clay extraction within the Area of Search will be expected to support restoration of previously-worked areas, and address risks from flooding and impacts on biodiversity and transport infrastructure. The specific requirements for each site are identified below.
- c) While there is unlikely to be any further scope for mineral extraction within the Stubbers Green Area of Search other than at the sites identified in this policy, the Council may support proposals for working elsewhere within the area where the requirements in c) above and in BCCS Policy MIN5 are met. The Council may also support proposals for deeper working at existing Permitted Minerals Sites, where it can be demonstrated that stable slope gradients can be maintained, and that there would be no adverse effects on the environment (including impacts on hydrology and designated nature conservation sites), or on ground conditions such that it would prevent sites from being restored to a standard that would support appropriate and beneficial end uses.

MP2: Atlas Quarry – Permitted Minerals Site

MXP3: Recordon Land – Potential New Minerals Site

- d) Atlas Quarry is an active clay extraction site which currently supplies the adjacent Atlas Brickworks (MB2), and is expected to continue in production throughout the plan period and beyond. The current working conditions for the quarry (04/1603/MI/M1) are being reviewed as part of the current application to extend it onto the adjacent Recordon Land (14/0619/CM). The Recordon Land is part of an important network of wetland habitats and is designated as a Site of Importance for Nature Conservation (Stubbers Green SINC), so there is potential for the quarry expansion to have harmful effects on ecology and hydrology.**
- e) However, the Council will support proposals to expand Atlas Quarry onto the Recordon Land, and proposals to haul clay from Atlas Quarry to other brickworks in Walsall, where this would help maintain supplies and reduce reliance on imports from other areas, subject to addressing any harmful effects on the local highway network, the environment and amenity. Any new or amended proposals for the expansion of Atlas Quarry should address the following issues:**
- i. Need for updated phasing plan showing the extent of working areas of the expanded quarry and gradients of quarry slopes at the end of each working phase;**
 - ii. Measures to mitigate impacts of mineral extraction on nearby residential areas, businesses and areas of open space from noise, dust and HGV movements during the working and restoration phases;**
 - iii. Flood risk assessment, hydrological assessment, hydrological monitoring regime, surface water management strategy, pollution control strategy, and details of arrangements for maintenance of Anchor Brook channel;**
 - iv. Evaluation of impacts on ecological networks and designated sites in the vicinity of the expanded quarry, including impacts from loss of Stubbers Green SINC and Dumblederry Farm SLINC and impacts on nearby Stubbers Green Bog SSSI, Swan Pool and The Swag SSSI, and Anchor Brook Valley SLINC;**
 - v. A strategy for minimising, mitigating and monitoring impacts on ecological networks and designated sites throughout the working and restoration phases, including retention of existing habitats for as long as possible, mitigation and monitoring of hydrological impacts on the SSSIs, and provision of replacement habitats of equivalent value off-site to compensate for the loss of Stubbers Green SINC and Dumblederry Farm SLINC;**
 - vi. A strategy for minimising harmful impacts on local landscape character, including landscape plans for each working and restoration phase;**

- vii. Indicative restoration strategy and programme for the site, including proposed methods of restoration and arrangements for aftercare, demonstrating that the site will be restored within an appropriate timescale and to an appropriate standard – any imported wastes used in restoration must be suitable inert wastes capable of supporting the end uses specified at viii. below;**
- viii. After use to be publicly accessible open space comprising water body, wetland, woodland and grassland habitats complementary to those already present in the surrounding area, accessed from Stubbers Green Road via Public Right of Way Ald17, or subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.**

MP7: Sandown Quarry - Permitted Minerals Site

- f) Sandown Quarry is an active clay extraction site which currently supplies the adjacent Sandown Brickworks (MB3) and is expected to continue in production until the end of the plan period and possibly beyond, depending on future rates of extraction. The quarry is operating under working conditions approved in 1996 and 2010 (BC40528P and 09/1730/MI/M1) which allow production to continue until February 2042, however, the Council will support proposals to restore the quarry within an earlier timescale.**
- g) There is currently no approved restoration programme for the quarry. A restoration programme will be expected to be submitted to the Council in accordance with the current working conditions and the latest working plans, and will be expected to address the following issues:**
 - i. Restoration to be achieved by infilling of quarry void with inert wastes and/ or water;**
 - ii. Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;**
 - iii. Potential impacts on nearby residential areas and businesses from noise, dust and HGV movements arising from restoration works;**
 - iv. Potential impacts on Stubbers Green Bog SSSI, Swan Pool and The Swag SSSI, Daw End Branch Canal SLINC, and related ecological and hydrological networks;**
 - v. Potential risks from hazardous and toxic wastes deposited into the adjacent former Empire/ Butterley site;**
 - vi. Requirement for flood risk assessment and an appropriate fluvial flooding and surface water management strategy and pollution control strategy;**
 - vii. After use to be publicly accessible open space linking to existing**

public footpath network via Public Right of Way Ald1, comprising wetland, woodland and grassland habitats complementary to the habitats already existing in the surrounding area, accessed from Stubbers Green Road, or subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.

- h) The Council may also support proposals for new stockyards on part of the permitted quarry area where these come forward as part of a comprehensive package for restoration of the quarry (see SAD Policy M6).**

Brick Clay Extraction – Other Areas

Outside of the Stubbers Green Area there are three sites with existing or former planning permissions for brick clay extraction, which are identified as Permitted Minerals Sites on the SAD Policies Map. Brick clay extraction has ceased at two of these sites (MP6: Highfields South and MP8: Vigo/ Utopia), and both sites are currently undergoing restoration. Clay extraction has not started at the other site, Highfields North (MP9), which is subject to a “dormant” mineral permission. SAD Policy M8 provides guidance for new or amended mineral development proposals at each of these sites. The policy also includes guidance on future brick clay extraction the north of the A461, which the only other potential source of Etruria Formation clays in Walsall that could contribute towards the long-term requirements of Sandown Brickworks, once the reserves at Sandown Quarry are exhausted.

SAD Policy M8: Brick Clay Extraction – Other Areas

Permitted Minerals Sites in Shelfield and Walsall Wood

- a) New or amended proposals for mineral development at brick clay extraction sites outside the Stubbers Green area should identify, evaluate and address any potential harmful effects on health, the environment, local amenity, including any effects likely to arise which are not specifically identified in this policy. Any concerns raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers will also be an important material consideration. The specific requirements that will apply to new or amended proposals at the Permitted Minerals Sites identified on the SAD Policies Map at Highfields South (MP6), Vigo/Utopia (MP8) and Highfields North (MP9), and to proposals for brick clay extraction elsewhere, are set out below.**

MP6: Highfields South – Permitted Minerals Site

- b) Clay extraction ceased at Highfields South in 2013. Although there are some permitted reserves of clay remaining, the operator has confirmed that this is only sufficient to provide material needed for the engineering of the landfill and for restoration, and the approved restoration programme also does not permit further mineral extraction. Clay extraction is therefore not expected to resume again on this site within the plan period.**
- c) Restoration by infilling with non-hazardous waste is currently underway, in accordance with the approved restoration programme (07/0046/WA/E1 as varied by 10/0165/FL and 11/0953/FL). Infilling is required to be completed within 8.5 years of commencement (i.e. by September 2016), although the operator has indicated that it is likely to take longer. In the event that revised proposals for restoration are brought forward while this policy remains in effect, they will be expected to comply with the following requirements of the approved restoration programme:**
 - i. Restoration to be achieved by infilling of quarry void with inert and non-hazardous wastes only;**
 - ii. Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;**
 - iii. Measures to address potential impacts on nearby residential areas and businesses from noise, dust, odours and HGV movements arising from restoration works;**
 - iv. Requirement for an appropriate surface water management strategy including maintenance of Vigo Brook channel around perimeter of site;**
 - v. After use to be publicly accessible open space, comprising woodland, grassland and wetland habitats that support the species specified in the approved restoration programme, accessed from A461 Walsall Road and Boatman's Lane.**

MP8: Vigo/Utopia – Permitted Minerals Site

- d) This former clay extraction site has now been restored as an area of open space and the final phase of landscaping is underway. The restored site is therefore designated as New Open Space on the Policies Map (SAD Reference OS3052).**
- e) A compound to the south of the open space includes facilities for the treatment of landfill gas from this site and leachate from this site and Highfields South (MP6). This is identified as a Strategic Site for waste (Site WS15 - see SAD Policy W2) as these facilities are expected to remain in place for the duration of the plan period.**

MP9: Highfields North – Permitted Minerals Site

- f) Highfields North is classified as a “dormant” site because it is subject to an**

old mineral permission (EB593 registered under permission EB3410) which has not been implemented. The permitted site is in an area of wetland habitat which is of significant importance for nature conservation. The “dormant” site has been included in a Site of Special Scientific Interest (Jockey Fields SSSI) and much of the surrounding area is designated as a Site of Local Importance for Nature Conservation (Jockey Fields SLINC), being within the consultation area for proposals affecting the SSSI. Mineral extraction within this site will therefore permanently destroy at least some of the site’s special features.

- g) As this is a “dormant” site, mineral working may not commence until a modern schedule of working conditions has been approved by the Council. An application for modern working conditions for this site will be expected to include the following supporting information:**
- i. Updated information on estimated total reserves, annual production rates and the brickworks to be supplied with clay exported from the site;**
 - ii. Revised phasing plan for expanded quarry showing extent of working areas and gradients of quarry slopes at end of each working phase;**
 - iii. Air Quality Assessment evaluating impacts from dust generated by quarrying operations and pollutants generated by vehicles exporting material from the site along the A461 corridor, where the statutory limit values for nitrogen dioxide (NO₂) are currently being exceeded;**
 - iv. Noise Assessment evaluating impacts from noise generated by the quarrying operations and by vehicles exporting material along the A461 corridor, sections of which have been identified by the Council as “Important Areas” where action is needed to address noise;**
 - v. Details of new vehicular access to working area;**
 - vi. Transport Assessment evaluating impacts on capacity of A461 Walsall Road and Shelfield and Shire Oak Junctions, and details of improvements proposed to address impacts on highway capacity where required;**
 - vii. Details of arrangements for diversion of Public Right of Way linking A461 Walsall Road to Green Lane (Bro41);**
 - viii. Assessment of impacts on nearby residential properties, businesses and community facilities;**
 - ix. Assessment of potential impacts on surrounding agricultural land and holdings;**
 - x. Hydrological and Hydrogeological Assessments and Flood Risk Assessment, evaluating potential risks to groundwater, water resources and water quality, and a proposed strategy for surface water**

management, waste water management and pollution control during working and restoration phases;

- xi. **Ecological Assessment evaluating impacts on Jockey Fields SSSI and SLINC, and related ecological networks, and a strategy for minimising loss of the SSSI's special features and harmful effects on priority habitats within both sites, which should include permanent retention of a proportion of the SSSI's special features throughout the working phases of the site, retention of other habitats of ecological value for as long as possible, provision of replacement habitats of equivalent value to compensate for unavoidable loss of special features of the SSSI and other priority habitats, and maintenance of important linkages between habitats throughout the working and restoration phases;**
- xii. **Landscape Assessment evaluating impacts on local landscape character, and a landscape strategy for each working phase and restoration phase, demonstrating how harmful effects will be minimised as far as possible;**
- xiii. **Archaeological Assessment evaluating the impacts on above- and below-ground archaeology, and a strategy for preservation and/ or recording of any archaeological remains present;**
- xiv. **Indicative restoration strategy and programme for the site, demonstrating that the site will be restored within an appropriate timescale and to a standard that will enable it to support the proposed after uses - any imported wastes used in restoration must be inert wastes capable of supporting the end uses required at xv. below;**
- xv. **At least 90% of the worked areas must be restored as recreated wildlife habitats of equivalent type and value to those currently present within the Jockey Fields SSSI. Potentially acceptable after uses likely to be compatible with the recreation of these habitats include:**
 - 1) **Agricultural land;**
 - 2) **Horse grazing land;**
 - 3) **Publicly accessible open space, to be accessed from re-instated Public Right of Way (Bro41) via Walsall Road and Green Lane; and**
 - 4) **Subject to approval by the Council, alternative land uses that maintain "openness" and are appropriate to the Green Belt location.**
- h) **The Applicants are also strongly advised to seek an EIA screening opinion from the Council before submitting an application for modern working conditions for this site.**

Brick Clay Extraction – New Sites

- i) **Etruria Formation clays are a nationally scarce resource, and in Walsall**

they only occur in the areas shown in SAD Minerals Technical Appendix 2. There are resources to the north of the A461 where mineral extraction has not taken place in recent times. The main land uses in this area are agriculture and nature conservation. The area includes some of the “best and most versatile” agricultural land and areas of importance for nature conservation (including parts of the Jockey Fields SSSI and SLINC).

- j) New brick clay extraction proposals are therefore unlikely to be acceptable outside the permitted area of the Highfields North site (MP9) unless the following conditions are met:**
 - i. They would make a significant contribution towards future supplies of brick clay to Sandown Brickworks, and reduce the need for imports from outside Walsall Borough;**
 - ii. They include an agreement to revoke the “dormant” mineral permission at Highfields North (EB593), thereby helping to prevent or minimise the loss of habitats within the Jockey Fields SSSI which would occur as a result implementing the permission;**
 - iii. Impacts on other nature conservation sites within the area, including Jockey Fields SLINC, Grange Farm Wood SINC, Black Cock Farm SLINC and Ford Brook SLINC, would be minimised as far as possible;**
 - iv. Impacts on the “best and most versatile” agricultural land and the viability of agricultural businesses that depend on continued farming of such land would be minimised;**
 - v. There would not be any unacceptable effects on health, the environment, the amenity of nearby residential properties, businesses and community facilities or infrastructure, in accordance with BCCS Policy MIN5.**
- k) Applications will be expected to be accompanied by relevant supporting information which identifies, evaluates and addresses any harmful effects identified, in accordance with paragraph a) of this policy. As the constraints to working in this area would be very similar to those identified in relation to the Highfields North site (MP9), applicants should also have regard to the requirements identified at paragraphs f) – h).**

9.4.1 Policy Justification

Policy M6: Brickworks – Future Supply Requirements

Current national policy guidance requires minerals planning authorities to identify an adequate supply of clay to each existing or planned brick manufacturing plant in its area, which should normally be sufficient to allow 25 years of production.⁶⁰

As brickworks tend to use a variety of clays for blending and to produce different types and colours of bricks, they may have to source supplies from more than one area. Mineral planning authorities are therefore advised to “co-operate” with each other where cross-boundary supply issues have been identified.

The Council has been involved in discussions with neighbouring planning authorities in the West Midlands, in particular with Staffordshire County Council, which are likely to be potential future sources of supply of imported clay. Dialogue with other mineral planning authorities potentially affected by importation of clay to brickworks in Walsall will continue throughout the remaining stages of plan preparation.

As is noted in Section 9.1 and the introductory paragraphs above, the main type of brick clay being used by the three brickworks in Walsall is Etruria Marl, a high quality type of red clay that occurs within the Etruria Formation deposits of the Upper Coal Measures in Stubbers Green, Shelfield and Walsall Wood. Walsall’s brickworks also use fireclay, provision of which is addressed in SAD Policy M9, as well as other types of clay that do not occur locally and are therefore being imported from other areas, mainly from sites within the control of the relevant brick manufacturers.

Currently (February 2016), Etruria Marl is only being extracted at two sites in Walsall, Atlas Quarry and Sandown Quarry, for supply to the adjacent Atlas and Sandown brickworks. The SAD Issues & Options Report (April 2013) and the SAD Preferred Options Report (September 2015) note that none of Walsall’s three brickworks can currently identify a 25-year supply of permitted reserves of brick clay. Hence, there is a need for a policy in the SAD to guide future decisions on proposals to increase supplies to each factory, which is addressed by Policy M6.

Section 7.3 of the SAD & AAP Minerals Study (2015) summarises the supply situation at each factory in Walsall at the end of December 2015, and the situation has not changed significantly since then.⁶¹ Table 9.3 below summarises the requirements for each factory based on information provided in recent planning applications. It should be noted that the requirements in the table below relate to total clay requirements, some of which are for clays other than Etruria Marl.

⁶⁰ NPPF, paragraph 146: <http://planningguidance.planningportal.gov.uk/>

⁶¹ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 7, Section 7.3, see also SAD Minerals Technical Appendix 5: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

Table 9.3: Brickworks in Walsall – Brick Clay Requirements @ 31.12.15

Factory	Annual Requirement - Brick Clay (tonnes per annum)	Total Requirement for 25 Year Supply (million tonnes)	Percentage of Clay Imports Permitted
Aldridge	75,000	1.875	100%
Atlas	120,000	3.000	30%
Sandown	210,000	5.250	95%
TOTAL	405,000	10.125	

Source: Planning Applications 04/1603/MI/M1, 08/1338/FL, 14/0619/CM, 15/0303/FL

Atlas Brickworks is operated by Istock Brick Ltd and is currently in the best position. The brickworks are currently (April 2015) estimated to have around 13 years worth of permitted reserves remaining at the adjacent Atlas Quarry. If the current planning application to extend Atlas Quarry (14/0619/CM) is approved, the supporting information indicates that this would give the factory in excess of a 25-year supply in accordance with national policy requirements.

Sandown Brickworks is operated by Wienerberger supplied in part by the adjacent Sandown Quarry but is becoming increasingly reliant on imports of clay from outside Walsall. A planning application to increase imports to 65% was approved in 2008 (08/1338/FL), and imports have now been increased even further to up to 95% under a new planning permission granted in September 2015 (15/0303/FL). The information provided with the 2015 application indicated that the main sources of imported clay were likely to be Staffordshire, Warwickshire and Leicestershire. The relevant mineral planning authorities were consulted on the planning application and raised no objections in principle.

SAD Policy M6 aims to provide further guidance on future supplies to Sandown Brickworks, in the light of the issues raised by the recent application to increase imports to the factory, in particular:

- The possibility that additional stockyards may be needed during the plan period to store greater quantities of imported clay, which may have to be created through partial infilling of the quarry void if they cannot be accommodated elsewhere;
- The possibility that some of the requirements for imported clay may be met from extraction sites in Walsall, either from existing sites or new sites that may come forward for extraction during the plan period.

Aldridge Brickworks is 100% reliant on imports, because it has no clay pit of its own. As there are no restrictions on how much clay it can import or where imported clay may be sourced, the SAD policy can only provide general guidance on how the factory could be supplied.

As Aldridge Brickworks belongs to the same operator as Atlas Brickworks and Quarry (Ibstock Brick Ltd), there is potential for the current proposal to extend Atlas Quarry (14/0619/CM) to provide enough permitted reserves of clay to provide a 25-year supply of brick clay to this factory as well as to Atlas brickworks. Indeed, this is the stated intention in the supporting information provided with the application. This approach of “pooling” resources is supported in principle by the existing BCCS Policy MIN3 on the importation of brick clays to brickworks.

Table 9.5 below provides an estimate of the brick clay resources potentially available in Walsall, including the permitted reserves and unpermitted resources likely to be remaining within the Stubbers Green Area of Search and the permitted reserves likely to be present within the “dormant” site at Highfields North (see Policies M7 and M8, Map 9.2 and SAD Policies Map for details). Given that the requirements identified in Table 9.4 relate to all brick clays, the evidence in Table 9.5 suggests that Walsall is likely to have sufficient resources of Etruria Marl to meet the requirements of all three brickworks, although there is no guarantee that all of these resources will be worked or be available to the brickworks that require them.

Table 9.4: Brick Clay Areas in Walsall – Estimated Resources @ 31.03.15

Resource Area	Estimated Brick Clay Resource – Permitted Reserves (million tonnes)	Estimated Brick Clay Resource - Unpermitted Resources (million tonnes)	Estimated Brick Clay Resource – Total (million tonnes)
MXA3: Stubbers Green	2.00	3.7	5.70
MP9: Highfields North	4.94	0	>4.94
Other Resources	0	Not known	Not known
TOTAL	6.94	>3.7	>10.64

Sources: Planning Applications BA5827, 14/0619/CM, 15/0303/FL, Walsall SAD & AAP Minerals Study (2015) Appendix A (Note: Permitted Reserves at Stubbers Green is estimate by the Council based on information provided by operators)

Policy M7: Brick Clay Extraction – Stubbers Green

The BCCS identifies an Area of Search for brick clay extraction in Walsall at Stubbers Green (MA5), which has been re-numbered as MXA3 in the SAD. This is based on the old MSA M1iii designated in the Walsall UDP, which has technically been replaced by the MSA shown on the BCCS Minerals Key Diagram but is still shown on the printed versions of the UDP Proposals Map. The Area of Search is

shown on the SAD Policies Map and includes the following Permitted Mineral Extraction Sites which are also shown on the Policies Map:

- MP2: Atlas Quarry
- MP7: Sandown Quarry

The Area of Search also includes a Potential New Minerals Site (MXP3: Recordon Land) which is adjacent to Atlas Quarry and includes winnable clay resources. This site was originally identified through previous engagement with the brick industry during the preparation of the BCCS, and this was followed up by pre-application discussions and the submission of a planning application in 2014 (14/0691/CM).

Application 14/0619/CM was approved “in principle” by the Council’s Planning Committee on 02.04.15, subject to a S106 agreement requiring details of hydrological monitoring, dedication of land required to compensate for the eventual loss of Stubbers Green SINC, and other works required to mitigate impacts on ecological networks and sites linked to the SINC in the surrounding area, including the Swan Pool and the Swag SSSI. These requirements have been reflected in the policy for Atlas Quarry (MP2) and the Recordon Land (MXP3).

The main purpose of Policy M7 is to provide general guidance on future mineral development within the Area of Search, and specific guidance for development at each of the above sites. The guidance provided for each site reflects its current operational and planning status, the environmental and physical constraints that may affect future mineral working, and objectives for future restoration and end use.

The guidance provided is more detailed than that include in BCCS Policy MIN3 and reflects the environmental and physical constraints identified in the evaluation of Options for brick clay extraction, including the outcomes of the SAD & AAP Minerals Study and the Sustainability Appraisal (SA). The policy also identifies other “material considerations” that will be taken into account when making decisions, such as the views of relevant regulatory authorities, statutory environmental bodies, and infrastructure providers.

It is recognised that the SAD policy for Atlas Quarry and Sandown Quarry cannot go any further than existing mineral permissions, and this is not the intention. However, the policy sets out the key requirements that future applications for mineral development at these sites (for example, applications for review or variation of working conditions, and applications for restoration programmes) will be expected to address, and the information applicants will be expected to provide to demonstrate that any potential harmful effects on the environment, infrastructure and amenity will be effectively addressed.

Another important objective of the policy is to ensure that each site is restored as soon as possible to an appropriate standard and for appropriate after uses, in

accordance with BCCS Policies MIN3 and MIN5 and national policy guidance.⁶² There is a possibility that Sandown Quarry (MP7) could cease operating towards the end of the plan period if production continues at current rates. However, if annual production is significantly reduced, as is proposed in the recent application to increase imports to Sandown Brickworks, the site could continue operating beyond the plan period at a low level or be “mothballed” until the end date specified for working in the current schedules of conditions (February 2042). The policy for Sandown Quarry therefore takes into account the possibility that restoration may not happen until after the end of the plan period.

Atlas Quarry (MP2) is unlikely to come forward for restoration until long after the end of the plan period. However, it is considered appropriate for the SAD to provide long-term objectives for the future restoration of this site and the adjacent Recordon Land. The requirements for restoration and after-use identified in Policy M7 are consistent with the proposals included in application 14/0619/CM which has already been approved “in principle” by the Council, but given the likely lifetime of the expanded quarry, are flexible enough to allow for appropriate changes.

All of the brick clay extraction sites at Stubbers Green are within the Green Belt, therefore the end use following restoration will be expected to be “appropriate” and to maintain “openness” in accordance with SAD Policy GB2 and national policy guidance.⁶³ Redevelopment with new housing, industry, etc. will not be acceptable. The policy therefore sets out the key requirements to be addressed in future restoration programmes for all sites, including suitable end uses.

Policy M8: Brick Clay Extraction – Other Areas

The brick clay resources in Walsall extend beyond the Stubbers Green area into Shelfield and Walsall Wood (see SAD Minerals Technical Appendix 2). Three Permitted Mineral Sites are identified in these areas on the SAD Policies Map as follows:

- MP6: Highfields North
- MP8: Vigo/ Utopia
- MP9: Highfields North

Brick clay extraction ceased at Highfields South in 2013 and the site is now an operational landfill site and is identified as a Strategic Waste Site in SAD Policy W2 and on the SAD Policies Map. SAD Policy W4 also identifies the site as an operational waste disposal site which is likely to continue in operation for much of the plan period. A request for an EIA Screening Opinion was submitted to the Council in 2015, in respect of a proposal to extend the landfill completion until 31/12/25 (15/1403), although this has not yet been followed up by the submission of a

⁶² NPPF, paragraph 143: <http://planningguidance.planningportal.gov.uk/>

⁶³ NPPF paragraph 1: <http://planningguidance.planningportal.gov.uk/>

planning application. The policy for this site reflects its current status, and provides guidance on potential future changes to the approved restoration programme.

Clay extraction also ceased long ago at Vigo/ Utopia, where infilling has been completed and the final stages of restoration and landscaping are underway to prepare the site for an open space end use. This is expected to be implemented within the plan period and the site is therefore identified as a New Open Space Site on the SAD Policies Map (OS3052). The policy for this site confirms the current status and proposed land uses of the site. It also notes that there are arrangements in place to manage emissions generated by the landfill, and that the treatment plants will be safeguarded for as long as they are needed.

The other Permitted Minerals Site at Highfields North is subject to an old mineral permission which is currently “dormant” (EB593, registered in 1966 as EB3410) The permission was believed to have been revoked in the early 2000s at the time that the BCCS was prepared, hence it is not referred to in BCCS Policy MIN3, but it has subsequently been confirmed that the revocation order was never made. As the permission is “dormant,” it can only be implemented once a schedule of modern working conditions has been approved by the Council. At the time the SAD was prepared for Publication, no applications for such conditions had been received. The only permission granted subsequent to the registration of the permission was a working plan approved in 1977 (BA5827), which estimates that there are around 3,355,554 cubic yards/ 4,865,552 tons (imperial) of clay reserves (equivalent to nearly 5 million metric tonnes - see Table 9.5). There is some uncertainty about the feasibility of working this site, given the complexity of the geology and hydrology.⁶⁴ In November 2014, the Council received a Prior Notification of proposed test drilling operations on the site, but the results are not known.

The Highfields North site is within an area that has significant environmental constraints. An application for modern working conditions to be applied to a clay extraction programme at the “dormant” Highfields North site would almost certainly require an Environmental Impact Assessment (EIA), as more than 90% of the site area is included within the Jockey Fields SSSI and most of the rest is within the SLINC. A wide range of other environmental and physical constraints to working have also been identified within this site, in particular, the potential for impacts on air quality, archaeology, hydrology, water quality, agricultural land, and highway infrastructure, in particular, on the capacity of the A461 corridor. The policy identifies the issues that an application for modern conditions will be expected to address, and is based on the evaluation carried out as part of the SAD & AAP Minerals Study

⁶⁴ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Section 7.4: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

(2015) and subsequent evaluation by the Council, including the outcomes of the SA which are summarised in a separate Evaluation Report (2016) for minerals sites.

As the principle of mineral extraction is already established through the permission, the SA concludes that “significant” harmful effects will be unavoidable if the permission is implemented. There is a limit to the extent to which the effects can be mitigated through the SAD. For example, some of the effects of brick clay extraction would be difficult to mitigate and compensate for, in particular, the impacts on the SSSI and linked ecological and hydrological networks.

However, the SAD policy goes as far as possible in mitigating harmful effects, by identifying the issues applications for new conditions will be expected to address to minimise the effects on the SSSI as far as possible. There is also a requirement at Part h) xv of the policy for at least 90% of the worked areas to be restored as recreated wildlife habitats of equivalent type and value to those currently present within the SSSI, commensurate with the proportion of the site area covered by the SSSI designation. The end uses identified would support this, and are also broadly consistent with the end uses specified in the conditions of the registered mineral permission (EB3410). The policy also clarifies that the views of the relevant regulatory authorities and statutory consultation bodies – including the Environment Agency, Historic England and Natural England – will be an important “material consideration” to be taken into account when determining applications.

Even where harmful environmental effects are certain or likely to occur as a result of mineral extraction, they have to be weighed against the potential economic benefits and other important considerations. For example, it has to be recognised that minerals can only be worked where they are found, which limits the options available. The only Etruria Formation clay resource areas in Walsall are in the Stubbers Green area and in the area to the north of the A461 in Walsall Wood, including the Highfields North site. The remaining resources within the Stubbers Green Area of Search are only likely to be sufficient to provide a 25-year supply for two of Walsall’s brickworks: Aldridge and Atlas (see Policies M6 and M7). Supplies of clay to Sandown Brickworks, which is owned by a different operator, are becoming depleted and the factory is becoming increasingly reliant on imports, so Highfields North is the only other potential source of permitted reserves in Walsall Borough that could meet the long-term requirements of this factory (see Policy M6).

There are two alternative options for future supplies to this factory:

- No alternative brick clay resources are identified in the SAD, other than the “dormant” site at Highfields North, meaning that unless the permission is implemented, all imports will have to be sourced from outside the borough; or
- The SAD identifies further/ alternative potential sources of supply in Walsall, for example, the resource area to the north of the A461 which was identified as a potential option in the SAD Issues & Options Report (April 2013).

Having evaluated the available options, and having considered the desirability of identifying an alternative to working at Highfields North because of the impacts on the Jockey Fields SSSI, the SAD & AAP Study (2015) concluded that there was a case for identifying a second Area of Search around the resource area to the north of the A461, including the “dormant” site.⁶⁵ A map showing the extent of brick clay resources in Walsall is included in the study report (Figure 3.4). An indicative Area of Search was therefore identified in this location on the Draft Policies Map published alongside the Preferred Options for the SAD (September 2015).

However, there are question marks over the viability and deliverability of working in this area. The mineral resource evidence suggests that resources further to the north may be more difficult to work than the permitted reserves within the “dormant” site, because there is likely to be more overburden overlying the clay. Objections to mineral working have also been received from the majority land owner in this area (Holford Farm Group), in response to the consultation on the Preferred Options in 2015. The main grounds of objection were the harm likely to be caused to the farming business, which includes Grade 2 and 3a agricultural land, and the potential effects on land currently being managed for nature conservation, including Grange Farm Wood SINC, Black Cock Farm SLINC, Ford Brook SLINC, and parts of Jockey Fields SSSI and SLINC. As the majority land owner is not willing to entertain mineral working in this area, there is no justification for identifying a second Area of Search in the SAD in this location, and it has been omitted from the plan.

Nevertheless, because the brick clay resources available are so limited, there is a need for some flexibility within the SAD to allow Sandown Brickworks to be supplied from new sources within Walsall Borough if this is feasible. Policy M8 therefore includes a general enabling policy for brick clay extraction in the area to the north of the A461, subject to appropriate safeguards, including the need to overcome the constraints identified by the main land owner.

As noted above (9.3.1), mineral extraction and related waste management operations are subject to environmental regulation under separate legislation. Although these are separate regulatory regimes, there are often overlaps in that both have to consider the impacts of the development on the environment, which for brick clay extraction could be very significant, because of the depth of working and the duration of the operations. SAD Policy M8 expands on the guidance provided in BCCS Policies MIN4 and MIN5, by identifying the most important “material considerations” that will be taken into account when making decisions on new brick clay extraction proposals in Walsall, such as the potential environmental effects identified during the evaluation process, and comments received from the regulators, statutory environmental bodies, and infrastructure providers.

⁶⁵ See Mineral Resource Information for Development Plans: West Midlands (1999), British Geological Survey and former DETR, Report and Mineral Resource Map of West Midlands/ Warwickshire: <https://www.bgs.ac.uk/mineralsuk/planning/resource.html#MRM>

9.4.2 Evidence

- BCCS – Spatial Objective 10, Policies MIN3, MIN5, Minerals Key Diagram
- British Geological Survey - Mineral Planning Factsheets: Brick Clay (2007)
- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS - Chapter 4 (4.3.6, 4.9), Figures 2 and 3
- Black Country Core Strategy - Minerals Background Paper 2 (February 2010), Black Country Authorities – Chapter 4 and Appendix 2
- Black Country Core Strategy – Minerals Monitoring Update (June 2010), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9, Section 9.3 (c) and (d) and Appendix 9a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 9, Sections 9.6, 9.7 and 9.8, Map 9.2 and Draft Policies Map
- Walsall SAD Mineral Extraction Sites Evaluation Report (February 2016), Walsall Council
- British Geological Survey - Mineral Resource Information for Development Plans: West Midlands (1999), Report (pages 16 – 17, Figures 1 and 2) and Mineral Resource Map of West Midlands/ Warwickshire
- British Geological Survey – Mineral Planning Factsheets: Brick Clay (2007)
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Walsall Council SAD & AAP Minerals Project (July 2015), Amec Foster Wheeler – Chapter 7
- Planning Applications EB593, BA5827, 04/1603/MI/M1, 08/1338/FL, 14/0619/CM, 15/0303/FL
- SAD Technical Appendices

9.4.3 Delivery

Brick clay extraction in Walsall is currently undertaken by the brick manufacturers who operate the brickworks and this is expected to continue throughout the plan period, although it is possible that new extraction sites in Walsall Wood, including the “dormant” site at Highfields North, may be brought forward by land owners. The Council will work with brick manufacturers and their agents and with the relevant regulatory bodies on the delivery of new proposals aimed at increasing supply of clay to brickworks, to ensure that where possible a 25-year supply can be provided to each factory without having unacceptable impacts on the environment, the amenity of local communities, the local highway network or other mineral planning authorities.

Implementation of the policy requirements will be by the Council through the development management process. It will also be the Council's role to monitor compliance with the approved working conditions for Permitted Minerals Sites, and ensure that sites are restored in a timely manner and to appropriate standards and after uses when working ceases, in accordance with the approved working conditions and restoration programmes.

9.5.4 Monitoring

The implementation of SAD Policies M6, M7 and M8 will be monitored against the indicators and targets in the table below. Most of these indicators are already being used to monitor the effectiveness of the relevant BCCS policies, as specified.

SAD Policy	Indicator	Target	Relevant BCCS Indicator/ Target?
M6	SAD MBC1: % Brickworks with a stock of permitted reserves of Etruria Marl sufficient to provide a supply to 2026.	100%.	Yes – see BCCS Policy MIN3 (LOI MIN3a)
M6	SAD MBC2: % Brickworks with a stock of permitted reserves of Etruria Marl sufficient to provide a 25-year supply.	NPPF requirement	No – new monitoring indicator identified in 2012/13 AMR
M7 and M8	SAD MBC3: % Applications for brick clay extraction or restoration of former brick clay extraction sites which satisfy the general requirements and criteria in BCCS Policies MIN3 and MIN5 and the specific requirements in SAD Policies M7 and M8	100%	Yes – see BCCS Policy MIN5 (LOI MIN5)

Progress on determination of applications at the sites covered by the policies and delivery of the policy requirements will be reported in annual Authority's Monitoring Reports (AMRs).

9.5 Energy Minerals

Coal and Fireclay Extraction – Potential Future Requirements

While there is no current national policy requirement for local plans to provide for coal extraction, fireclay, which occurs beneath coal seams, is identified as an industrial mineral of “local and national importance” for which provision should be made if a need is identified.⁶⁶ There are potentially winnable fireclay resources present in Brownhills (see Section 2). As fireclay and coal have to be worked together, provision for fireclay extraction is addressed in this section of the SAD, rather than in Section 9.4. There is an ongoing demand for fireclay for use in the manufacture of bricks at the three brickworks in Walsall (see SAD Policy M6), as well as at a factory in Brownhills which manufactures pot clay blends (Swan Works).

Coal and Fireclay Extraction - Brownhills

Brownhills is the only area of Walsall where coal and fireclay extraction could take place on any scale during the plan period, because it is the only surface coal resource area not sterilised by urban development. The BCCS therefore identifies an indicative Area of Search for fireclay at Yorks Bridge in this area. It also identifies a site with a “dormant” mineral permission for coal and clay extraction at Brownhills Common, and a remaining stockpile of fireclay from the former Birch Coppice site (BCCS Policies MIN3 and MIN4, Minerals Key Diagram).

The two Permitted Minerals Sites at Birch Coppice and Brownhills Common (MP3 and MP5) are identified on the SAD Policies Map. There is a current application for modern working conditions to be applied to these sites which has been in abeyance for several years, pending the submission of an environmental statement (BC48813P). The Policies Map also identifies the Swan Works site (MC1) which is currently reliant on the fireclay still being stockpiled on part of the Birch Coppice site (MC1: Swan Works). However, the Yorks Bridge Area of Search is not identified on the SAD Policies Map, as it has proved difficult to identify a meaningful boundary for this area from the available evidence. SAD Policy M9 provides guidance on new or amended mineral development proposals at the permitted sites and the key issues that should be addressed in any planning applications for coal and fireclay working in the Yorks Bridge area.

SAD Policy M9: Coal and Fireclay Extraction - Brownhills

- a) New or amended proposals for mineral development in Brownhills should identify, evaluate and address any potential harmful effects on health, the environment, local amenity, and infrastructure, in accordance with existing local plan policy and national policy guidance, including any effects likely to arise which are not specifically identified in this policy. Any concerns**

⁶⁶ NPPF, paragraphs 146 and 165 and Annex 2: <http://planningguidance.planningportal.gov.uk/>

raised by the relevant regulatory authorities, statutory consultation bodies and infrastructure providers about the potential effects of the proposal on health, the environment, amenity and infrastructure will also be an important material consideration. The specific requirements that will apply to new or amended proposals at Birch Coppice (MP3) and Land at Brownhills Common (MP5) and proposals for opencast coal and clay extraction in the “Yorks Bridge” area identified on the BCCS Minerals Key Diagram are set out below.

MP3: Birch Coppice – Permitted Minerals Site

MP5: Land at Brownhills Common – Permitted Minerals Site

- b) There is a current application for modern working conditions for both sites (BC48813P). As the total site area is more than 25 hectares, the proposal is EIA development falling within Schedule 1 of the EIA Regulations 2011 (as amended). The application has been in abeyance since 1999 pending the submission of an environmental statement. The application will not be determined until such a statement has been provided by the applicant.
- c) The current application includes proposals for on-site stockpiling of clay. However, as this is likely to have significant, long-term, harmful effects on the environment and visual amenity, the Council is unlikely to support such a proposal unless it has been demonstrated that alternative options for supply of fireclay to Swan Works have been fully evaluated, that the area to be used for stockpiling has been minimised as far as possible, and that the benefits of on-site stockpiling of fireclay will outweigh any harm caused.
- d) Applications for further mineral development at Birch Coppice and Brownhills Common (including proposals to progress the current application) will be expected to include the following supporting information, in addition to an environmental statement.

Birch Coppice (MP3):

- e) The Council will support proposals that include the removal of the remaining clay stockpile and arrangements for completion of Phase 3 of the restoration at the earliest opportunity. New or revised proposals for this site should include the following:
 - i. An updated restoration programme and landscape plan for the site, which should include a strategy and timetable for addressing the outstanding requirements for final restoration and landscaping of the whole site, and arrangements for after-care;
 - ii. Details of measures proposed to mitigate the effects of the operations on nearby residential properties from noise, dust and traffic; and
 - iii. Details of proposed end uses for the restored site, which may include

the following:

- 1) Wildlife habitats complementary to those currently present within the adjacent Coppice Lane Wood SLINC, and the nearby Wyrley & Essington Canal SLINC and Brownhills Common SINC;**
- 2) Publicly accessible open space; and**
- 3) Subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.**

Brownhills Common (MP5):

- f) The following information should be provided in the environmental statement and/ or in other supporting documents:**
- i. Details of new vehicular access to working area;**
 - ii. Updated information on estimated total fireclay and coal reserves;**
 - iii. Proposed working programme for the site, including phasing plan showing extent of working areas and depth of working;**
 - iv. Proposed arrangements for export of fireclay off-site, the intended destination of the fireclay, and arrangements for long-term stocking of clay on-site if applicable;**
 - v. Transport Assessment evaluating impacts on capacity of A461 Walsall Road, A452 Chester Road North and A5 Watling Street and road junctions, and details of improvements proposed to address impacts on highway capacity where required;**
 - vi. Details of arrangements for diversion of Public Rights of Way which currently cross Brownhills Common, providing pedestrian links between Coppice Lane, A452 Chester Road North and A5 Watling Street (Bro 0.162, Bro 0.163, Bro 0.165 and Bro 0.168);**
 - vii. Assessment of impacts on nearby residential properties and businesses, and details of measures proposed to mitigate impacts from noise, dust, vibration and traffic;**
 - viii. Hydrological and hydrogeological assessment, surface water management strategy and pollution control strategy;**
 - ix. Ecological Assessment of impacts on Brownhills Common and The Slough SINC, the adjacent Chasewater and Southern Staffordshire Coalfield Heaths SSSI, and related ecological networks, and a strategy for minimising loss of important linkages and priority habitats within the SINC, and harm to the special features of the SSSI and other priority habitats within the SSSI and SINC, which should aim to retain the most important habitats within the site for as long as possible, provide replacement habitats of equivalent value to compensate for unavoidable**

losses, and maintain important linkages between habitats throughout the working and restoration phases;

- x. **Landscape Assessment** evaluating impacts on local landscape character, and a landscape strategy for each working phase and restoration phase, demonstrating how harmful effects will be minimised as far as possible;
- xi. **Archaeological Assessment** evaluating the impacts on above- and below-ground archaeology, and a strategy for preservation and/ or recording of any archaeological remains present;
- xii. **Indicative restoration strategy and programme** for the site, including proposed methods of restoration and arrangements for aftercare, demonstrating that the site will be restored within an appropriate timescale and to an appropriate standard, – any imported wastes used in restoration must be suitable inert wastes capable of supporting the end uses specified at xiii. below; and
- xiii. **After use of the restored site must be publicly accessible Open Space**, comprising wildlife habitats of equivalent type and value to those currently present within the Brownhills Common and The Slough SINC. The restored site must also include pedestrian routes that maintain or re-instate the existing Public Rights of Way linking the site to the wider public footpath network and to Coppice Lane, the A452 Chester Road North and A5 Watling Street (see vi. above).

Yorks Bridge

- g) The BCCS identifies an Area of Search for fireclay extraction at Yorks Bridge, to the west of Brownhills Common, on the boundary between Walsall Borough and Cannock Chase District in Staffordshire (BCCS Policy MIN3 and Minerals Key Diagram). However, this area is not shown on the SAD Policies Map or on Map 9.2. It is not proposed to identify this proposal in the Walsall SAD because there is no evidence of any interest from the coal industry or ceramics industry in bringing forward a coal and clay extraction proposal in this area within the plan period. The area is mainly in agricultural use and includes some of the “best and most versatile” agricultural land. It is also in close proximity to the Cannock Extension Canal SAC/ SSSI and to other designated sites of national and local importance for nature conservation.
- h) In the event that any proposal comes forward for coal and clay extraction in this area, BCCS Policies MIN3, MIN4 and MIN5 will apply. Opencast clay and coal extraction and long-term stockpiling of fireclay is likely to have significant, unavoidable harmful effects on the environment and visual amenity. The Council is therefore unlikely to support such proposals unless

it has been demonstrated that there are no other realistic options for supply of fireclay to the intended end users, that the area affected by the proposals is the minimum necessary to meet the identified requirements, and that the benefits of the proposals will outweigh any harm caused. The Council will expect applicants to identify, evaluate and address the following issues:

- i. Details of new vehicular access to working area;**
- ii. Updated information on estimated total fireclay and coal reserves;**
- iii. Proposed working programme for the site, including phasing plan showing extent of working areas and depth of working;**
- iv. Proposed arrangements for export of fireclay off-site, the intended destination of the fireclay, and arrangements for long-term stocking of clay on-site if applicable;**
- v. Impacts on local and strategic highway networks in Walsall and Staffordshire, in particular, Engine Lane, Coppice Lane, A452 Chester Road North, A5 Watling Street, B4154 Lime Lane, A4124 Pelsall Road, A461 Walsall Road and road junctions – a Transport Assessment will be required together with details of improvements proposed to address impacts on highway capacity where required;**
- vi. Impacts on amenity of nearby residential properties, businesses and areas of open space both in Walsall and in adjoining areas of Cannock Chase District in Staffordshire;**
- vii. Impacts on hydrology and hydrogeology and risks from surface water flooding – a surface water management strategy will also be required;**
- viii. Impacts on Cannock Extension Canal SAC – Habitats Regulations Assessment will be required demonstrating that the proposal would not harm the integrity of the SAC contrary to the Habitats Directive;**
- ix. Impacts on Brownhills Common and The Slough SINC, Pelsall North Common SINC, Wyrley and Essington Canal SLINC and Chasewater and Southern Staffordshire Coalfield Heaths SSSI, and related ecological networks, and a strategy for minimising loss or harm to these sites, including retention of existing habitats for as long as possible;**
- x. Impacts on local landscape character during each working phase and restoration phase;**
- xi. Impacts on above- and below-ground archaeology;**
- xiv. Indicative restoration strategy and programme for the site, including proposed methods of restoration and arrangements for aftercare, demonstrating that the site will be restored within an appropriate timescale and to an appropriate standard – any imported wastes used in restoration must be suitable inert wastes capable of supporting the end uses specified at xii. below; and**
- xii. Details of proposed after uses for the site, which may include:**
 - 1) Wildlife habitats of equivalent type and value to those currently**

present within the Brownhills Common and The Slough SIN;

- 2) Agricultural land;**
- 3) Publicly accessible open space to be accessed via existing pedestrian routes and new pedestrian access routes where necessary; and**
- 4) Subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.**

Unconventional Hydrocarbons

National policy guidance identifies a potential need for local plans to make provision for exploitation of “unconventional hydrocarbons,” which are alternative fossil fuels to coal, and include coal bed methane and shale gas.⁶⁷ The potential for future exploitation of onshore oil and gas is becoming an increasingly important issue, although currently there are no licences in place for oil and gas exploration in Walsall. SAD Policy M10 provides a basis for considering any future proposals that may come forward over the plan period in Walsall, supplementing the guidance on coal bed methane extraction in BCCS Policy MIN4.

SAD Policy M10: Unconventional Hydrocarbons

- a) It is unlikely that proposals for oil and gas exploration, appraisal and production will come forward in Walsall within the plan period as there are currently no Petroleum Exploration Development Licences (PEDLs) allowing exploration for oil and gas within the Ordnance Survey grid squares covering Walsall Borough.**
- b) However, in the event that any PEDLs are issued during the plan period, planning applications for development relating to oil and gas exploration, appraisal and production (including for coal bed methane or shale gas) will be expected to demonstrate compliance with BCCS Policies MIN4 and MIN5 and current national policy guidance on oil and gas exploration.**

9.5.1 Policy Justification

Policy M9: Coal and Fireclay Extraction - Brownhills

Walsall has extensive coal resources including surface coal resources underlying the eastern two thirds of the borough. These have been extensively exploited in the past but there are still resources remaining in the Brownhills area which have not been previously worked. Within the Brownhills area there are also resources of fireclay associated with the coal, although the SAD & AAP Minerals Study was unable to

⁶⁷ NPPF paragraph 147: <http://planningguidance.planningportal.gov.uk/>

identify the extent of winnable fireclay resources in this area.⁶⁸ Fireclay is an important industrial mineral used in the manufacture of bricks and other ceramic products,⁶⁹ so national policy guidance requires mineral planning authorities to make appropriate provision for supply of this mineral, where there is a need.

It is not currently possible to quantify the annual demand for fireclay at brick manufacturing plants in Walsall because manufacturers have advised the Council that this varies from year to year. However, a factory which manufactures pot clay blends in Brownhills, Swan Works (SAD Site MC1) also has an ongoing demand for fireclay. The operator of Swan Works (Potters Clay & Coal Company Ltd) has confirmed that the supply requirement for this factory is approximately 2,000 tonnes per annum. The fireclay used is currently being sourced from a stockpile on part of the adjacent former Birch Coppice site (Permitted Minerals Site MP3).

There is an old mineral permission for clay and coal working covering both the Birch Coppice Site (MP3) and the Land at Brownhills Common site (MP5). The boundaries of both of these Permitted Minerals Sites are shown on the SAD Policies Map. The old mineral permission (EB233) dates from the 1950s. Although the Birch Coppice site was worked between the 1950s and the 1970s, the Land at Brownhills Common was not. As neither site has been subject to any mineral extraction since the requirement for periodic review of mineral permissions came into effect, permission EB233 is regarded as “dormant.” This means that no mineral working can take place at Brownhills Common until a schedule of modern mineral working conditions has been approved by the Council.

There is a current planning application for revised working conditions (BC48813P) for both sites, which has been in abeyance since 1999 pending the submission of an environmental statement. The development falls within Schedule 1 of the EIA Regulations as the total area covered by permission EB233 is more than 25 hectares in size. There are also outstanding issues relating to the restoration of Birch Coppice, as outlined in “saved” Walsall UDP Policy M7. The clay stockpile should have been removed by the end of December 2004, to enable the final phase of restoration of the site (Phase 3) to be completed, and its continued retention is preventing the completion of the final phase of the approved restoration programme.

SAD Policy M9 identifies the supporting information that will be required to enable the current application for working conditions to be progressed, or if a fresh application for working conditions is submitted. This reflects the requirements of the Council’s EIA Scoping Opinion, information identified through the evaluation process,

⁶⁸ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 8, Section 8.3, Figure 3.5:

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

⁶⁹ See Mineral Planning Factsheet – Fireclay (2006), British Geological Survey:

<https://www.bgs.ac.uk/mineralsuk/planning/mineralPlanningFactsheets.html>

and comments received from the statutory environmental bodies in response to the consultation on the SAD Preferred Options in 2015. Separate requirements are identified for each site in the policy. The policy for Birch Coppice addresses the outstanding requirements for restoration of the site, and is intended to replace the “saved” UDP policy M7, whereas the policy for the Brownhills Common site focuses on the impacts of mineral extraction.

As well as the Birch Coppice and Brownhills Common sites, the BCCS identifies an indicative Area of Search for fireclay extraction in Walsall at “Yorks Bridge” (MA6). This was in response to representations by the landowner (Wyrley Estate) and Potters Clay & Coal Company Ltd, which was the applicant of the old mineral permission covering both Birch Coppice and Brownhills Common. While it is acknowledged that Swan Works has an ongoing demand for fireclay, the operator has so far not taken the steps needed to fully implement the outstanding permission on the Land at Brownhills Common. This suggests that neither they nor the land owner have the means to take forward a mineral extraction proposal in this location on their own, and that they will not be able to do so without entering into partnership with a coal extraction company and/ or a brick manufacturer.

However, there is no evidence of any current interest in working the fireclay in the Brownhills area from brick manufacturers or from the coal industry. At the end of 2013 the Council contacted the main trade body for the coal industry (CoalPro) and active coal industry members active in the Midlands, to establish whether there was any interest in working the coal resources in the Brownhills area. This confirmed that there was no current interest in working any of the coal resource in the Brownhills area, or in the adjoining areas of Staffordshire. The Council has not been approached by the coal industry since then. UK Coal, which is believed to have retained some interest in the coal resources at Yorks Bridge,⁷⁰ went into administration in 2014. More recently, the government has announced that all remaining coal fired power stations (including that at Rugeley) will close by 2025,⁷¹ which is a strong indicator that there is unlikely to be any demand for extraction of coal in Brownhills during the plan period or beyond.

The viability and deliverability of coal and fireclay extraction at Yorks Bridge and Brownhills Common was also evaluated in the SAD & AAP Minerals Study.⁷² This included evaluation a “Choices Site” (CH93: Land at Yorks Bridge) which could have

⁷⁰ This was inherited from the former British Coal following privatisation in the early 1990s. British Coal served a prospecting notice on Walsall Council in April 1990 for potential future coal extraction on land at Yorks Bridge (BC29976P). Prospecting was to have commenced after 21 May 1990 for a maximum five year period, but Council officers are not aware that any investigations took place.

⁷¹ See Written Ministerial Statement by Secretary of State for Energy and Climate Change 18.11.15: <https://www.gov.uk/government/speeches/priorities-for-uk-energy-and-climate-change-policy>

⁷² See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 8: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

been included in the Area of Search. This site had been proposed for various uses in response to the first “call for sites” in 2011 (CFS27), but subsequently the owner submitted evidence in support of an alternative housing, employment and open space development, including evidence that mineral working is unlikely to be viable. However, this did not take into account the impact of the proposed development on coal and clay resources in the surrounding area, and has therefore not demonstrated conclusively that these resources would not be needlessly sterilised.

That said, the Study findings confirm the Council’s view that there is little prospect that any of the coal and clay resources in the Yorks Bridge/ Brownhills area will be worked in the foreseeable future. Significant constraints to working the resources were identified, in particular, the proximity of the “Yorks Bridge” area to the Cannock Extension Canal SAC/ SSSI, which provides an important habitat for a nationally rare wetland plant species (floating water plantain, *Luronium natans*), and the extent of land covered by other environmental designations.

For example, Brownhills Common is managed as a nature reserve and area of Open Space (OS3029 and OS3030), which forms part of a larger area of relict woodland and lowland heathland habitat extending beyond the boundary into Staffordshire. Most of the Common, including the “dormant” site and the eastern part of the “Yorks Bridge” area, is designated as a SINC (Brownhills Common and The Slough). However, the area between the A452 Chester Road North and A5 Watling Street is of national importance and has been designated as a SSSI (Chasewater and Southern Staffordshire Coalfield Heaths). The “Yorks Bridge” area west of the SINC is mostly in agricultural use, and much of it (including the “Choices Site CH93) is Grade 2 and 3a agricultural land.

As the “Yorks Bridge” area extends across the boundary into Staffordshire, the Council must also consider the views of adjoining planning authorities likely to be affected. Discussions with Staffordshire County Council and Cannock Chase District Council have confirmed that those authorities are opposed to a proposal for coal and clay extraction at Yorks Bridge. The Staffordshire Minerals Local Plan (submitted for examination in January 2016) does not identify an Area of Search for coal and fireclay extraction on the other side of the boundary, and it would be inconsistent for the SAD to identify an Area of Search on the Walsall side.

The SAD & AAP Minerals Study concludes that the constraints are so significant that a proposal for coal and fireclay extraction is unlikely to be viable or deliverable within the plan period, and that it would not be appropriate to identify an Area of Search at “Yorks Bridge” in the SAD at the present time. Consequently, the indicative Area of Search for fireclay at Yorks Bridge identified in the BCCS has not been designated in the SAD although an “enabling” policy has been included in Policy M9, which can be used as the basis for assessing any planning applications that may come forward for coal and clay working in this area during the remainder of the plan period.

The guidance provided in SAD Policy M9 on Brownhills Common, Birch Coppice and Yorks Bridge is more detailed than that included in BCCS Policies MIN3 and MIN4 and reflects the constraints to mineral working identified above. These have been identified through the SAD & AAP Minerals Study, the SA and other evaluation of minerals sites carried out by the Council as indicated in Section 9.3.1 above in relation to the sand and gravel Areas of Search. The policy also identifies other important “material considerations” that will be taken into account when making decisions on proposals for opencast coal and clay extraction in Brownhills, such as comments received from the relevant regulatory authorities, statutory environmental bodies, and infrastructure providers.

Policy M10: Unconventional Hydrocarbons

The BCCS already includes a policy to guide future proposals for coal bed methane exploration, appraisal and production (BCCS Policy MIN4). However, the policy does not refer to shale gas extraction (commonly referred to as “fracking”) as the BCCS pre-dates consideration of this issue in national policy guidance.

Although there has recently been a lot of publicity about shale gas following the last bidding round for Petroleum Exploration Development Licences (PEDLs) in 2014, the SAD & AAP Minerals Study (2015) confirmed that no bids were received for exploration for oil and gas within the Ordnance Survey grid squares covering Walsall Borough. Consequently, none of the PEDLs offered to successful bidders by the government in December 2015 are in Walsall Borough.⁷³

In practice, nobody will be allowed to prospect for oil and gas in Walsall without having a PEDL in place, and the minerals study has identified that Walsall is not likely to have as much potential for coal bed methane or shale gas as other areas of the country, so there is little prospect of oil and gas exploration taking place in Walsall in the foreseeable future.⁷⁴

Nevertheless, as Walsall has significant coal resources lying deep under the ground, we cannot rule out that a licence could be issued for oil and gas exploration at some time during the plan period, so arguably the SAD needs to allow for this eventuality. Policy M9 therefore provides further “enabling” policy for exploration for oil and gas (including shale gas) linked to the existing BCCS Policies MIN4 and MIN5.

9.5.2 Evidence

- BCCS – Spatial Objective 10, Policies MIN3, MIN4, MIN5

⁷³ See Oil and Gas Licensing Rounds: 14th Landward Licensing Round – Map Showing Blocks Offered Under 14th Landward Licensing Round (December 2015), Department for Energy and Climate Change: <https://www.gov.uk/guidance/oil-and-gas-licensing-rounds#th-landward-licensing-round>

⁷⁴ See Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (2015), Amec Foster Wheeler, Chapter 9: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm

- Walsall UDP – “saved” Policy M7
- Black Country Core Strategy - Minerals Background Paper 2 (February 2010), Black Country Authorities – Chapters 4 and 5 and Appendix 3
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9, Section 9.3 (c) and (d) and Appendix 9a
- Walsall SAD Preferred Options Report (September 2015), Walsall Council – Chapter 9, Sections 9.6, 9.7 and 9.8, Map 9.2, Draft Policies Map and Technical Appendices
- Walsall Council SAD & AAP Minerals Project (July 2015), Amec Foster Wheeler – Chapters 8 and 9, Figure 3.5
- Walsall SAD Mineral Extraction Sites Evaluation Report (February 2016), Walsall Council
- Walsall Council Local Plan Monitoring Reports (Authorities’ Monitoring Reports - AMRs) - 2013 and 2014 AMRs
- Staffordshire Minerals Local Plan (January 2016) – Submission Document
- Provision of Geological Information and a Revision of Mineral Consultation Areas for Staffordshire County Council (2006), British Geological Survey - Section 3.11 and Figure 8
- Mineral Resource Information for Development Plans: West Midlands (1999), British Geological Survey and former DETR, Report (pages 12 – 18 and Figures 1 and 2) and Mineral Resource Map of West Midlands/ Warwickshire
- Coalfield Plans for Walsall Area: Coal Mining Risk Area Plan, Specific Coal Mining Legacy Plan and Surface Coal Resource Plan, Coal Authority
- British Geological Survey - Mineral Planning Factsheets: Alternative Fossil Fuels (2011), Coal (2010), Fireclay (2006), and Onshore Oil and Gas (2011)
- Developing Onshore Gas and Oil – Facts about Fracking (Dec 2013), DECC
- Written Ministerial Statement: Priorities for UK Energy and Climate Change Policy (18 November 2015), Secretary of State for Energy and Climate Change (Rt. Hon. Amber Rudd MP)
- Oil and Gas Licensing Rounds: 14th Landward Licensing Round – Map Showing Blocks Offered Under 14th Landward Licensing Round (December 2015), Department for Energy and Climate Change
- Joint Nature Conservation Committee (JNCC) Website – Cannock Extension Canal SAC web page
- SSSI Citations for Cannock Extension Canal (25.03.93) and Chasewater and Southern Staffordshire Heaths (16.12.10), Natural England

9.5.3 Delivery

It is anticipated that new fireclay and coal extraction proposals and the completion of the restoration of the Birch Coppice site will be delivered by the relevant mineral operators and/ or land owners. It is also anticipated that proposals for oil and gas exploration in Walsall will be delivered by the oil and gas industry in association with the relevant land owners, if any PEDLs are issued during the plan period.

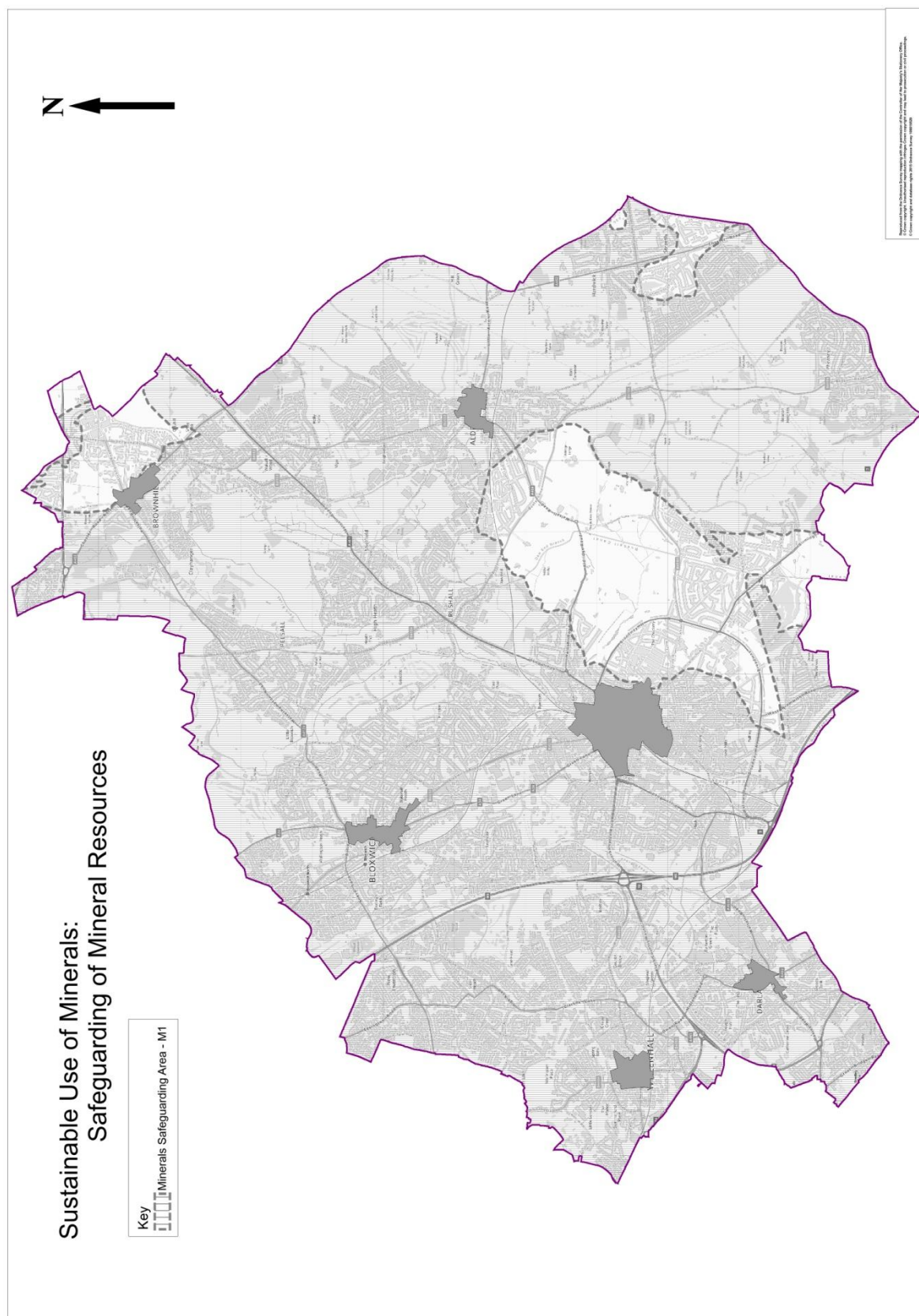
It will be the Council's role to monitor compliance with approved working conditions for each site (where applicable), and ensure that sites are restored in a timely manner and to appropriate standards and after uses in accordance with the approved working conditions and restoration programmes.

9.5.4 Monitoring

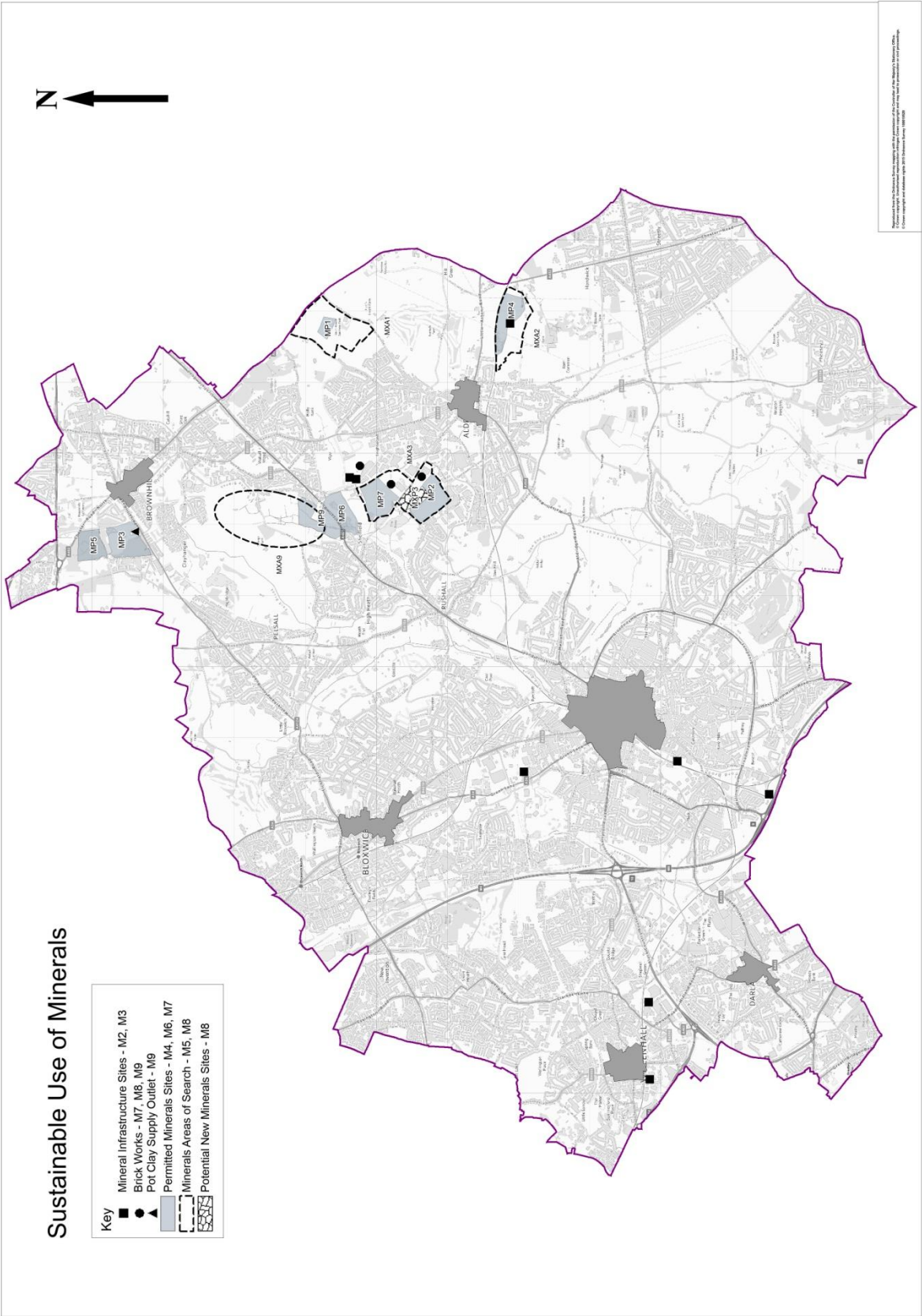
The implementation of SAD Policies M9 and M10 will be monitored against the indicators and targets in the table below. Most of these indicators are already being used to monitor the effectiveness of the relevant BCCS policies, as specified.

SAD Policy	Indicator	Target	Relevant BCCS Indicator/ Target?
M9	SAD MEN1: % Applications for opencast coal and fireclay extraction (including applications for new conditions) which satisfy the general requirements and criteria in BCCS Policies MIN4 and MIN5 and specific requirements in SAD Policy M9	100%	Yes – see BCCS Policies MIN4 and MIN5 (LOI MIN4 and LOI MIN5)
M10	SAD MEN2: % Applications for oil and gas exploration which satisfy the general requirements and criteria in BCCS Policies MIN4 and MIN5.	100%	Yes – see BCCS Policies MIN4 and MIN5 (LOI MIN4 and LOI MIN5)

Progress on determination of applications for mineral development on the sites and in the areas identified in the policies, and delivery of the policy requirements, will be reported in Annual Monitoring Reports.



Map 9.1: Proposed Minerals Safeguarding Area



10 Transport and Infrastructure

10.1 Introduction

This chapter covers transport and utilities infrastructure, including water supplies and waste water, energy supplies, and telecommunications. Most of these infrastructure types will not require additional land in Walsall, but there is a need to safeguard land for transport purposes, notably to protect the rail formation between Walsall and Brownhills. The availability of, and the cost of providing, all types of utilities infrastructure where they are not already available can have a major impact on the viability and deliverability of developments. Other forms of infrastructure, such as minerals and waste, are covered in Chapters 8 and 9 of this plan.

10.2 Transport Policies

The key transport priorities are set out in BCCS policy TRAN1. 'Movement For Growth', The West Midlands Strategic Transport Plan for the Metropolitan area, was published in December 2015 and sets out how the transport network will be developed in the next 20 years. No new transport policies or allocations are proposed in the SAD but the policies below have been slightly amended and updated to take account of the Strategic Transport Plan. No changes are proposed to saved UDP policies T1, T4, T6, T7, T8, T9, T10, T11, T12 and T13. UDP proposal T3, and policies T4 and T5, govern the identification or allocation of land and these are listed below. There is also a need for some slight amendments to policies T2 and T5, and proposal T5, to update them and take account of BCCS policy TRAN1 as regards transport investment, and for this reason T2 is also shown below.

10.2.1 Bus Services

Bus services will continue to provide for most of the Borough's public transport needs. It is important that bus services are dovetailed with rail in order to provide for passengers travelling further afield. Major new developments that attract large numbers of workers visitors and shoppers will be expected to be highly accessible to bus users.

Policy T2: Bus Services (saved and updated from the UDP)

(a) The Council will continue to work with Centro and bus operators in designing facilities that improve the quality of services and reduce delays to bus services caused by traffic congestion. Priorities for these improvements will be where they can:-

- i. Help to promote the vitality and viability of a Town, District or Local Centre as part of a traffic and regeneration scheme and do not prejudice access arrangements to centres for other forms of transport.**

- ii. Assist interchange between buses and other modes of transport.**
- iii. Assist buses in other places where traffic congestion causes significant delays.**

(b) The design of bus lanes, termini, stops and lay-over areas should aim to maximise the efficient operation of bus services whilst being sensitive to the local environment and the needs of local residents, businesses and road users, including pedestrians and cyclists.

(c) Bus-based park and ride facilities, including strategic park and ride, will be encouraged if it can be demonstrated that they are cost-effective, lead to a genuine reduction in car use and are in accordance with other policies of the Plan.

(d) Developments will be expected to conform to accessibility standards for bus services as set out in Policy T12.

10.2.2 Policy Justification

This policy has been updated to delete reference to Bus Showcase schemes. The Walsall and Wolverhampton Bus Partnership are working with Centro and bus operators to improve bus priority and improve existing routes across Walsall.

10.2.3 The rail network

The protection and enhancement of the rail network is vital provide for increasing demand and to improve the Borough's accessibility and profile, and to provide inward investment.

Proposal T3: The Rail Network (saved and updated from the UDP)

(a) The Council will safeguard land for rail use and promote jointly with Centro and the rail operators the improvement of existing, and the establishment of new, passenger rail, rail freight and/or rapid transit services, as appropriate, on the following routes shown on the Policies Map:-

Existing Passenger and Freight Rail Services

- I Walsall - Birmingham (with connections to London, the South and the Southwest);**
- II Walsall - Wolverhampton (with connections to the west, Wales, the North West and Scotland);**

III Walsall - Stafford (with connections to the North West and Scotland).

Existing Freight Line with Potential for Passenger Rail Services

IV. Walsall - Aldridge - Streetly - Sutton Coldfield – Birmingham.

Potential Passenger and Freight Rail Services

V. Walsall - Wednesbury - Dudley Port - Stourbridge - Kidderminster (possibly as part of a new cross-region service from Worcester to Derby).

Potential Passenger and Freight Rail Services

VI. Walsall - Brownhills (possibly as part of a new cross-region service from Worcester to Derby).

- (b) New or enhanced station facilities will be encouraged wherever possible on existing and potential rail routes. New stations are already proposed for Aldridge and Willenhall (see UDP Chapters 13 and 17) and the opportunity to provide a replacement station for Bloxwich is to be explored (see UDP Chapter 14). Other potential locations for new stations include Brownhills, Pelsall, Rushall, Streetly and Pleck. Opportunities for park and ride facilities, including strategic park and ride, will also be encouraged where they will lead to a genuine reduction in the use of the private car and are consistent with other policies of this Plan. The Policies Map indicates a potential park and ride site at Bradley Lane, Moxley.**
- (c) The Council will encourage the transfer of freight from road to rail. Road/rail interchanges will be encouraged subject to the effect on traffic and the environment of the surrounding area. The provision and retention of private sidings will be strongly encouraged for employment sites where this is operationally feasible, subject again to traffic and environmental considerations.**

10.2.4 Policy Justification

This policy has been amended to update the situation relating to rapid transit proposals. Rapid Transport includes heavy rail, light rail or tram-train or SPRINT bus services. The 5Ws metro route was at the project development stage when the UDP was adopted. The saved UDP policy T3 therefore provided for an indicative metro route only and there was no specific allocation for the metro line. Since the time of the UDP adoption in 2005, it has become clear that this metro proposal is not deliverable, and is no longer proposed to be taken forward. The Core Strategy policy TRAN1 provides for rapid transport connections between Walsall and Wolverhampton and between Walsall and Wednesbury. It is considered that these can be provided via the existing rail lines between Walsall and Wolverhampton and

Walsall – Wednesbury or existing highways. Consequently, they will not require a specific land allocation in the SAD. The rail interchange proposal in Willenhall District Centre (saved UDP policy WH5), and the rail station proposals in Brownhills, Aldridge and Bloxwich, are not affected because they are located within District Centres, which the SAD does not cover.

An allocation has been made under T3 (b) for a park and ride site to serve the Bradley Lane metro stop in Moxley.

10.2.5 The Highway Network

Notwithstanding the emphasis on promoting public transport, the highway network will need to be improved to assist urban regeneration, especially to provide better connections between industrial sites and areas into the Strategic Road Network (SRN) and Key Route Network (KRN), as well as assist the operation of public transport and contribute to a better local environment. Policy T4 sets out the approach that the Council will adopt towards the Borough's road hierarchy. Policy T5 provides for improving highway infrastructure.

Policy T4: The Highway Network (saved and updated from the UDP)

The Council classifies the highway network as follows:

- (a) The Strategic Road Network (SRN) consists of motorways and all purpose trunk roads and is for long distance and strategic traffic. The Council will take account of Highways England's policies relating to the management of the motorway and trunk road network (see also policy T5(c) and UDP paragraph 7.34).**
- (b) The Key Route Network consists of other roads of strategic significance. Street parking and direct frontage access will be kept to a minimum. The Council will give a high priority to improvements and traffic management measures to assist traffic flows on that part of the Strategic Highway Network over which it retains control.**
- (c) District Distributors, which are important routes connecting the main residential and employment areas of the Borough. Heavy commercial traffic will be allowed (except where subject to HCV restrictions), but will not be encouraged where satisfactory routes exist on the Strategic Highway Network. Street parking and direct frontage access will be strictly regulated.**
- (d) Local Distributors, which consist mainly of key spine roads within residential and employment areas. Except where these specifically serve employment areas, heavy commercial vehicles will be discouraged. Traffic**

restraint measures will be used to deter through traffic and reduce traffic speeds. Frontage access will be allowed in principle, subject to local circumstances.

- (e) Local Access Roads, which provide direct access to most premises. Where appropriate, stringent traffic calming measures will be used to deter through traffic and reduce traffic speeds. Heavy Goods Vehicles may be prohibited, except where they need to use these roads for access.**
- (f) Residential Streets are minor roads where traffic volumes and speeds should be quite low. Nevertheless, the Council may sometimes need to employ traffic calming measures to ensure that the environment and safety of these streets is protected. This will be particularly important in the design of new developments.**
- (g) Development proposals must, where there are significant transport implications, be accompanied by a Transport Assessment which considers the accessibility of the development by all modes of transport, including impact on the highway network in the surrounding area. Such developments will be required to fund, or contribute towards, any necessary off-site transport infrastructure improvements. Wherever possible, measures should be taken to mitigate the impact on the highway network. In the case of the trunk road and motorway network, account must be taken of Highways England's relevant policies and requirements. Works within close proximity of the SRN and Key Routes must consider implications on road safety and the structural integrity of the SRN.**

10.2.6 Policy Justification

Due to the complexity of the road network it is only possible to identify the top two tiers – the Strategic Road Network (SRN) and the Key Route Network (KRN) – on the SAD policies map. The transport map below shows the SRN and the KRN in Walsall. . However it should be noted that the A454 between the A461 and the Borough's eastern boundary is now included as part of the KRN.

The SRN is managed by Highways England. Development or demolition within close proximity of the highway must comply with the relevant technical approval processes as set out in the DfT Circular 02/2013, which explains out how development affecting the SRN should be managed to facilitate sustainable growth. Close proximity to the SRN is normally 25 metres for small developments or works; larger developments beyond this limit will still be subject to this requirement.

The Design Manual for Roads and Bridges [DMRB] includes DfT standards to be used when designing new motorways and/or all-purpose trunk roads, or maintaining/improving existing ones. The standards include mandatory and guidance sections and explain the formal approval procedures of Highways England as the

Overseeing Organisation. HD 22/08 (Managing GeoTechnical Risk) covers ground stability; and BD2/12 deals with Technical Approval of Highways Structures Processes. The KRN consists of other roads in the West Midlands metropolitan area that are of strategic significance.

Policy T5: Highway Improvements (saved and updated from the UDP)

- (a) The Council will seek to implement selective improvements to highway infrastructure to promote the vitality and viability of the Town and District Centres, improve access to employment areas, provide for the needs of strategic traffic, and provide for all highway users, especially disabled people, public transport users, pedestrians and cyclists.**
- (b) Specific schemes will include:**
 - i. Corridors identified for bus priority measures,**
 - ii. Improved access to employment areas.**
 - iii. Improved access to other major new developments.**
- (c) The Council will take into account the impact on highways in the Borough of proposed national road schemes, including the M6-toll and M6 junction improvements.**
- (d) Highway improvement schemes should be designed to minimise any adverse impact on the environment or the amenity of residents (see also UDP paragraph 7.2 and Policy GP2, which will apply to the consideration of proposals for the construction of new highways).**
- (e) In considering highway proposals the Council will ensure that provision for pedestrians and cyclists is maintained and, if possible, improved by the proposals.**

10.2.7 Policy Justification

This policy has been updated to take account of the fact that the Walsall Ring Road has now been completed and to delete references to bus showcase routes. The Darlaston Strategic Access Project is not shown on the Policies Map as it is now under construction. The proposed Willenhall Sewage Works Access is included in the proposed industrial allocation (IN333).

10.2.8 Evidence

- West Midlands Local Transport Plan 2011-26 (LTP) (note: this is due to be replaced by the West Midlands Strategic Transport Plan in 2016).
- Black Country Study 2006

- Review of Black Country Transport Strategy, Mott Macdonald, 2009
- PRISM Model Testing the Black Country Strategy 2006
- PRISM Black Country Core Strategy Transport Technical Document 2009
- West Midlands Rail Utilisation Strategy

10.2.9 Delivery

- Safeguarding of land for transport projects as necessary
- Transport Assessments and Travel Plans
- Funding from Central Government (Local Sustainable Transport Fund), Black Country LEP, Local Growth Fund
-

10.2.10 Monitoring

Indicator		Target
P1	Journey time reliability for goods vehicles on the metropolitan main road ("Key Route") network	To be established by the West Midlands Transport Plan
P2	Reliability of bus services operating between 1 minute early and 5 minutes late on the metropolitan main road ("Key Route") network	To be established by the West Midlands Transport Plan
P4	Average commercial speed of key bus services AM Peak on the metropolitan main road ("Key Route") network;	To be established by the West Midlands Transport Plan
P5	Percentage of residents of the Metropolitan Area with 3 or more strategic centres in the Metropolitan Area, including Birmingham city centre, accessible by public transport within 45 minutes travel time in the	To be established by the West Midlands Transport Plan

	am peak;	
P6	AM peak journey speeds on the metropolitan main road ("Key Route") network;	To be established by the West Midlands Transport Plan
P7	AM peak total delay time (AM Peak journey time compared to free flow journey time) on the metropolitan main road ("Key Route") network	To be established by the West Midlands Transport Plan
P8	Condition of metropolitan main road ("Key Route") network roads	To be established by the West Midlands Transport Plan

10.3 Utilities Infrastructure

There is no evidence to suggest there is a need to allocate sites for utilities infrastructure in Walsall. Policy DEL1 (Infrastructure Provision) of the BCCS requires all new development to be supported by the necessary on and off-site infrastructure to serve the development, mitigate its impacts on the environment, and ensure that the development is sustainable and contributes to the proper planning of the wider area. It is considered that this policy approach is sufficient and should continue to be considered on a case by case basis as part of the determination of planning applications through the Development Management process.

10.3.1 Evidence

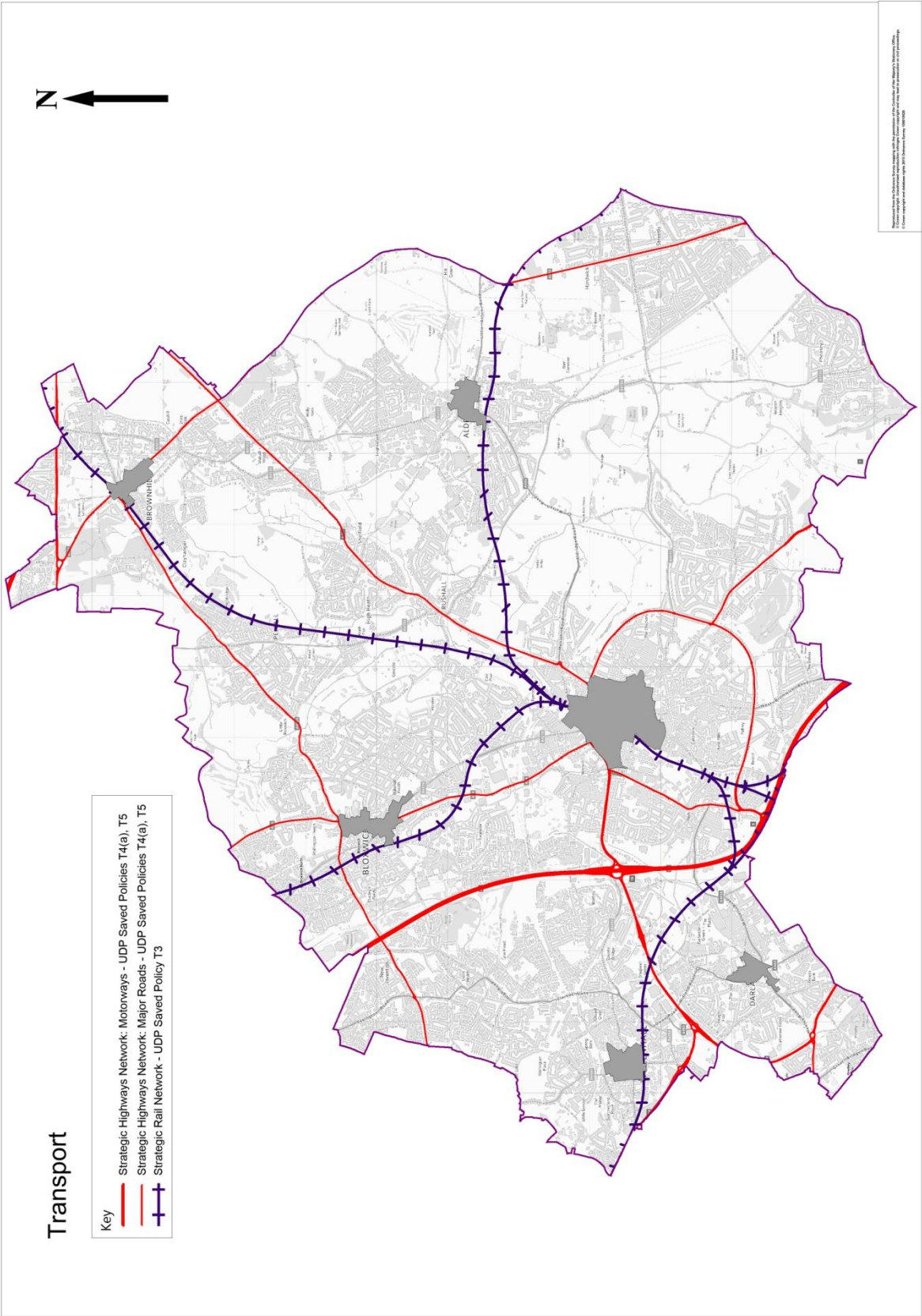
- BCCS Delivery Plan
- Draft Infrastructure Delivery Plan (Community Infrastructure Levy)

10.3.2 Delivery

- The utility providers will continue to deliver infrastructure to support the needs arising from this plan.

10.3.3 Monitoring

- No specific monitoring necessary in view of the differentiated nature of the infrastructure needed to support this plan.



9. Get Involved

Your views are important. Please read through this document and the supporting information.

As this is the Publication Stage you need to provide a response focussing on the 'soundness' of the plan. This can cover the following –

Is the plan:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

You can view these documents and respond online by visiting **www.walsall.gov.uk/planning_2026**. Paper copies of the documents are also available to view at your local library.

In order to make sure we have recorded your views correctly, you must submit them in writing. To make your comments more effective it is advised that you provide suggested modifications to the plan. You can do this by filling in the questionnaire, either in paper form or online, or by submitting a letter or email. If you are submitting a letter or email, please make it clear which site(s) or policy(ies) you are referring to. You should submit any representations during the consultation period between 7th March and 3rd May. Comments received after the latter date may not be taken into account.

What happens next?

Having received representations on the publication version of the plan, we will submit the Local Plan and any appropriate changes along with supporting documents to the Planning Inspectorate for examination on behalf of the Secretary of State. Anyone who responded to the publication consultation will be notified of the examination timetable and how they can get involved if they still feel we haven't addressed their representations on the plan.



Walsall Council

SAD Policies Map

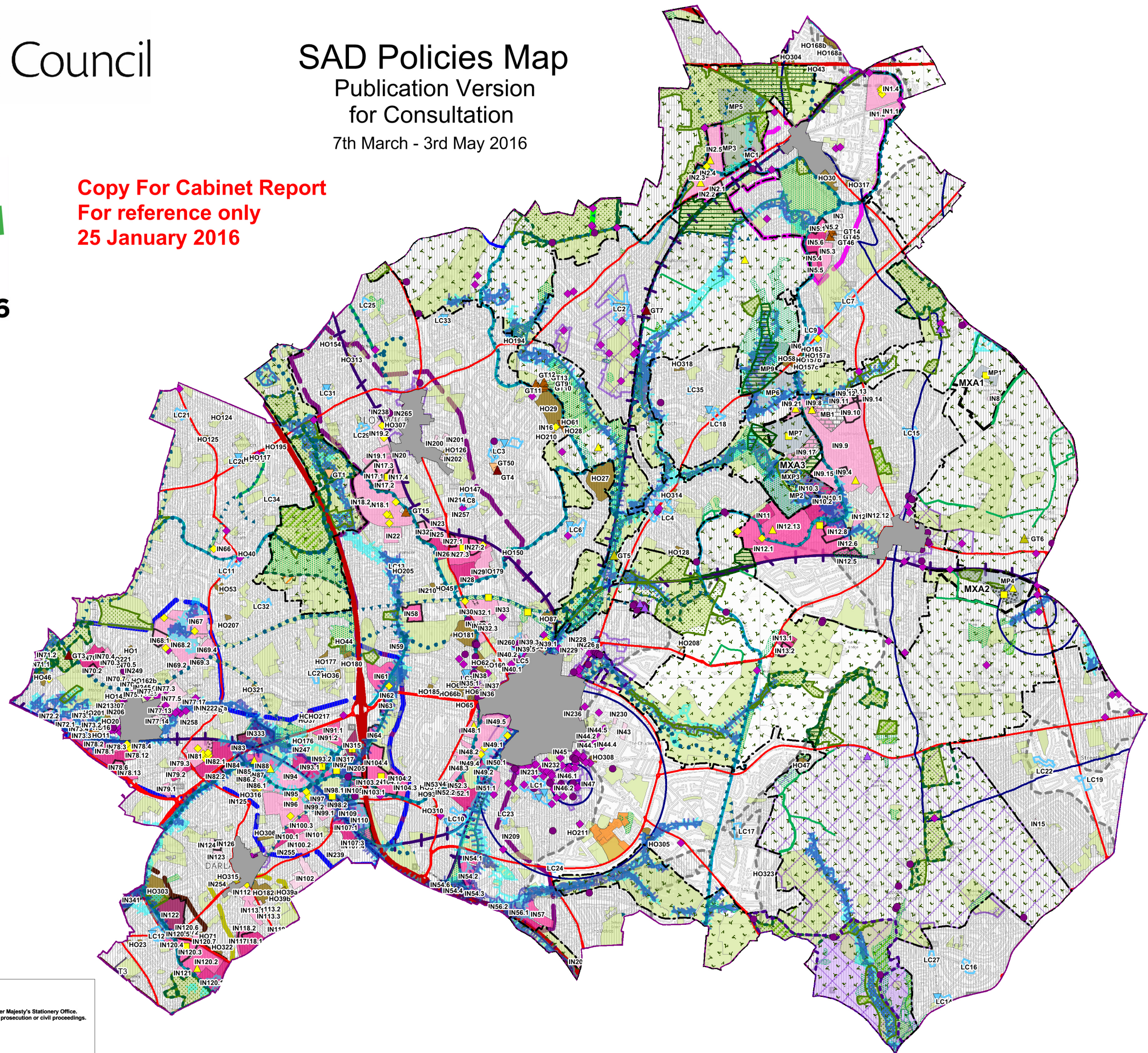
Publication Version
for Consultation

7th March - 3rd May 2016



Not to Scale



Copy For Cabinet Report
For reference only
25 January 2016



KEY

-  Town and District Centres
-  Borough Boundary

BCCS Regeneration Corridors







-  5 Loxdale - Moxley
-  6 Wednesfield - Willenhall - Darlaston
-  7 Bloxwich - Birchills - Bescot
-  8 Hill Top
-  15 Brownhills

Homes for Our Communities

(a) General Housing

-  Land Allocated for New Housing Development - HC1

(b) Accommodation for Gypsies, Travellers and Travelling Showpeople

-  Existing Traveller Sites to be Safeguarded - HC4
-  Existing Showpeople Sites to be Safeguarded - HC4
-  Existing Temporary or Personal Traveller Sites to be Made Permanent - HC4
-  New Showpeople Sites - HC4
-  New Traveller Sites and Existing Sites to Be Expanded - HC4
-  New Traveller or Showpeople Sites - HC4






Providing for Industrial Jobs and Prosperity

-  Existing High Quality Industry - IND1
-  Potential High Quality Industry - IND2
-  Retained Local Quality Industry - IND3
-  Local Industry Consider for Release - IND4
-  New Employment Opportunities - IND5
-  Employment Sites Vacant at January 2016

Strengthening Our Local Centres

-  Local Centres - SLC1
-  Local Centres Development Opportunities - SLC2





Open Space, Leisure and Community Facilities

-  Open Space - OS1
-  University of Wolverhampton Campus - UW1
-  Cemetery Extension - UDP Saved Policy LC11
-  Greenways (Complete, Protected) - UDP Saved Policy LC5
-  Greenways (Proposed) - UDP Saved Policy LC5






Environmental Network

-  Green Belt - GB1


Nature Conservation

-  Special Area of Conservation (SAC) - EN1
-  Site of Special Scientific Intrest (SSSI) - EN1
-  Local Nature Reserves (LNR) - EN1
-  Site of Importance for Nature Conservation (SINC) - EN1
-  Site of Local Importance for Nature Conservation (SLINC) - Linear - EN1
-  Site of Local Importance for Nature Conservation (SLINC) - EN1
-  Ancient Woodland - EN2




Water Environment

-  Flood Zone 2 - EN3
-  Flood Zone 3 - EN3
-  Source Protection Zones - UDP Saved Policy ENV40
-  Canals - EN4
-  Indicative Route of Hatherton Branch Canal Restoration - EN4

Historic Environment

-  Conservation Area - EN5
-  Listed Buildings
-  Locally Listed Buildings
-  Scheduled Monuments
-  Registered Parks and Gardens
-  Great Barr Hall and Estate and St Margaret's Hospital - EN7
-  Highgate Brewery - EN6






Sustainable Waste Management

-  Strategic Waste Sites - W1, W2
-  Other Existing Waste Sites - W1, W2
-  Potential Waste Sites - W1, W3, W4

Sustainable Use of Minerals

-  Minerals Safeguarding Area - M1
-  Mineral Infrastructure Sites - M2, M3
-  Brick Works - M7, M8, M9
-  Permitted Minerals Sites - M4, M6, M9
-  Minerals Areas of Search - M5, M8
-  Potential New Minerals Sites - M8

Strategic Transport Network

-  Strategic Highways Network: Motorways - UDP Saved Policies T4(a), T5
-  A5 - UDP Saved Policies T4(a), T5
-  Key Road Network (Draft) - UDP Saved Policies T4(a), T5
-  Strategic Rail Network - UDP Saved Policy T3
-  Bradley Lane Metro Park and Ride - UDP Saved Policy T3

Walsall Town Centre Area Action Plan

Publication Draft Plan

Publication Consultation Stage

7th March – 3rd May 2016.

What is the purpose of the Town Centre Area Action Plan?

The Area Action Plan (AAP) is a long term plan which allocates sites within the town centre for the development of new shops, leisure opportunities and offices, as well as setting out strategies for other aspects of the town centre, including transportation and the environment. It gives a clear vision for the town centre that we can all work towards together. The AAP will form part of the Local Plan for Walsall within the framework provided by the Black Country Core Strategy (BCCS).

This Publication Plan is the final version of the Document that we intend (subject to approval by the Council) to submit for examination by an inspector appointed by the Secretary of State. It incorporates change made since the "Preferred Options" version and is intended to address the representations made in response to the consultation that took place in Autumn 2015.

Alongside this 'Draft Plan', we have produced a Town Centre Policies Map. You can view these documents and all the evidence on our website.

What is the Area Action Plan process?

The flow diagram below sets out the AAP process. This Publication Draft Plan is the third stage in the production of the AAP. The consultation period runs between 7th March to the 3rd May.



Where can I find more information?

Visit our website at www.walsall.gov.uk/planning_2026

Email planningpolicy@walsall.gov.uk

Phone (01922) 658020

Textphone 01922 654000

Visit the First Stop Shop in the Civic Centre and ask for the Planning Policy Team

If you would like this information in another format please contact us.

List of Acronyms

AAP	Area Action Plan
BCCS	Black Country Core Strategy
CIL	Community Infrastructure Levy
ELR	Employment Land Review
EI	Environmental Infrastructure
HA	Housing Association
LDF	Local Development Framework
LDS	Local Development Scheme
LEP	Local Economic Partnership
LTP	Local Transport Plan
NPPF	National Planning Policy Framework
PSA	Primary Shopping Area
SA	Sustainability Appraisal
SAD	Site Allocations Document
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SHLAA	Strategic Housing Land Availability Assessment
SPD	Supplementary Planning Document
UDP	Unitary Development Plan
Whg	Walsall Housing Group

Contents

1. Introduction	1
2. Walsall Town Centre	8
AAP Vision	8
AAP Objectives	8
Policy AAP1: Walsall Town Centre Boundary	10
3. A Place for Shopping	12
Policy AAPS1: Primary Shopping Area	12
Policy AAPS2: New Retail Development	15
Policy AAPS3: The New Walsall Market	21
4. A Place for Business	24
Policy AAPB1: Office Development	24
Policy AAPB2: Social Enterprise Zone	28
Policy AAPB3: Town Centre Employment Land	30
5. A Place for Leisure	33
Policy AAPLE1: New Leisure Development	33
Policy AAPLE2: Sport and Cultural Facilities	37
Policy AAPLE3: Hotel, Conference and Banqueting Provision	39
Policy AAPLE4: Walsall Canal	41
6. A Place for Living	44
Policy AAPLV1: Residential Developments	44
Policy AAPLV2: Education	48
Policy AAPLV3: Health Care Facilities	51

Policy APPLV4: Community Facilities	52
Policy AAPLV5: Protecting and Enhancing Historic Character and Local Distinctiveness	54
Policy AAPLV6: Securing Good Design	59
Policy AAPLV7: Enhancing Public Realm	63
Policy AAPLV8: Environmental Infrastructure	66
7. Transport, Movement and Accessibility	70
Policy AAPT1: Pedestrian Movement, Access and Linkages	70
Policy AAPT2: Cycling	73
Policy AAPT3: Public Transport	76
Policy AAPT4: Road Improvements	79
Policy AAPT5: Car Parking	82
8. A Place for Investment	88
Policy AAPINV1: Regeneration Strategy	88
Policy AAPINV2: St Matthew's Quarter	92
Policy AAPINV3: Walsall Gigaport	97
Policy AAPINV4: Walsall Waterfront	107
Policy AAPINV5: Park Street Shopping Core	113
Policy AAPINV6: Secondary Development Sites	117
Policy AAPINV7: Addressing Potential Site Constraints	126
9. Get Involved	134

1. Introduction

1.1 Purpose of the Town Centre Area Action Plan (AAP)

The AAP is a long term plan which allocates sites within the town centre for the development of new shops, leisure opportunities and offices, as well as setting out strategies for other aspects of the town centre, including transportation and the environment. It gives a clear vision for the town centre that we can all work towards together. The AAP sets the planning framework for the town centre, and once adopted it will be the basis on which planning and investment decisions within the area are made. **Chapter 2** sets out the boundary for Walsall Town Centre AAP.

Once it has been adopted by the Council, the AAP will be a legal document. It will form part of the Development Plan and will be used as the basis for determining planning applications. It will also help to promote sites for development and identify Council Priorities.

1.2 The Publication Draft Plan

The Publication Plan should be the final draft of the document to show the version that we hope to adopt. A number of the policies relate to allocations or designations on the Publication Draft AAP Policies Map and this should be considered alongside this Draft Plan.

The AAP is being produced in parallel with **Walsall Site Allocation Document (SAD)** which allocates sites for development for housing, employment and other uses across the Borough, and an **Infrastructure Plan and a Charging Schedule**, to support the introduction of a Community Infrastructure Levy (CIL) regime to levy charges on certain types of development. Your thoughts are also being sought on these documents and they can be accessed on our website: http://cms.walsall.gov.uk/index/environment/planning/planning_policy.htm

1.3 How can comments be made about the plan?

Your views are important. Please read through this document and the supporting information.

As this is the Publication Stage you need to provide a response focussing on the ‘soundness’ of the plan. This can cover the following –

Is the plan:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

In order to make sure we have recorded your views correctly, you must submit them in writing. To make your comments more effective it is advised that you provide suggested modifications to the plan. You can do this by filling in the questionnaire, either in paper form or online, or by submitting a letter or email. If you are submitting a letter or email, please make it clear which site(s) or policy(ies) you are referring to. You should submit any representations during the consultation period between 7th March and 3rd May. Comments received after the latter date may not be taken into account.

1.4 The Planning Context

The AAP will form part of the “Local Plan”. This is the plan for the future development of the Borough which is drawn up by the Council in consultation with the community. In law this is described as the “development plan”.

The National Planning Policy Framework (NPPF)¹ sets out the Government’s position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms. The Framework must be taken into account in the preparation of plans.

¹ The NPPF can be viewed at <http://planningguidance.planningportal.gov.uk/>

The NPPF sets out core land-use planning principles that should underpin both plan-making and decision making. These include driving and supporting sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, securing high quality design and a good standard of amenity for all existing and future occupants of land and buildings, supporting the transition to a low carbon future in a changing climate, taking full account of flood risk, contributing to conserving and enhancing the natural environment and reducing pollution, reusing land that has been previously developed, managing patterns of growth to make the fullest possible use of public transport, walking and cycling, taking account of local strategies to improve health, social and cultural wellbeing for all, and delivering sufficient community and cultural facilities and services to meet local needs.

On a more local level the Black Country authorities (Walsall, Wolverhampton, Sandwell and Dudley) prepared a Joint Core Strategy, which was adopted by Walsall Council in February 2011. As a strategic plan for the whole of the Black Country, the **Black Country Core Strategy (BCCS)**² seeks to direct investment in retail, leisure and offices across the area. It emphasises that strategic centres such as Walsall should be the focus of large-scale investment in retail, offices and leisure.

Walsall's local plan also includes **Walsall Unitary Development Plan (UDP)**³. Most of the UDP policies are 'saved' policies; however, some were removed as a result of changes to planning legislation in 2004 or have been superseded by policies within the BCCS. Some of the 'saved' policies within the UDP are referenced within this AAP as they still provide a good policy basis to assess proposals against and the AAP avoids repeating existing policy where possible. It is intended that the UDP 'saved' policies will remain in place until a new Development Management Plan is developed for Walsall.

However, once adopted, this AAP will supersede some of the UDP policies, especially those within the Inset plan that covers Walsall Town Centre. The AAP will also supersede the information within Appendix 2 of the BCCS (SC3) which sets out an indicative spatial plan for Walsall Town Centre. The Preferred Options AAP documents set out the relationship between each AAP policy and the current planning framework.

² The BCCS can be viewed at:
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/df_core_strategy.htm

³ The UDP can be viewed at:
http://cms.walsall.gov.uk/index/environment/planning/planning_policy/unitary_development_plan.htm

1.5 The need for an AAP

The preparation of such a detailed and robust plan reflects the importance of Walsall town centre. The health of the town centre has an impact on the economy of the whole Borough. Walsall town centre is the most accessible location to serve the catchment area and to benefit the maximum number of people, particularly in increased employment and training opportunities. It is therefore the most sustainable location for development in the Borough. However, the town centre economy has significantly under-performed against the national and regional average over the past 10 years.

While there has been a considerable level of regeneration activity in the town centre in recent years, this has tended to focus on a small number of large scale projects. Whilst the delivery of these projects is important to the overall regeneration of the town centre, the Council does not yet have an up-to-date coherent strategy or regeneration approach for Walsall town centre as a whole. Advanced proposals for some important parts of the town centre are lacking, and the town centre now needs a long term spatial plan to set out its function in terms of retail, leisure and culture, education, office-based employment and housing, set in a high quality environment.

1.6 The AAP Process

In 2013 we consulted on the Issues and Options. This set out what we thought were the issues that the AAP would need to address, and possible solutions, including a range of different sites that the Council and other parties including landowners and developers thought might be suitable for development.

This was then followed by the Preferred Options stage which was consulted on between September and November 2015. The consultation responses to this stage of the plan have been taken into account when producing this Publication Draft Plan. The consultation responses and how the Council have addressed these can be found on our website⁴.

This is the third stage of the plan production and gives you the opportunity to comment on the soundness of the plan. The flow diagram (Figure 1.1) sets out the three key stages in which stakeholders and communities can have their say on the AAP and SAD.

Having received representations on the publication version of the plan, we will submit the Local Plan and any appropriate changes along with supporting

4

http://cms.walsall.gov.uk/index/environment/planning/planning_policy/planning_2026/consultation_representations.htm

documents to the Planning Inspectorate for examination on behalf of the Secretary of State. Anyone who responded to the publication consultation will be notified of the examination timetable and how they can get involved if they still feel we haven't addressed their representations on the plan.



Figure 1.1 Flow diagram setting out the three key stages on consultation

The implications of each policy or proposal in the AAP need to be assessed against broad environmental, social and economic objectives in order to ensure that the AAP is as sustainable as possible. Therefore a **Sustainability Appraisal** (SA) process is running in parallel with the preparation of the AAP, and this plan should be read alongside the SA Report and accompanying technical documents. The SA is a method of identifying potentially significant environmental, social and economic effects of the emerging proposals in the plan, including alternative options under consideration, so that harmful effects can be identified early on, and addressed where feasible. The SA has included an evaluation of the sustainability of the AAP Objectives (section 2.2), an appraisal of the Options for the AAP, and an appraisal of the Draft AAP policies and proposals. The SA has included equality and health impact assessments, as the SA Framework has been designed to identify potential equality and health impacts.

1.7 Structure of the AAP

This chapter introduces the AAP by setting out the planning context. It also explains why an AAP is important along with the key points in the AAP process and anticipated timescales.

Chapter 2 sets out the boundary for the AAP, presents the vision for Walsall town centre, and provides the objectives that the AAP aims to deliver.

The rest of the document is divided into the key elements that make up the centre, as summarised below. Each chapter has a number of policies which will deliver the vision and objectives of the AAP. For each policy there is a justification section. The Draft Plan also provides a list of the key evidence used to inform the plan along with an overview of how the policy will be delivered. Further details of how the plan will be delivered can be found in the Site Allocation Document and Town Centre AAP Delivery Document which can be viewed on our evidence page. Finally, for each policy there is an indication of how the policy will be monitored. Where possible, current indicators have been used from the BCCS or the UDP.

Chapter 3 is about Walsall as a Place for Shopping. It provides policies for the Primary Shopping Area, new retail investment including retail floorspace targets and a policy for the new Walsall Market.



Chapter 4 focuses on Walsall as a Place for Business. It provides policies for new office floorspace and for investment in the current office stock along with proposing a social enterprise zone. The chapter also covers the current industrial land within the centre, looking to protect any active businesses while providing opportunities for redevelopment if the industry relocates.

Chapter 5 focuses on Walsall town centre as a Place for Leisure. This chapter has a policy for new leisure development along with a policy to protect and enhance current sport and cultural facilities. It also includes a policy promoting further hotel investment in the centre. Finally the chapter includes a policy on the canal to ensure it is protected whilst offering a high quality leisure destination in Walsall.



Chapter 6 looks at Walsall as a Place for Living. This chapter includes policies on housing, education and health, community facilities, the character of the town and the quality of the public realm, and the environmental infrastructure of the town centre.

Chapter 7 looks at transportation, access to and movement within the town centre. This is a key chapter because good access to the town is vital to the successful delivery of town centre regeneration. This chapter includes policies on pedestrian linkages, cycling, public transport, the road network, and town centre parking.

Chapter 8 focuses on Walsall as a Place for Investment. This chapter provides policies for the key areas within the town centre which are opportunities for major redevelopment, as well as secondary development opportunity sites within the town centre. This chapter also includes a policy around overcoming constraints in the centre.



Finally **Chapter 9** provides a summary of how people can get involved and have their say on the plan.

1.8 Key evidence consulted

A wide range of background documents have been prepared for or taken into account in the production of the documents. All of this evidence is available to view at www.walsall.gov.uk/planning_2026

2. Walsall Town Centre

2.1 The vision

The vision for Walsall Town Centre is as follows:

By 2026 Walsall Town Centre will have been regenerated as a sub-regional focus for the local economy and the community. It will provide its catchment area with an attractive choice of comparison shopping and leisure, entertainment and cultural facilities, as well as supporting a thriving office market. Walsall will also support modern town centre living. The centre will bring all of these activities together in a vibrant, safe, attractive and accessible environment that combines local heritage with modern design.

2.2 Area Action Plan Objectives

To ensure that the vision is achieved, the following spatial objectives have been identified:

- 1. Establish and allocate a series of high quality, ambitious and deliverable proposals for Walsall Town Centre that will enable Walsall to maximise its economic potential creating a thriving and prosperous centre that generates job opportunities for the residents of the Borough;**
- 2. Enhance and maximise Walsall's competitiveness for investment, both in its role as a sub-regional centre and in competing with out-of-centre developments;**
- 3. Increase the choice, quality and diversity of the town centre retail offer in order to meet the needs of all sectors of the population. To secure a mix of occupiers in the town centre through the provision of units of sufficient size and quality in suitable locations to meet the requirements of modern retailers;**
- 4. Diversify and strengthen the economic base, promote new ways of working and deliver a strong office market that provides high standard office accommodation in suitable locations to meet the needs of existing businesses and to attract new businesses to the area, accompanied by training and conference facilities;**
- 5. Strengthen the current cultural offer through increasing the mix of uses within the town centre such as a cinema, performance venues and community facilities, complemented by leisure uses such as restaurants, cafes and bars in order to provide an attractive centre for visitors both day and night;**

- 6. Support businesses to increase employment opportunities, skills and aspirations through high quality jobs in a variety of sectors, supported by good links with education and training providers in the town centre;**
- 7. Improve accessibility to and within the centre for all sectors of the community, through the provision of integrated transport and enhanced cycling and pedestrian links;**
- 8. Conserve heritage assets and seek opportunities for their enhancement whilst delivering high quality sustainable design that is well integrated, secure and encourages greater activity in the town centre with innovative and high quality design and architecture at the core;**
- 9. Promote the sustainability of the centre by delivering multi-functional green infrastructure and improvements that will deliver a range of benefits to both people and wildlife; and**
- 10. Transform the experience and perception of Walsall town centre for those who shop, work, visit, invest and live in Walsall through measures such as improved public realm, civic spaces, quality of place, new homes, pedestrian access and security alongside the active promotion of the centre and organisation of community events.**

2.2.1 Policy Justification

The BCCS provides the basis for the AAP vision, ensuring that the very starting base for the AAP is in accordance with the BCCS. The AAP objectives therefore build on this vision to provide clear aims for the policies and proposals in the plan to aspire to.

These objectives align with the NPPF and the BCCS, building on these policy documents to provide a Walsall town centre specific dimension. The objectives have also been reviewed to ensure they align with the objectives of the sustainability statement.

For each chapter the plan indicates which of the objectives the policies within the chapter will look to achieve. However, whilst the objectives each deal with a separate issue they must be considered together when assessing if a proposal in the centre will support the vision of the plan.

2.3 Walsall Town Centre Area Action Plan Boundary

The AAP defines the Town Centre Boundary, which is the area to which the policies in the plan will apply, whilst recognising links to the surrounding area.

Policy AAP1: Walsall Town Centre Boundary

a) The AAP Boundary is set out in the Town Centre AAP Policies Map. The boundary of the centre has been drawn so as to include the main areas where there is potential for development which can extend and complement the role of the centre. The town centre area provides the main focus for investment in retail, leisure, office, cultural, and service activities.

b) It is important that all development within the centre is carefully integrated into the existing historic and urban fabric, both visually and functionally, so that they function properly as part of the centre as a whole. All developments will be expected to show flexibility in their format and layout in order to ensure a positive relationship with the centre as a whole. Developments in the centre will also be expected to take a comprehensive approach to the use of land and buildings. To ensure the integration of developments in or on the edge of the centre proposals will need to be in accordance with UDP Policy S3: Integration of Developments into Centres.

2.3.1 Policy Justification

The town centre boundary not only sets out the area which the AAP covers but also the area in which town centre uses should be focussed – it is therefore crucial it reflects as accurately as possible the areas in which such uses would be appropriate. The AAP boundary has therefore been altered from the boundary as allocated in the UDP Proposal Inset Map, to reflect changes in the centre since 2005. The changes have been made to remove areas that no longer relate well to the centre and to include sites which could have potential for development or that already strongly relate to the centre's function.

Whilst in principle the boundary acts as a guide to where centre uses are and are not acceptable it's important that developments towards the edge of the boundary are well integrated with the rest of the centre. This is crucial in supporting the vitality and viability of the Primary Shopping Area and key regeneration schemes. It's also important that all development is accessible by public transport so the integration of all schemes with the town centre as a whole is an important consideration.

The integration of development within the centre as a whole is crucial to creating a well connected vibrant centre. All proposals will be expected to consider how they relate to the centre and to positively contribute to the objectives of the AAP. It is not accepted that the format requirements of specific proposals should mean that development cannot relate well to the centre overall including proposals for drive-through facilities, convenience or bulky goods retailing and community facilities. Where proposals are considered to fail to integrate well a statement of justification will be required which should demonstrate accordance with this policy and 'saved' UDP Policy S3, stating how the proposal is integrated and comprehensive in the approach to the use of land or buildings. Development proposals which would prejudice a comprehensive approach to the use of land or buildings or result in a poorly integrated scheme will be resisted.

It is recognised that there may be times when proposals for centre uses or for uses that should relate to the town centre are on the outside or very edge of the town centre boundary. When such proposals occur applicants will be expected to demonstrate that the development will contribute positively to the town centre.

It is also important that connections are maintained between the town centre and the rest of the Borough; in particular to the Manor Hospital, Walsall Arboretum and the surrounding residential areas. The AAP will therefore look to strengthen these links and to ensure the town centre remains the most accessible location in the Borough.

2.3.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

2.3.3 Delivery

- Through the appropriate consideration of planning applications and the implementation of all policies within this plan along with the BCCS and 'saved' UDP Policies to direct investment in town centres uses into the town centre.

2.3.4 Monitoring

Indicator	Target
Amount of floorspace for town centre uses completed and amount permitted within the town centre boundary, as a proportion of all completions and planning permissions for centre uses.	100% of development to be in accordance with this policy or justified by another development plan policy.

3. A Place for Shopping



Shopping is one of the key functions of a town centre, and a healthy economy requires a diverse range of shops that meet the needs of the community. The policies and proposals in this chapter contribute to the delivery of a strong shopping offer in Walsall and reflect AAP Objectives 1, 2, 3, 6, 8 and 10.

3.1 Primary Shopping Area

The AAP designates the Primary Shopping Area and looks to protect its role as the main shopping destination.

Policy AAPS1: Primary Shopping Area

It is crucial that investment in retail is concentrated within the heart of the town centre and that the area provides an attractive shopping destination. The Primary Shopping Area, as shown on the AAP Policies Map, forms the main focus of activity in the centre and the approach to development in and around the town centre should be to protect and enhance its function as the heart of Walsall Town Centre. This will be achieved by:

- a) Concentrating new retail floorspace and investment within or immediately adjacent to the Primary Shopping Area boundary;**
- b) Expecting all development within the Primary Shopping Area to provide an active and well designed frontage to positively contribute to the streetscene. Any significant proposal for non-retail use will have to demonstrate that the retail function is not prejudiced (as in accordance with UDP Policy S4);**
- c) Only permitting retail development away from the Primary Shopping Area where it can be demonstrated that there are no suitable development sites or vacant premises within or immediately adjacent to it (in accordance with UDP Policy S7, BCCS Policy CEN7, and Policy AAPS2). When proposals come forward that can demonstrate there are no suitable alternatives the Council will**

require the provision of safe, direct and attractive pedestrian links into the Primary Shopping Area; and

d) Encouraging developments for other uses in Walsall Town Centre to improve connections to the Primary Shopping Area where possible and expecting any development for town centre uses which generate significant visitor numbers to accord with Policy AAPT1 in improving linkages throughout the centre and to show that there would be no negative impact on the Primary Shopping Area in terms of investment and footfall.

3.1.1 Policy Justification

The Primary Shopping Area (PSA) includes the main shopping streets within Walsall town centre. This policy is intended to strengthen this area by focussing new retail investment within it and by ensuring that no other developments impact negatively on the health of the PSA. Focussing retail investment within the PSA is essential to delivering the BCCS strategy for regeneration and growth.

It is crucial that the PSA provides an area where existing investment can be consolidated and protected whilst allowing for potential new investment in retail. This PSA boundary is therefore slightly consolidated compared to the PSA as set out in the 2005 UDP Town Centre Inset Map, to remove areas where retail is less likely to come forward, providing a clear focus for new retail development and improvements to the centre.

The NPPF requires local planning authorities to define the extent of the PSA, based on the primary and secondary frontages. Given the level of vacancies and increased role leisure plays in supporting the function of town centres it is not considered appropriate to designate primary and secondary frontages in policy as this would be ineffective and unnecessarily restrict changes of use. It is also not considered helpful to be too onerous about uses other than A1 (A2, A3, A5 etc) being allowed in the PSA as this would be inflexible and potentially deter investment. A mix of uses is needed within the PSA to provide a vibrant centre, especially in the evenings. The approach is instead to allow individual applications to be measured on their own merits in regards to how they impact on the primary function of the PSA as a shopping destination. This will be measured in terms of the risk of diluting the shopping offer and reducing the ability to meet the retail targets set (see Policy AAPS2). Policy AAPLE1 covers leisure uses including A3 and A5 in further detail.

The PSA, as the retail core and focus for future retail investment, is also the key area identified for a high quality public realm, as set out in Policy AAPLV7.

3.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

3.1.3 Delivery

The PSA is the heart of the centre and as such the Council will prioritise investment that will support its vitality and viability. The main tool the Council has to deliver a strong PSA is through the use of planning policy to attract investment into the PSA and to deter developments that will have negative impacts on the centre's health through drawing away investment and spending. The Council will also support the PSA in the following ways:

- Securing funds, where possible, for investment in the PSA to improve the shopping environment;
- Supporting business to invest and relocate within the PSA;
- Where considered necessary and if feasible, the Council will consider further direct involvement (in addition to the Primark scheme) in the development of retail opportunities in the PSA; and
- Where appropriate, for development permitted in an edge-of-centre location requiring developer contributions to improving linkages to the PSA.

3.1.4 Monitoring

Indicator	Target
BCCS indicator LOI CEN3 - Amount of additional retail floorspace within or immediately adjacent the PSA.	(New target) 6,000sqm gross new comparison goods floorspace and 1,500sqm gross new convenience goods floorspace (in addition to existing commitments) by the end of 2026
The extent of vacant floorspace in the PSA at ground floor level.	Percentage to be at or below the figure recorded at time of the plans adoption.

3.2 Attracting New Retail Development

In order to maintain its role as a strategic centre and to reverse the decline of the high street there is a need to retain current retailers and to attract new retail investment in the right locations to support the vitality of the centre.

Policy AAPS2: New Retail Development

a) The Council aims to deliver 6,000sqm gross new comparison goods floorspace and 1,500sqm gross new convenience goods floorspace (in addition to existing commitments) by the end of 2026. This will be achieved by:

i) Focussing new retail development in the Primary Shopping Area as required by Policy AAPS1;

ii) Prioritising the development of sites identified on the AAP Policies Map for retail investment:-

- St Matthew's Quarter (TC01, TC02 and TC03) (See also Policy AAPINV2)**
- Park Place (TC05) (See also Policy AAPINV5)**
- Saddler's Shopping Centre (TC04) (See also Policy AAPINV5); and**

iii) Ensuring new retail development provides large, flexible units to meet retailer requirements.

b) Convenience retailing and bulky goods will, where possible, be located in the Primary Shopping Area in accordance with the sequential approach (BCCS CEN7 and UDP S7). Where retailing cannot be accommodated within or immediately adjacent to the Primary Shopping Area the Council will expect the following sites to be considered in order:-

- 1. Jerome Retail Park (TC19);**
- 2. Former Shannon's Mill Site (TC26) (see also Policy AAPINV2);**
- 3. Crown Wharf (TC07);**
- 4. Wisemore (TC55) (see also Policy AAPINV3);**
- 5. Challenge Block (TC41) (see also Policy AAPINV3(b)); and**
- 6. Day Street (TC50) (see also Policy AAPINV3(c)).**

c) Any edge-of-centre proposals will be expected to:

i) Link directly to active frontages in the Primary Shopping Area, or if not possible, to improve linkages functionally and visually to the Primary Shopping Area; and

ii) Show that there is no significant adverse impact on the vitality and viability of the town centre and planned investment for its future (as in accordance with BCCS CEN3 and CEN7).

d) Where proposals for retail are permitted away from the Primary Shopping Area planning conditions will be applied where necessary to minimise the impacts of the development on the centre by, for example, controlling the broad range of goods to be sold.

3.2.1 Policy Justification

The key to ensuring the future health and Strategic Centre status of Walsall town centre is securing new retail development within the PSA in addition to existing commitments. This is needed to help increase the town centre's market share of retail expenditure and therefore its ability to compete with other shopping destinations, including those in edge/out-of-centre locations (as defined by the NPPF).

The AAP sets out retail capacity forecasts for both comparison and convenience goods, which are defined as follows:

- Comparison goods – clothing, footwear and other fashion goods; furniture; domestic appliances; personal and luxury goods e.g. books, jewellery, cosmetics.
- Convenience goods – includes food and beverages, tobacco, newspapers and magazines, and non-durable household goods.

The new target figure for comparison retail is to deliver 6,000sqm gross additional floorspace by 2026. Whilst this figure is lower than the BCCS target of 85,000sqm gross, it maintains and supports the BCCS regeneration strategy by providing a realistic and deliverable figure. These targets are dependent on Walsall increasing its market share and investment being directed into the centre. Planning for town centre growth in line with the new forecasts will provide developers and investors with certainty and confidence. This will also help to counter the threat of proposals for edge/out-of-centre retail development. The existing commitments at Digbeth and St Matthew's Quarter in Walsall Town Centre absorb much of the forecast growth in expenditure (DTZ have forecasted this as 4,596sqm A1 comparison floorspace) and the new retail capacity forecasts account for this committed development.

The AAP also sets targets for convenience retail to allow for future growth of food retailers in the centre. This target is set at 1,500sqm gross, having taking into account the recently opened Co-op foodstore. DTZ have advised that there is no capacity to support new retail investment beyond the current planning permissions

until after 2021, meaning that new development may result in turnover being diverted from existing stores.

Accommodating forecast retail capacity on priority sites within the PSA is crucial to improving the health and performance of the centre. It is therefore crucial that Walsall town centre provides the right type of units to meet modern retailer requirements in order to prevent retailers choosing out-of-centre or edge-of-centre locations instead. The policy therefore requires, where practical, all new development to provide large scale and flexible units. A minimum of 500sqm is suggested as a guide to developers.

The priority sites selected in part aii) of Policy AAPS2 have been identified as they are considered the most appropriate for reconfiguration and amalgamation to create larger units and accommodate retail investment.

Part aii) of Policy AAPS2 sites:

Site Reference	Site Name	Allocation	Site Details
TC01	Old Square Phase 2	Retail opportunities for investment/reconfiguration	Shopping Centre within the PSA suitable for retail investment. Has a current consent for retail which maintains views to St Matthew's Church. Development here will lead to further investment in surrounding buildings, some of which are of a strong character.
TC02	Old Square Phase 3	Retail opportunities for investment/reconfiguration	Shopping Centre within the PSA suitable for retail investment. The existing building does not make a positive contribution to the nearby heritage assets, but any new development should not be above 3 storeys to avoid dominating the surrounding character.
TC03	Digbeth/ Lower Hall Lane	Retail opportunities for investment/reconfiguration	Shopping Centre within the PSA suitable for retail investment. Has a current consent for retail, to replace the existing vacant buildings with a more modern design, which should improve the character of the area.
TC05	Park Place	Retail opportunities for investment/reconfiguration	Shopping Centre within the PSA suitable for retail investment.
TC04	Saddler's Shopping Centre	Retail opportunities for investment/reconfiguration	Shopping Centre within the PSA suitable for retail investment. Improvements could create stronger frontages to Bradford

			Place and Station Street, in order to enhance the character of the area and the setting of the heritage assets in these areas.
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There is a need for strong control over new development in edge/out-of-centre locations in order to ensure the future health of the centre. It is however, recognised that there may be some need for large sites which are unable to be accommodated within the PSA and in order to provide guidance for applicants the AAP gives an indication of the preferable sites for such proposals. The sites selected in part b) of Policy AAPS2 have been chosen in order of how well they relate to the PSA and for their ability to accommodate retail investment.

All applications for retail uses outside of the PSA will have to accord with the sequential assessment and it is not accepted that simply because a retailer sells bulky goods that an out-of-centre location is justifiable. BCCS Policy CEN3 states that any proposed development in an edge-of-centre location exceeding 500sqm gross floorspace will only be considered favourably if the retail assessments contained in the most recent guidance are satisfied. Any proposals for edge-of-centre retail developments will need to take into account the forecasted retail capacity when undertaking an impact assessment.

Part b) of Policy AAPS2 sites:

Site Reference	Site Name	Allocation	Site Details
TC19	Jerome Retail Park	Retail opportunity for convenience/ bulky goods	Connected to the PSA visually and has units which would be suitable to accommodate convenience retailing and bulky goods. Should form part of comprehensive redevelopment providing a prominent frontage and surface level car parking. Any new development should be of improved design and contribute more to the character of the surrounding area.
TC26	Former Shannon's Mill	Retail opportunity for convenience/ bulky goods along with mixed use opportunity including housing and live/work	Front of the site is connected to the PSA physically and visually. A well designed scheme could provide an active frontage linking directly to the current PSA retail offer and positively contributing to the streetscene. The site provides opportunities for car parking along with other uses on upper floors and on the remaining site such as residential. Scheme would need to accord with Policy AAPINV2:

			St Matthew's Quarter
TC07	Crown Wharf	Retail opportunity for convenience/ bulky goods	Close proximity to the PSA and has units of sizes that would be suitable to accommodate convenience retailing and bulky goods if traffic impacts could be overcome. Frontages could be strengthened to improve the site's relationship with the town.
TC55	Wisemore	Retail opportunity for convenience/ bulky goods	Development opportunity site close to the PSA opposite to Tesco. Scheme would need to accord with Policy AAPINV3: Walsall Gigaport. Development would improve the character of the area as long as it provides a strong frontage to the ring road and relates well to the rear of the buildings fronting Stafford Street.
TC41	Challenge Block	Retail opportunity for convenience/ bulky goods along with multi storey car park and Community Hub.	Development opportunity that could accommodate the unit size required. Linkages to the PSA would need to be improved. Scheme would need to accord with Policy AAPINV3: Walsall Gigaport. Any development should provide a strong, high quality frontage to the ring road in order to contribute positively to the character of the area. It should take inspiration from the surrounding area and original buildings on the site.
TC50	Day Street car park	Retail opportunity for convenience/ bulky goods	Development opportunity that could accommodate the unit size required. Linkages to the PSA and across Littleton Street would need to be improved. Scheme would need to accord with Policy AAPINV3: Walsall Gigaport. The redevelopment of this site with a high quality design would improve the character of the area in a prominent location, however the setting of the Leather Museum would need to be considered so as not to dominate this building.

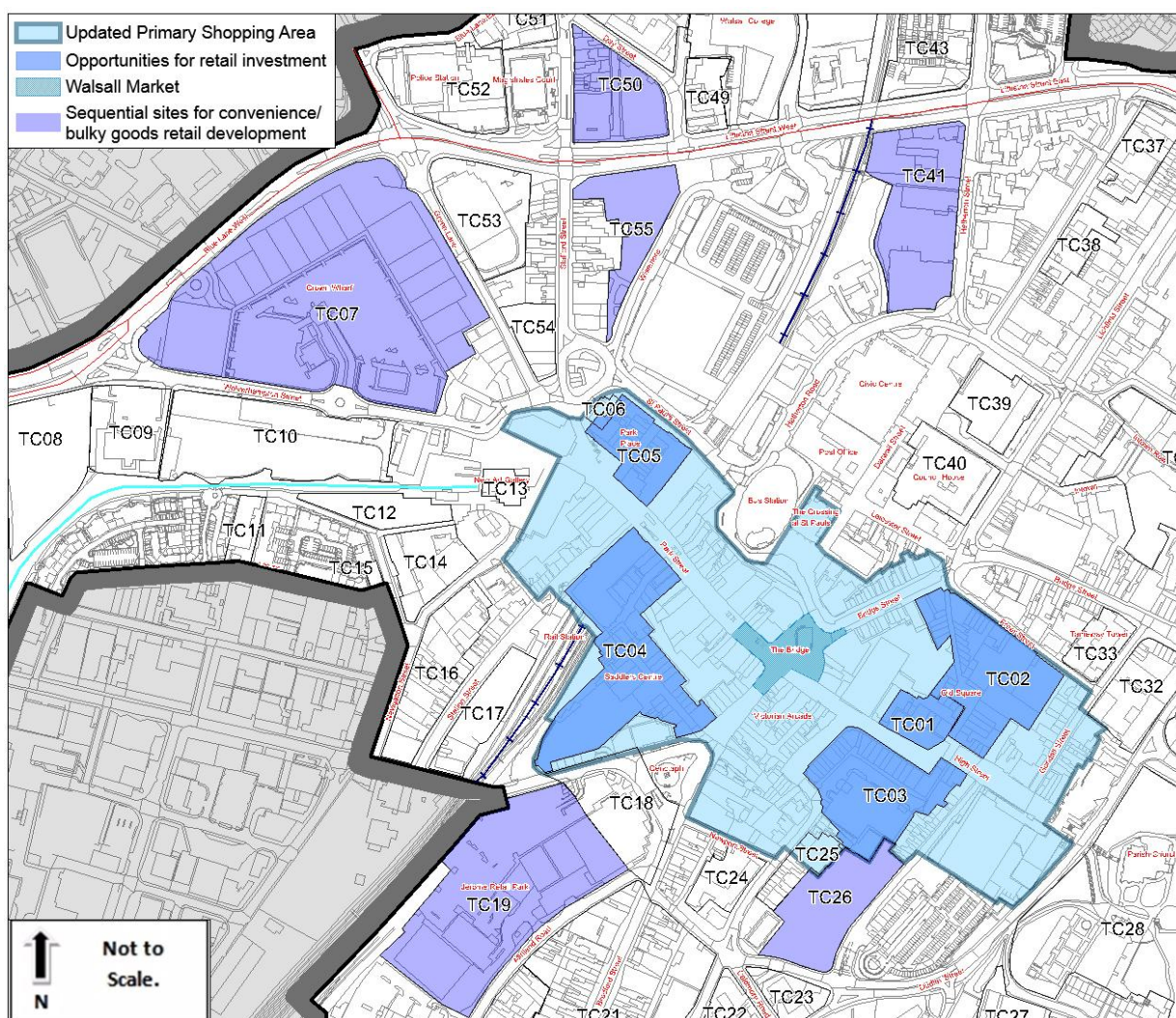


Figure 3.1 A Place for Shopping Allocations

3.2.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.
- Current planning permissions for retail developments.

3.2.3 Delivery

St Matthew's Quarter is identified in the AAP as a priority location where the Council looks to concentrate change and investment (Policy AAPINV1: Regeneration Strategy). The Council has already demonstrated its commitment to securing new retail floorspace through the direct investment made to the Primark scheme. It is anticipated that this development will act as a catalyst for further investment in retail by the private sector. The Council will support this in two main ways. First, through the strong use of planning policy which acts to encourage investment in the PSA and deter development that will have a negative impact on the health of the centre or planned investment. Second, through Council interventions, including:

- Utilising the ownership at Old Square to continue to work with developer(s) to promote retail development at this end of the town centre, to help anchor the east end of Park Street and create a strong retail circuit; and
- Where considered necessary and if feasible direct involvement in the development of retail opportunities in the PSA in a similar way to the Primark development.

3.2.4 Monitoring

Indicator	Target
BCCS indicator LOI CEN3 - Amount of additional retail floorspace within or immediately adjacent the PSA.	(new target) 6,000sqm gross new comparison goods floorspace and 1,500sqm gross new convenience goods floorspace (in addition to existing commitments) by the end of 2026.

3.3 The New Walsall Market

Walsall market is an important part of the centre historically and in terms of providing vitality to the shopping area. The AAP looks to ensure the future of Walsall Market and to protect the investment the Council has committed to the market.

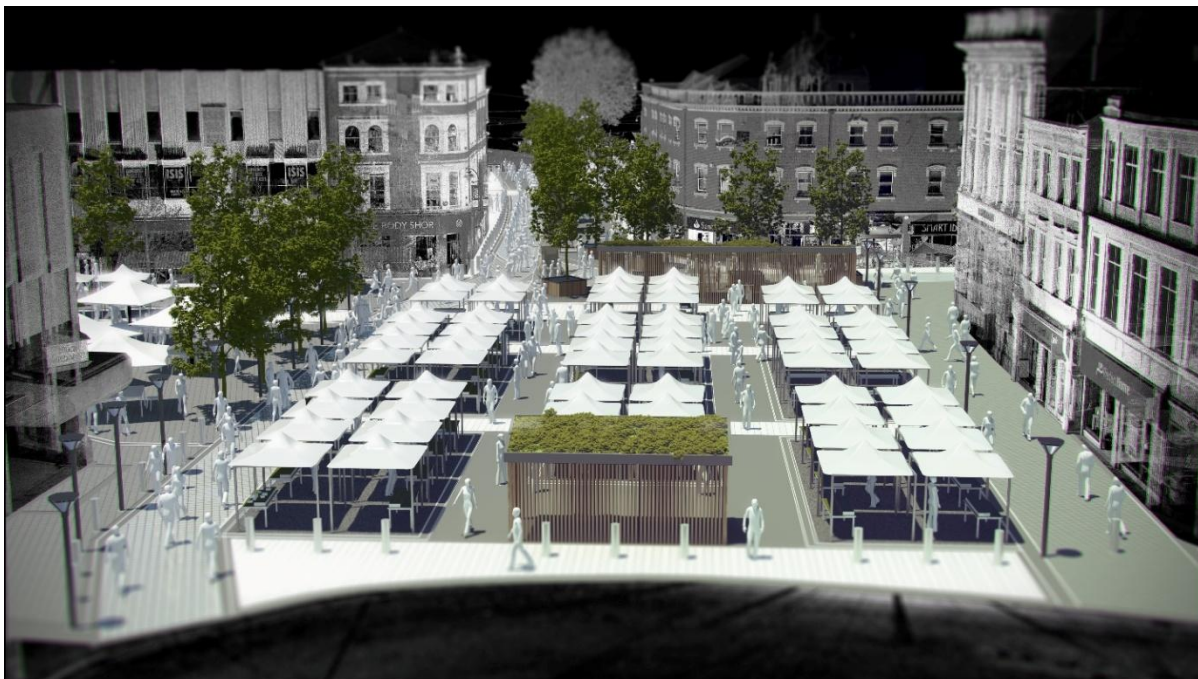


Figure 3.2 Visualisation of the new Walsall Market at The Bridge.

Policy AAPS3: The New Walsall Market

a) The new Walsall market will provide a high quality shopping environment that supports the vitality of the town centre. The market will be protected and where possible enhanced in its allocated location as shown on the AAP Policies Map. Any proposals that result in the loss of market trader space or have a negative impact on the market's viability or vitality will be discouraged.

b) The area around The Bridge will be flexible so that it can also be used as a site for community events and performances. Investment in the attractiveness of the market and in specialist markets will be encouraged.

3.3.1 Policy Justification

The Council recognises the importance of the market as an attraction for visitors and the role it plays in meeting the needs of the local community. It is also recognised that the market is a historic feature of the centre and plays an important role in its character. As the Characterisation Study states the Bridge is the historic heart of the town and acts as a critical crossroad in the town centre. The Council has committed to investing in the new market at The Bridge, including public realm improvements (as per planning application 14/1871/FL) and this planned investment is reflected in the allocation on the AAP Policies Map. This investment should help to address the weaknesses in the public realm identified in the Characterisation Study. The policy also recognises this investment and looks to ensure the market's attractiveness is maintained and increased in the future. Proposals for edge-of-centre and out-of-centre retail developments will be expected to consider the impact on the market as part of impact assessments to ensure there is no detrimental impact on the market's viability.

An important factor in the attractiveness of the market is the setting in which it is held and the Council will encourage developments in the surrounding area to enhance the setting of the market. The market scheme has been designed so that the stalls can be demounted, allowing the Bridge area to be used as a public space. Given its central location the site is considered the most suitable place for town centre activities and this has been reflected in Policy AAPLE2 where it is promoted as a space for public performances and events.

3.3.2 Evidence

- Information provided in support of planning application for the new market – planning reference 14/1871/FL
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

3.3.3 Delivery

The new market is a Council scheme and it will be delivered through the implementation of the planning application with Council capital spending.

3.3.4 Monitoring

Indicator	Target
Annual average market stall occupancy	Above 70%

4. A Place for Business



We need to provide for more jobs and bring new businesses into the Borough in order to ensure Walsall's economy is more resilient to changes in the wider economic environment. A diverse economic base is also key to ensuring income levels are maintained and increased for local residents. The policies and proposals in this chapter look to create an environment in the town centre where businesses can thrive, and reflect AAP objectives 1, 2, 4 and 6.

4.1 Delivering New Office Development

Delivering new office space and encouraging businesses into Walsall town centre is crucial for the health of the Borough. New office developments will create jobs, diversify Walsall's economy and result in more people spending money in the town centre.



Figure 4.1 Jhoots Pharmacy headquarters, Littleton Street

Policy AAPB1: Office Developments

The Council aims to deliver of 73,000sqm gross of offices by the end of 2026. This will be achieved by:

- a) Focussing new office investment in the Gigaport area as identified by Policy AAPINV3: Walsall Gigaport;**
- b) Identifying sites where town centre uses, including office development, is appropriate as shown by mixed use development opportunities on the AAP Policies Map;**
- c) Encouraging the refurbishment of existing office stock especially in the areas identified on the AAP Policies Map:-**
 - TC06 Townend House**
 - TC24 Lower Hall Lane/ Newport Street**
 - TC32 Regina Court**
 - TC33 Tameway Tower**
- d) Encouraging the use of upper floors for offices; and**
- e) Requiring applications for new office developments above 500sqm outside of the Gigaport area to be supported by an impact assessment demonstrating there will be no negative impact on the delivery of the Gigaport.**

4.1.1 Policy Justification

The development of a strong office market is crucial to improving the centre. It will provide more employment, increase footfall and enhance consumer spending power. It can also act as a catalyst for other developments in the leisure and retail sectors. Walsall needs to prioritise the development of office and other commercial space for private sector occupiers in the town centre, in order to attract new investment and jobs and retain skilled employees. Alongside this, it needs to improve the broader town centre offer to create an attractive environment for employment in finance, professional and business services.

The BCCS set an ambitious target of 220,000sqm of additional office space in Walsall between 2006 and 2026 which equates to circa 11,148 sqm of additional office space per annum. This is an enormous amount of office space, particularly considering that the existing office stock in Walsall and the recent levels of demand. DTZ have therefore revised the target to provide a figure that is still aspirational but which is more achievable. An office development provision of 3,700 per annum equates to approximately one-third of the BCCS Local Plan figure on an annual

basis (73,000sqm by 2026). This target is still very ambitious and will require significant and sustained public sector support. Whilst the main priority for the delivery of offices in the centre is B1a, office uses for research and development of products or processes (B1b) and for light industrial (B1c) uses will also be acceptable in the town centre as part of mixed use or office developments.

The Gigaport is the main location for new office development and the AAP has a specific policy to ensure this is a high quality office development – see Policy AAPINV3. Other sites may be suitable for offices and these have been represented by the mixed use development opportunities as shown on the AAP Policies Map. Any proposals for new office developments above 500sqm will need to be supported by a statement evidencing there is no impact on the delivery of Gigaport. This policy does not apply to refurbishments of current office stock or the conversion of current buildings. The Council will be flexible when applying this policy and will take into account the requirements of individual businesses looking to locate or relocate in Walsall town centre, especially if it helps to sustain local business and create local jobs.

There are office vacancies in the town centre at present and pressure to convert or redevelop offices to residential use. However it is important to take a long-term perspective when considering the level and location of office provision in the town centre. As such, where possible, the Council will look to protect vacant office blocks from development for other uses and instead promote them for refurbishment. The AAP has identified sites where this would be particularly encouraged as set out in the table below:

Part c) of Policy AAPB1 sites:

Site Reference	Site Name	Allocation	Site Details
TC06	Townend House	Opportunities for investment in office stock	Office tower that would benefit from refurbishment. Reconfiguration is expected to take place within the existing urban form, and therefore will not negatively impact the character of the area.
TC24	Lower Hall Lane/ Newport Street	Opportunities for investment in office stock (also could form part of a mixed use development)	Office building that would benefit from refurbishment. Reconfiguration is expected to take place within the existing urban form, and therefore will not negatively impact the character of the area. Any proposal for redevelopment would need to consider the scale of the nearby listed buildings.
TC32	Regina Court	Opportunities for investment in office stock (also could form part of a mixed use development)	Office building that would benefit from refurbishment. Office reconfiguration could be undertaken without harming the character of the

			area, and would actually improve it.
TC33	Tameway Tower	Opportunities for investment in office stock	Office building that would benefit from refurbishment. A proposal for conversion to flats is yet to be implemented. Office reconfiguration could be undertaken without harming the character of the area, and would actually improve it.

4.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

4.1.3 Delivery

Gigaport is identified in the AAP as the priority location for office development and it is considered that through concentrating office development into one location a high quality office location can be created (Policy AAPINV1: Regeneration Strategy and AAPINV3: Walsall Gigaport). The Council has already demonstrated its commitment to securing new office development in the Gigaport through the support it provided in delivering the Jhoots Pharmacy development – this included site acquisition and assembly, demolition, site investigation and ground remediation works, provision of infrastructure/ access works, and supporting the developer to secure in excess of £1m of grant funding. This recent development, along with Walsall College Businesses and Sports Hub and the whg headquarters, are helping to create a corridor of high quality developments which it is anticipated will act as a catalyst for further investment in the office sector within Walsall.

The Council will support the further development of offices in Walsall by:

- Creating the right environment through public realm, road improvements and improved linkages (see Policy AAPLV7: Enhancing the Public Realm, all the policies within Chapter 7: Transport, Movement and Accessibility and also Policy AAPINV3: Walsall Gigaport);
- Promoting the town centre for inward investment for public and private sector office relocations;
- Delivering the other improvements to the town centre as proposed in the Plan, including increased leisure provision and an improved retail offer to make the centre an attractive place to invest in but also to work in;
- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;

- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Primark/Co-op scheme)
- Developing strategies to ensure that occupiers and developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

4.1.4 Monitoring

Indicator	Target
BCCS Indicator LOI CEN4 - Amount of additional office floorspace within the centre	73,000sqm gross of offices by the end of 2026
Amount of office floorspace refurbished as identified in part c of the policy	100% of office premises identified refurbished by the end of 2026

4.2 Walsall Social Enterprise Zone

Social enterprises play a key role in Walsall through engaging in economic, environmental and social regeneration. They provide a mix of services and facilities, which respond to the needs of the communities.



Figure 4.2 The Goldmine Centre, Lower Hall Lane

Policy AAPB2: Social Enterprise Zone

The Council will support and promote the expansion of social enterprises in the town centre by:

a) Designating the area around the Goldmine Centre (TC25) as shown on the AAP Policies Map as a Social Enterprise Zone. Within this area the following uses will be acceptable as part of social enterprise development:-

- Community and cultural uses;**
- Educational uses;**
- Small scale office developments; and**
- Live work units.**

b) Supporting in principle proposals for social enterprises in other areas and buildings around the centre which are suitable for such uses and where they accord with other relevant policies in Walsall Local Plan.

4.2.1 Policy Justification

The zone is based around the existing Vine Trust, which provides a range of social enterprise initiatives. The designation of a social enterprise zone is in recognition of the work already being undertaken in the area and to enable the future growth of such uses. The Goldmine Centre is the hub for Walsall Studio School and focuses on business social enterprise and a broad range of Creative and Digital disciplines. There are proposals to expand the work of social enterprises in this area to include live-work spaces and the designation has been drawn to reflect this ambition. This aligns with AAP proposals for the former Shannon's Mill site (TC26) as set out in Policy AAPINV2: St Matthew's Quarter. This policy is designed to support social enterprises but, in recognition that there are other areas within the centre where such uses are suitable, the Council will be flexible when considering proposals for alternative uses in this area where they are acceptable. The appropriate re-use of heritage assets for community and cultural uses would be particularly welcomed.

4.2.2 Evidence

- Black Country LEP Social Enterprise Prospectus.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

4.2.3 Delivery

The social enterprise zone has been identified to build on the work of the Vine Trust which already has a proven track record delivering enterprise initiatives in Walsall. The Vine Trust has to date secured £4.4 million of investment from the public and private sector. The purpose of this policy is to allow for the space for social enterprises to grow and to continue delivering in Walsall.

4.2.4 Monitoring

Indicator	Target
Number of social enterprises active in Walsall town centre	Increase over the plan period
Amount of floorspace occupied by social enterprises in the town centre	Increase over the plan period

4.3 Protecting Walsall's Industrial Uses

Walsall is an industrial town and there are a number of industrial uses within the town centre boundary. The AAP will protect active industry whilst still allowing for the growth of centre uses within the town centre boundary.

Policy AAPB3: Town Centre Employment Land

The Council will protect active industry within the town centre boundary through:

a) Allocating Albert Jagger (TC53) site as High Quality industry for safeguarding. The provisions of BCCS policy EMP2 and saved UDP policy JP8 will apply. Proposals for non high quality industrial uses will be discouraged if they compromise the overall quality. If the current use relocates proposals for town centre uses will be considered acceptable.

b) Allocating and safeguarding local quality industry as “consider for release” to other uses under the provisions of BCCS policy DEL2, and subject to the need to ensure that the stock does not fall below the minimum requirement set out in BCCS Policy EMP3. Town centre uses will be acceptable in principle provided that any remaining industry can be relocated satisfactorily, there are no physical constraints that would make the site unsuitable, and other relevant policy requirements are satisfied.

Site Reference	Site Name
TC11	Kirkpatrick's, Charles Street
TC15	FE Towe Ltd, Charles Street
TC16	Station Street
TC20 / 21	Midland Road / Bradford Street area
TC20	Midland Road
TC22	Vicarage Place/ Caldmore Road
TC23	Caldmore Road/ Upper Hall Lane

TC27	New Street
TC30	Ablewell Street east (Bank Street)
TC30	Ablewell Street east (Paddock Lane)
TC30	Ablewell Street east (Acorn Centre)
TC30	Ablewell Street east (Balls Street)
TC34	Intown area
TC34	Intown area (Intown Row/ Lower Rushall Street)
TC35	Upper Rushall Street/ Holtshill Lane
TC38	Lower Forster Street
TC46	East of Portland Street (Corner of Portland Street)
TC46 / 48	East of Portland Street (Garden Street) / 21 Portland Street
TC47	North of Portland Street (John Street)
TC47	North of Portland Street area
TC47	North of Portland Street (Eccles Foundry)

4.3.1 Policy Justification

Although much of the employment land in the town centre is of poor quality, Albert Jagger in Green Lane is of high quality as it meets several of the criteria set out in BCCS paragraph 4.7 and 4.8. This site is therefore expected to remain in the centre and will be protected as a key employment use.

The remaining industrial land in the town centre is allocated as “consider for release” from employment use and appropriate town centre uses are suitable if the current uses relocate. Generally the movement of industry out of the town centre is supported as this will allow for centre uses such as offices. There may, however, be some cases where sites for research and development of products or processes (B1b) and for light industrial uses (B1c) will be acceptable in the town centre as part of mixed use or office developments.

Any change of this land from employment would be subject to BCCS policies EMP 1-5 and DEL2 (bullet points 1 and 2 and the final paragraph) which act to protect employment.

4.3.2 Evidence

- Walsall Employment Land Review (March 2016) Walsall Council.
- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

4.3.3 Delivery

The Council aims to protect active industrial uses within the centre, as set out in the policy, but where appropriate will provide support in finding alternative suitable premises or sites to aid in the relocation of industry out of the centre. This will be a

particular priority for the Council where the location of industry is preventing the comprehensive approach to redevelopment of sites for centre uses. The identification of appropriate sites is supported by the Site Allocation Document which provides a portfolio of sites for industrial development. The delivery of former industrial sites within the centre for appropriate town centre uses will be supported by the Council in a number of ways as set out throughout the plan.

4.3.4 Monitoring

Indicator	Target
Planning permissions granted for the development of consider for release employment sites in accordance with this policy.	100% in accordance.



Figure 4.3 Albert Jagger, Green Lane

5. A Place for Leisure



Walsall needs to offer a combined shopping and leisure experience, including restaurants, cafés and bars which attract shoppers and encourage longer stays. The provision of cultural, visitor, entertainment and leisure facilities are a vital component in ensuring the town functions well, particularly in the evening. Attracting visitors to the town is an effective way of boosting Walsall's economy. The policies and proposals in this chapter look to develop Walsall's leisure offer and protect the current facilities, reflecting AAP objectives 1, 2, 5, 7, 8 and 10.

5.1 Making Walsall a Leisure Destination

Delivering new leisure facilities in Walsall town centre is crucial for its attractiveness. The centre currently lacks a major leisure facility and there is demand for more family friendly restaurants.



Figure 5.1 The Light cinema and restaurants, Wolverhampton Street

Policy AAPLE1: New Leisure Developments

Support will be given to proposals which strengthen, expand and diversify the leisure, visitor, cultural and evening economy functions of the town centre. This will be achieved by:

- a) Focussing new leisure developments at Walsall Waterfront as in accordance with Policy AAPINV4: Walsall Waterfront;
- b) Supporting leisure investment in other areas within the AAP boundary where it can be shown that the proposals will not jeopardise the delivery of Walsall Waterfront;
- c) Encouraging A3 uses that are compatible with existing A1 uses throughout the town centre including within the Primary Shopping Area as in accordance with Policy AAPS1: Primary Shopping Area;
- d) Encouraging drive-through take-away restaurants to be well linked to the town centre, be accessible to all including pedestrians, connect well to the Primary Shopping Area and mitigate any potential impact on the highway; and
- e) Requiring development proposals to include measures to design out crime and reduce anti-social behaviour to contribute towards the creation of a strong evening and night-time economy which is safe and welcoming.

Residential and other developments that prejudice the centre's commercial, leisure and evening economy will not be supported.

5.1.1 Policy Justification

Leisure uses are performing an increasingly important role in town centres as a result of changes in consumer habits, with people increasingly seeking a varied experience from their trips into town centres. For example, visitors to leisure attractions often contribute significantly through 'spin -off' trade to retail in the centre.

A vibrant evening economy with a mix of bars and restaurants will contribute to enhancing the town's vitality and viability and is also important in supporting a residential offer in the centre, making it an attractive place to live, as well as making it feel safer, particularly at night. The night-time offer in Walsall town centre is currently dominated by drinking venues, and more is needed to encourage workers to remain in the town centre after work, or to encourage families to stay after visiting the town centre for other purposes such as shopping. The AAP looks to address this issue by building on the cinema development which is currently under construction,

to promote Walsall Waterfront as a leisure destination providing family orientated restaurants and a leisure offer that differs from the current provision.

There may however be some leisure developments that cannot be accommodated at Walsall Waterfront. Specific locations for further large scale leisure developments have not been allocated through the AAP as there is no evidence of further demand beyond securing a cinema in the centre. It is hoped that in the future the centre will secure further leisure investment and the AAP takes a flexible approach to uses on a number of sites to allow for this eventuality. In such locations the Council will support these proposals as long as there is no concern that this will result in leisure investment being diverted away from Walsall Waterfront. For the purpose of this policy leisure uses include D2 Assembly and leisure along with some D1 uses which attract a large amount of visitors such as a museum. There are other uses which fall into no specific planning class order, such as nightclubs which will also be considered as leisure. A3 Restaurants and A4 Drinking establishments are also considered as ancillary leisure uses in this context. The AAP Policies Map identifies a number of secondary development opportunities as set out in Chapter 8: A Place for Investment and many of these will be suitable for leisure developments.

Drive-through takeaways are supported in the town centre as a main town centre use that can bring life into the centre, especially in the evenings. As they are often a car-focussed facility there is a need to ensure proposals relate well to the town centre as a whole, linking well to the PSA. It is also crucial that they provide desirable and safe access for pedestrians and cycle users. The design of such schemes is important to ensure that they contribute to the centre's vitality and viability rather than as a standalone development which may draw investment away from other uses within the centre.

Creating a town centre that is attractive and safe is key to improving the leisure offer. It is therefore crucial that any new leisure facilities are designed in a way which helps to make the centre safe and feel secure to visitors. In addition to measures which design out crime such as good surveillance, solutions may include expanded CCTV coverage, expanding street lighting and improved linkages to public transport.

5.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Waterfront Cinema planning application – planning reference 13/0440/FL.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

5.1.3 Delivery

A key part of improving Walsall's leisure offer is well underway with the construction of a new cinema at Walsall Waterfront. This scheme includes family orientated

restaurants and will create a high quality location at the canalside, building on the surrounding leisure uses of the Art Gallery and hotel. It is anticipated that following the opening of this new facility further leisure development will be attracted to the area, securing the second phase of the Waterfront cinema scheme. The Council will support the delivery of this scheme by resisting any developments which would compromise the scheme's delivery by spreading the leisure offer too thinly throughout the centre. This is because it is considered that creating a leisure hub through focussing leisure provision in one area there is the greatest chance of creating a leisure destination and therefore sustaining such uses. Once the cinema scheme is delivered in full the Council will look to support further leisure-led schemes where necessary in the following ways:

- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery including site clearance and remediation;
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Developing strategies to ensure that developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

5.1.4 Monitoring

Indicator	Target
BCCS Indicator LOI CEN3 - Amount of additional leisure floorspace within the centre.	Increase over the plan period

5.2 Enhancing Walsall's Sports and Cultural Facilities

The town centre offers an accessible location to provide a wide variety of facilities for the community and to draw visitors from a wider area. It is important that these facilities are, where possible, enhanced and protected.

Policy AAPLE2: Sport and Cultural Facilities

The centre is the most accessible location for key sport and cultural facilities serving the Borough as a whole. The centre's role as a key location for facilities will be supported by the following proposals:

- a) Gala Baths (TC39) will be protected and invested in as the key location for sport provision in the centre;**
- b) Walsall Library (TC39) will be protected and where possible invested in as a key cultural facility in the centre;**
- c) Walsall Leather Museum (TC49) will be expanded at its current location to include Walsall Museum and Walsall Local History Centre;**
- d) The Town Hall (TC40) will be promoted as a venue for events and concerts;**
- e) Walsall Art Gallery (TC13) will be protected as a key visitor attraction and cultural destination. The Council will look to enhance the environment in which the building sits and protect views to the building (Policies AAPLV6 and AAPLV7); and**
- f) The public space at The Bridge will be promoted as an area for community events and performances as protected by Policy AAPS3: Walsall Market.**

5.2.1 Policy Justification

Walsall's current sport and cultural facility offer consists chiefly of the New Art Gallery, Gala Baths, Walsall Museum, the Leather Museum, and the Local History Centre. This needs to be protected and where possible enhanced. The historic environment is also recognised as a cultural facility which offers potential for leisure activities.

As part of the commitment to get *more people, more active, more often*, the Council has invested £24m into the building of Bloxwich and Oak Park Active Living Centres. In addition, a further £1m has been committed to improving Walsall Gala Baths. The explicit intent of the Gala Baths scheme is to extend the life of the facility to secure

town centre active leisure provision for at least the next 10 years. The project focuses on reconfiguring and renovating the facility to make it capable of meeting modern standards and customer expectations. Key elements of work include: permanently sectioning the old 33.3m pool into a standard-sized 25m pool and learner pool, redevelopment of the changing rooms into a modern changing village and the refurbishment of the reception area.

The Council is also looking to secure funding for a consolidated Heritage Centre bringing together Walsall Museum, the Leather Museum and the Local History Centre. Significant work has been done to prepare a Stage One application to the Heritage Lottery Fund to develop a single Heritage Centre for the Borough on the site of the Leather Museum. This will be the focus for heritage services and provide an integrated, accessible centre for all Walsall's history resources and their display. The Council is committed to such facilities remaining in the centre and this policy looks to encourage this approach.

5.2.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

5.2.3 Delivery

All of the buildings included in the above policy are Council-owned and as such any improvements/investments are likely to be led by the Council. As such the delivery of schemes will be subject to budget restrictions and the delivery of large scale projects is likely to be limited. The Council is committed to investing in improving the Gala Baths in recognition that having a leisure centre within the town centre is crucial to serving the community. The Council is also committed to providing a new Walsall Market which will provide a location for community activities in the centre of town.

There may also be circumstances where external funding is available to secure improvements to such cultural and leisure facilities and the Council will look to utilise such funding streams where possible. An example of this is the Leather Museum scheme where the Council is submitting a bid to the Heritage Lottery Fund.

5.2.4 Monitoring

Indicator	Target
BCCS Indicator LOI EMP6 - loss of significant sport and cultural facilities in the town centre	None

5.3 Hotel, Conference and Banqueting Provision

Hotel provision is a key part of the leisure offer within a town centre. Walsall town centre is currently only served by one national hotel chain and it is considered that the centre would benefit from a wider offer in hotel provision.

Policy AAPLE3: Hotel, Conference and Banqueting Provision

a) The Council will support proposals for a hotel, conference and banqueting development within the town centre boundary. Areas that are considered most suitable for hotel provision are:-

- Sites near the Walsall Waterfront leisure development (Policy AAPINV4: Walsall Waterfront)**
- Sites near or within the Gigaport area (AAPINV3: Walsall Gigaport)**
- Sites near Walsall Railway Station**
- Sites near Walsall ring road (Littleton Street)**

5.3.1 Policy Justification

Although there is significant hotel provision outside of the town centre, in particular towards M6 Junctions 10 and 7, there is a clear lack of hotel space within the town centre, and the limited current provision is of varying quality. Hotel provision helps the regeneration of Walsall by supporting the visitor economy and existing and future leisure assets. There is a 100-bed Premier Inn hotel with bar/restaurant facilities which opened in December 2012. However, whilst welcome, this development represents the only national hotel chain found in the town centre, and it is considered that another major chain, preferably of 4 star quality with leisure and conferencing facilities, is required for the town centre to move forward as a serious business and tourism centre. It is anticipated that future developments of office and leisure uses in the centre will trigger further demand for hotel provision.

There are already some small scale banqueting and conference facilities within the town centre but there is a lack of any large scale facilities. It is anticipated that there will be future demand for conference facilities as the office market expands in the centre. Banqueting facilities have seen an increase in demand over recent years and it is possible that there will be further future requirements for such uses.

The areas considered most suitable have been chosen because:

- Sites near the Walsall Waterfront leisure development will build on the leisure facilities being developed and the canal provides the opportunity for a high quality scheme. Proposals for predominantly banqueting facilities will be

appropriate as part of the Waterfront development to support the leisure offer of the town centre.

- Sites near or within the Gigaport area would serve the office developments and the College. Indeed the Gigaport outline permission includes allowance for a hotel. Proposals for predominantly conference facilities will be directed towards Gigaport in connection with the office development proposed.
- Sites near Walsall Railway Station would allow for easy access via train and help create a gateway to the centre. This area is also in close proximity to the Waterfront, building on the leisure offer in this location.
- Sites near the ring road (Littleton Street) outside of the Gigaport area could also be appropriate as they provide good access not only to the road but also to other uses.

5.3.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council.

5.3.3 Delivery

The delivery of further hotel developments in the centre is likely to be triggered by the delivery of other schemes such as the cinema as these will create the further demand needed. The Council will support the development of hotels in the centre through:

- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery including site assembly, site clearance and remediation;
- Developing strategies to ensure that developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

5.3.4 Monitoring

Indicator	Target
Number of hotel developments in the town centre	2 additional developments by the end of 2026
Number of banqueting and/or conference facilities	2 additional developments by the end of 2026

5.4 Walsall Canal

The canal is one of Walsall's most defining historical and environmental assets, and so its preservation and enhancement is considered to be crucial. This policy aims to protect the canal but also to promote it as a place for leisure and a destination in Walsall for visitors and residents.



Figure 5.2 Walsall Canal

Policy AAPLE4: Walsall Canal

The canal will provide a focus for future development through its potential to attract investment as a high quality desirable environment. This will be achieved by:

- a) Encouraging the provision of secure moorings, other canalside facilities and environmental improvements that will enhance the attractiveness and recreational potential of the canal network;
- b) Ensuring all development alongside and near the canal positively relates to the opportunity presented by the waterway, to achieve high standards of design, and to be sensitively integrated with the canal. Where applicable,

retain, incorporate and enhance surviving canalside buildings, structures and features of heritage value;

c) Expecting development to protect or enhance the water quality, visual amenity, ecological, and built environmental value of the canal as in accordance with BCCS Policy ENV4;

d) Requiring development opportunities adjacent to the canal to maintain or improve access to and along the canal network, particularly for walking and cycling, and where possible improve or connect to the Borough's wider Greenway Network; and

e) Where possible, incorporating Green Infrastructure as part of development proposals that will complement the canal network environment by providing a natural setting and improving the ecological value of the network.

5.4.1 Policy Justification

The canal forms an important network for pedestrians and cyclists to navigate into the town centre. It also has high ecological value and provides linkages to areas of the Borough's industrial heritage. As such, it forms a crucial part of the environmental infrastructure network in Walsall. Any development next to the canal should improve the canal corridor through sensitive design and landscaping. Where feasible and practical developments should look to incorporate some form of edge softening and enhance the canal's value as a wildlife corridor.

The area also provides an opportunity for recreation and leisure as the setting to the New Art Gallery and other Waterfront developments. The Council and its partners will explore the potential to increase moorings on the canal to establish if further secure moorings and facilities for both visiting and residential boats can be provided. At the same time, it provides links between the town centre and surrounding areas, especially via the historic Walsall Locks Conservation Area and through the use of the allocated Greenway (see also Policy AAPT1: Pedestrian Movement, Access and Linkages).

These important environmental assets provide multi-functional benefits including, for example, providing leisure and recreational facilities, forming part of wildlife corridors, providing space for pedestrian and cycle routes, and offering opportunities for climate change mitigation. The policy therefore looks to maximise the canal's potential as a high quality location for development and leisure, whilst at the same time ensuring that its setting and environment is protected and enhanced as a result of any future development.

5.4.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ
- Walsall Town Centre Characterisation Study (March 2016) Walsall Council
- Black Country Environmental Infrastructure Guidance (2011)

5.4.3 Delivery

Much of the canalside land in Walsall town centre has already been subject to redevelopment, such as the waterfront housing schemes and the hotel development. There is also a scheme nearing completion for a canalside leisure development anchored by a new cinema. The environment around the canal has therefore been significantly improved over the past few years and any further development will be expected to build on this success. The Council will support this through:

- Detailed pre-application with developers to ensure that the canal is an integral part of the development and that any impact on the canal is considered from the outset;
- Partnership working with the Canal & River Trust (CRT) on specific canal schemes and planning applications;
- Developer contributions as in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and/or other relevant legislation or policy;
- Council-led schemes to improve and maintain linkages, such as the Wayfinding project, in which consultants looked at the way the town was used by pedestrians, produced a Wayfinding Strategy of improvements, and implemented 2 artworks designed to improve the ways pedestrians navigate the town centre.

A key issue however, is not just delivering new schemes that have a positive impact on the canal environment but also maintaining the environment. The Council will therefore look to ensure continued improvements and maintenance to the canal in partnership with the Canal & River Trust (CRT).

5.4.4 Monitoring

Indicator	Target
BCCS indicator LOI ENV4b - the proportion of planning permissions granted in accordance with Canal & River Trust planning related advice.	100%

6. A Place for Living



Encouraging people to use the town centre is vital to its success and so it is necessary to provide high-quality facilities that meet the needs of the catchment population in an attractive environment. A high quality environment also improves the experience for all users and can dramatically enhance the perception of Walsall for both regular users and people visiting the town centre for the first time. The policies and proposals in this chapter look to provide homes, education and health facilities in centre. It also looks at the character and quality of buildings and public space in the town, and community and environmental infrastructure, meeting AAP Objectives 1, 7, 8, 9 and 10.

6.1 Providing New Homes in the Town Centre

Delivering new homes in Walsall town centre supports the vitality and viability of the centre by ensuring the centre is a lively and welcoming place.

Policy AAPLV1: Residential Developments

a) The town centre will be an inviting, safe and pleasant place to live. New homes in the town centre will be supported by:

i) Allocating the following sites for residential as shown on the AAP Policies Map:-

- TC11 Kirkpatricks, Charles Street**
- TC15 FE Towe Ltd, Charles Street;**

ii) Encouraging residential uses on other sites as part of mixed used developments, especially on upper floors of schemes; and

iii) Encouraging the conversion of existing buildings, especially upper floors throughout the centre where it does not jeopardise the commercial function of the centre and where proposals accord with Policy AAPB1 which looks to protect office uses in the centre,

b) Residential developments in the town centre will be high quality and desirable, this will be achieved by ensuring all residential developments provide:

i) High quality living environments where people choose to live;

ii) Safe and secure environments;

iii) Access to amenity space. The Council will be flexible in applying the numerical guidance set out in Appendix D of the Designing Walsall SPD to proposals in the town centre, provided developers have demonstrated consideration for the amenity of existing and future residents in the design process; and

iv) Sufficient protection against air (AAPINV7b) and noise pollution (AAPINV7c) through design and orientation of dwellings along with other appropriate measures.

c) In most locations developments will be expected to be of high density (60 + dwellings per hectare) but there may be some locations where lower densities such as town houses will be appropriate, taking into account the existing townscape and to allow for a wider variety of housing needs to be met in the centre.

d) In all areas of the centre, residential uses will support and not prejudice the centre's retail, commercial and leisure functions – in particular the evening economy.

e) Schemes (other than the two sites allocated) that propose solely residential uses will be required to demonstrate that the proposal supports and does not prejudice the centre's retail, commercial and leisure function.

6.1.1 Policy Justification

The BCCS does not set a target for the amount of new housing to be delivered in the town centre, but it recognised the existing commitments for 450 new homes. These homes have now been completed and include the Waterfront South development that has created a new neighbourhood of high quality residential units. However, creating sustainable residential communities through encouraging an increased resident population in the centre, particularly through the use of upper floors, is important to bringing life into the centre. Residential uses in the town centre also increase the vitality and help improve surveillance and activity. It is therefore considered that the allocation and promotion of further residential development in the

centre is appropriate and will support the strategy for regeneration. The AAP looks to maximise the potential for commercial development in the centre and as a result sites have only been allocated for housing alone when no other uses are considered to be appropriate for allocation. These allocated sites are set out below:

Part a) of Policy AAPLV1 sites:

Site Reference	Site Name	Allocation	Justification
TC11	Kirkpatricks, Charles Street	Consider for release employment land. Allocated for housing.	This is the only remaining industrial use in an area that has been redeveloped for houses, flats and supported living accommodation. Any new scheme would be expected to continue the strong frontage to the canal (which is a Conservation Area).
TC15	FE Towe Ltd. Charles Street	Consider for release employment land. Allocated for housing.	This is the only remaining industrial use in an area that has been redeveloped for houses, flats and supported living accommodation. Potential for conversion of the existing building should be explored as it adds to the character of the area. Proposals for a new build would need to be sensitive in scale and design to the adjacent locally listed building.

Outside of these specific sites residential uses are supported in principle where they do not jeopardise the function of the town centre as a place of work, leisure and shopping. Developers will be expected to take a comprehensive approach to development and residential uses should be considered as part of mixed schemes to make the best use of land and to bring life into the centre. In order to maximise the potential of town centre sites, schemes proposing solely residential uses will need to demonstrate that a mixed use scheme, incorporating other town centre uses, has been considered and that a residential scheme is the best option for delivering the site.

The BCCS encourages higher density housing in town centre locations with good transport connections as this is the most sustainable approach. There are some sites that may provide an opportunity for types of residential development other than flats, such as town houses or individual homes, especially at sites towards the edge of the centre. This would allow for a wider variety of housing needs to be met in the centre and help create a diverse centre community. Housing for people with special needs, nursing homes and care homes are also all considered suitable residential uses for the town centre.

The higher levels of activity associated with town centres can have an impact on the living conditions of residents in or near the centre. Therefore a careful balance needs to be made between residential environments and other centre uses, especially night-time activities, to ensure that residents have a high quality amenity, safety, and reasonable access to services and facilities. Some town centre housing can be of poor quality, especially where it involves the conversion of existing buildings or provides little or no amenity space for residents to enjoy. The policy therefore sets out some requirements to ensure a high quality living environment in the centre. Residential uses are considered as a sensitive use in terms of air quality and developers will need to accord with AAPINV7b and BCCS ENV8 Air Quality.

6.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Strategic Housing Land Availability Assessment and Housing Land Supply Update (2014) Walsall Council.

6.1.3 Delivery

The majority of new housing will be delivered by the private sector. However, there may be some sites which will be developed by Housing Associations (HAs). The Council has a successful partnership with Walsall Housing Group (whg), other locally based HAs and the Homes and Communities Agency (HCA) which has already succeeded in delivering several hundred new affordable homes in recent years. A good example in the town centre can be seen at the Waterfront canalside residential development which was delivered using HCA funding. Where necessary the Council will look to support housing delivery in the town centre through:

- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery including site assembly, site clearance and remediation;
- Developing strategies to ensure that occupiers and developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

6.1.4 Monitoring

Indicator	Target
BCCS indicator LOI HOU1 - net housing completions in the centre	Monitored through the housing targets for the BCCS

6.2 Promoting Educational Facilities



Figure 6.1 Walsall College, Littleton Street West

The centre should be the main focus of key educational facilities that serve the Borough and surrounding area. The Council recognises the importance of the College as a centre for Higher and Further Education and adult education and will facilitate its expansion, where appropriate.

Policy AAPLV2: Education

a) The Council will support the further development of Walsall College at the following sites and as shown on the AAP Policies Map:-

- TC46 East of Portland Street**
- TC48 21 Portland Street**

b) The above sites and any further expansion of the College will be expected to:

i) Support the creation of a high quality education campus;

ii) Be of a high quality design and have a comprehensive approach to land and building use;

iii) Provide strong and safe links to the centre – especially across the ring road and to the Primary Shopping Area;

iv) Relate positively with the surrounding Gigaport development;

v) Promote sustainable transport methods and links to public transport;

vi) Where appropriate provide community access to facilities; and

vii) Consider Secured by Design principles and create a safe environment.

b) Other higher or further educational facilities and ancillary accommodation will be supported within the centre. Proposals will be expected to:

i) Support the creation of a high quality education campus;

ii) Be of a high quality design and have a comprehensive approach to land and building use;

iii) Provide strong and safe links to the centre – especially across the ring road and to the Primary Shopping Area;

iv) Promote sustainable transport methods and links to public transport;

v) Where appropriate provide community access to facilities;

vi) Be consistent with Policy AAPLV1 if providing living accommodation; and

vii) Consider Secured by Design principles and create a safe environment.

6.2.1 Policy Justification

The College provides Walsall's high proportion of young people with access to vocational courses, and offers education and training for adults. It has undertaken a number of large scale building schemes in the centre over recent years, most recently the Business and Sports Hub. It's important that the College has space to continue to grow and that other educational facilities that serve a wide catchment area are also accommodated in the centre. Space has been allocated for the growth of the College in the AAP and the Council's aspiration is for the creation of a campus with all the education and training uses well connected and providing a safe and desirable learning environment.

Other educational facilities will be supported including Further Education provision. The criteria are provided to ensure a high quality learning environment is created

and that facilities are safe and accessible. Educational uses may be considered a sensitive use in terms of air quality and developers will need to accord with policies AAPINV7b and BCCS ENV8 Air Quality.

Site Reference	Site Name	Allocation	Justification
TC45	Walsall College	Education	Existing educational use, unlikely to change. The creation of a high quality campus environment is encouraged.
TC44	Walsall College Business and Sports Hub	Education	Educational facilities at the front of the site positively contribute to the streetscene. Further educational facilities to the rear are encouraged in order to create a campus environment.
TC46	East of Portland Street	Office Education	Site anticipated for expansion by Walsall College. The Grade II listed Wisemore House should be brought back into use and its setting improved. The creation of a high quality campus environment is encouraged.
TC48	21 Portland Street	Office Education	Site in use for educational training.

6.2.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.

6.2.3 Delivery

Walsall College has a proven track record in delivering high quality developments, the most recent of which is the Business and Sports Hub which will significantly improve the facilities. The delivery of further improvements to the College is crucial in ensuring it provides a high quality learning environment attracting increased numbers of students to study in the centre. The Council will support the College's future development by:

- Involvement in land assembly as previously demonstrated with the Walsall Campus scheme;
- Detailed pre-application discussions to develop high quality schemes;
- Supporting the College with submissions for funding.

6.2.4 Monitoring

Indicator	Target
Additional educational floorspace in the town centre.	Increase over the plan period

6.3 The Provision of Health Care Facilities

It is important that the communities in and surrounding Walsall town centre have access to healthcare and that current facilities are protected.

Policy AAPLV3: Health Care Provision

It is important that the town centre meets the healthcare needs of the surrounding community; this will be promoted by:

- a) Supporting the further development of healthcare facilities within the centre;**
- b) Discouraging the loss of any healthcare facility from the town centre;**
- c) Ensuring the links to Manor Hospital are maintained and where possible enhanced; and**
- d) Supporting proposals for uses linked to the hospital where appropriate.**

6.3.1 Policy Justification

There is a current planning consent to relocate the NHS Walk-in Centre from its current location in Digbeth (TC01) to a new location in the Saddler's Centre on Bridgeman Street (TC04), which is consistent with this policy. Healthcare facilities such as the NHS Walk-in Centre, doctors' surgeries, dentists and other facilities, need to be in accessible locations so that the whole community can access them. There are also a number of households within the town centre who will need access to healthcare facilities on a regular basis. The retention and improvement of healthcare facilities within and on the edge of the centre will therefore be promoted by the Council. The hospital is a short distance from the centre and there are already strong pedestrian links via the canal. There is also the potential that the close proximity of the hospital could trigger linked healthcare uses within the centre boundary and this policy looks to encourage such schemes. Healthcare uses may be considered a sensitive use in terms of air quality and developers will need to accord with policies AAPINV7b and BCCS ENV8 Air Quality.

6.3.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.

6.3.3 Delivery

The Council will support the funding of proposals for new healthcare provision and expansion to current healthcare facilities through its Public Health function in co-

ordination with Walsall Clinical Commissioning Group to secure NHS and other appropriate sources of funding.

6.3.4 Monitoring

Indicator	Target
Additional healthcare facility floorspace in the town centre.	Increase over the plan period
Loss of significant healthcare facilities from the town centre.	None

6.4 Community Facilities in the Town Centre

It is important that the town centre meets the needs of Walsall's community. It is also the most accessible location in the Borough so should be at the heart of community activity. There are a number of community facilities already operating in the centre which should be protected but there is also the opportunity to bring groups together, providing a holistic approach to community activities in the centre.

Policy AAPLV4: Community Facilities

a) The Council will protect and enhance community facilities in the centre by ensuring any proposals that involve the loss of community facilities contribute to the overall provision of community facilities in the centre and accord with UDP Policy LC8: Local Community Facilities,

b) The development of a new community hub in the town centre will be promoted to bring together community facilities and services into an accessible building serving the whole community. Sites will be considered appropriate where they meet the following criteria:

i) Good links with public transport;

ii) Provision of, or close proximity to, car parking;

iii) High visibility in a prominent location; and

iv) Highly accessible design.

6.4.1 Policy Justification

Community infrastructure provides an important role in the economic and cultural diversity of the town centre, and is vital to both town centre residents and those from across the Borough. Community facilities include places of worship, community centres and other meeting places. Any proposal that would result in the loss of a facility would have to meet the requirements of saved UDP Policy LC8: Local Community Facilities, which in summary requires proposals to show that the community needs can be met elsewhere, there is no longer a need or that the facility is not viable.

The proposal for a community hub aims to provide a focal point for facilities, to foster greater community activity and bring residents, the local business community, current community facility providers and smaller organisations together to improve the viability of such facilities in the centre. Whilst there are no firm proposals for this development it is a scheme the Council fully supports and as such needs to be represented in the AAP. If there is demand and/or need for a community hub Challenge Block (TC41) has been identified as the most suitable location as it is well located in terms of both visibility and accessibility (see Policy AAPINV3(b)). Criteria has been developed for considering proposals at other sites to ensure that the hub is accessible given it is likely to be used by visiting members of the public.

6.4.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.

6.4.3 Delivery

The priority for the delivery of community facilities in the centre is to provide a community hub. This is considered to be the most sustainable way to ensure the future of community groups as resources can be shared in an accessible location. The Council will work in partnership with the public sector and community groups to support the delivery of the hub, providing assistance in applications for funding, Council expertise and encouraging the use of Council land to aid with delivery. Other community facilities will also be supported in the centre and the Council will where appropriate aid community groups in finding suitable sites/buildings and with applications for funding.

6.4.4 Monitoring

Indicator	Target
Additional floorspace in community use in the town centre.	Extended during the plan period
Loss of significant community facilities from the town centre.	None

6.5 Protecting the Character of Walsall Town Centre

Walsall's historic environment is a unique asset that showcases the evolution of the town through its historic growth, industrial legacy and the influence of various styles of architecture which have created the vibrant townscape that we see today.

Developments which embrace the optimal viable use of heritage assets should be secured or encouraged in order to enable sustainable development, especially in the Conservation Areas, which will lead to socioeconomic benefits such as an improved environment for residents and increased investment in the town centre.

Policy AAPLV5: Protecting and Enhancing Historic Character and Local Distinctiveness

a) New developments should be designed to strengthen local character and identity, with particular reference to the Characterisation Analysis and Sensitivity Plans featured in the town centre Characterisation Study. Developments should also respect any heritage assets (both surviving buildings/ features and buried archaeological deposits) identified in the Characterisation Study, on the Heritage List for England or at the Wolverhampton and Walsall Historic Environment Record.

b) Development proposals affecting sites identified as heritage assets or as areas of high sensitivity to change should demonstrate how they will be conserved and enhanced including, where appropriate:

i) Consideration of the need to protect views and enhance the setting of heritage assets;

ii) Consideration of the sensitivity to change, opportunities and constraints of the area as defined by the Characterisation Study;

iii) Opportunities to promote the enjoyment of and access to the cultural heritage of the area for the benefit of the local community, such as improving access and providing interpretation; and

iv) Ensuring good design standards are addressed, with reference to Policy AAPLV6 and the Characterisation Study.

c) The Council will encourage the sensitive re-use of those buildings of special architectural or historic interest in accordance with BCCS Policy ENV2 and other Policies of the Local Plan.

d) Development that would result in substantial harm to or demolition of a Heritage Asset will not be permitted unless, in addition to any requirements contained in national guidance, either it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following criteria are met:

i) All reasonable alternatives that would avoid harmful adverse impacts have been fully explored and are not feasible or viable;

ii) The proposed development is of high quality and designed to reinforce and enhance local character and distinctiveness;

iii) All options to secure the future of the asset have been fully explored, including grant funding and disposal to a charitable organisation or community group

iv) A mitigation strategy has been prepared to minimise harm and provide for an appropriate level of salvage and/or recording; and

e) Where there is archaeological potential then the development will be required to undertake a desk based archaeological assessment, and where necessary a field based survey, by a qualified professional.

6.5.1 Policy Justification:

The historic environment is a finite resource that makes an important contribution to the character and sense of place of Walsall town centre, and has the capability to provide a positive contribution to the economic, social and environmental viability of the town centre. This should be facilitated and encouraged through the creation of a distinctive, visually attractive town centre which integrates new development into the historic environment through the innovative use of design reflecting the heritage of the area, local materials and high quality architectural design.

Applications which enhance the character of the Conservation Areas should be encouraged in order to improve their significance and protect and enhance their contribution towards the local character and distinctiveness of the area.

A detailed Characterisation Study of the town centre has been carried out to evidence the AAP. The aims of the study were to define the local character and distinctive features of the area and recommend the capacity for change and opportunities afforded by these as ways that sub-character areas and their associated assets can contribute towards the regeneration objectives of the AAP.

The Characterisation Study can be used by everyone involved in planning for the future of the town centre AAP area to ensure that developments take into account the known heritage assets and locally distinctive elements of the area, as well as their sensitivity to change. It includes a gazetteer of the sub-character areas identified through the study providing information on the make up of the area, its significance, its sensitivity to and capacity for change and the potential opportunities afforded by each of the areas.

The sensitivity analysis (figure 6.2) and character analysis plan (figure 6.3) give an idea of the areas of the town centre that have potential to be catalysts for regeneration. Information from the Characterisation Study has been provided against the sites within Chapter 8: A Place for Investment to provide a summary for developers.

The Characterisation Study provides information that should be used in conjunction with other sources of heritage data, including the Walsall Historic Environment Record, to inform site appraisals and development proposals. Design and Access Statements should clearly set out, explain and justify design solutions and demonstrate how these will achieve locally responsive outcomes that will contribute towards strengthening the local character and identity of the town centre, in line with BCCS Policy ENV2. This will ensure that new development acknowledges the past and respects rare survivors of earlier times. Where there is no alternative to loss, recording must be carried out by a qualified professional and the Wolverhampton and Walsall Historic Environment Record updated.

Where there is potential for archaeological deposits to be present, in accordance with Local Plan policies, a detailed desk-based assessment will be required, and potentially evaluation, excavation or a watching brief if preservation in situ is not possible.

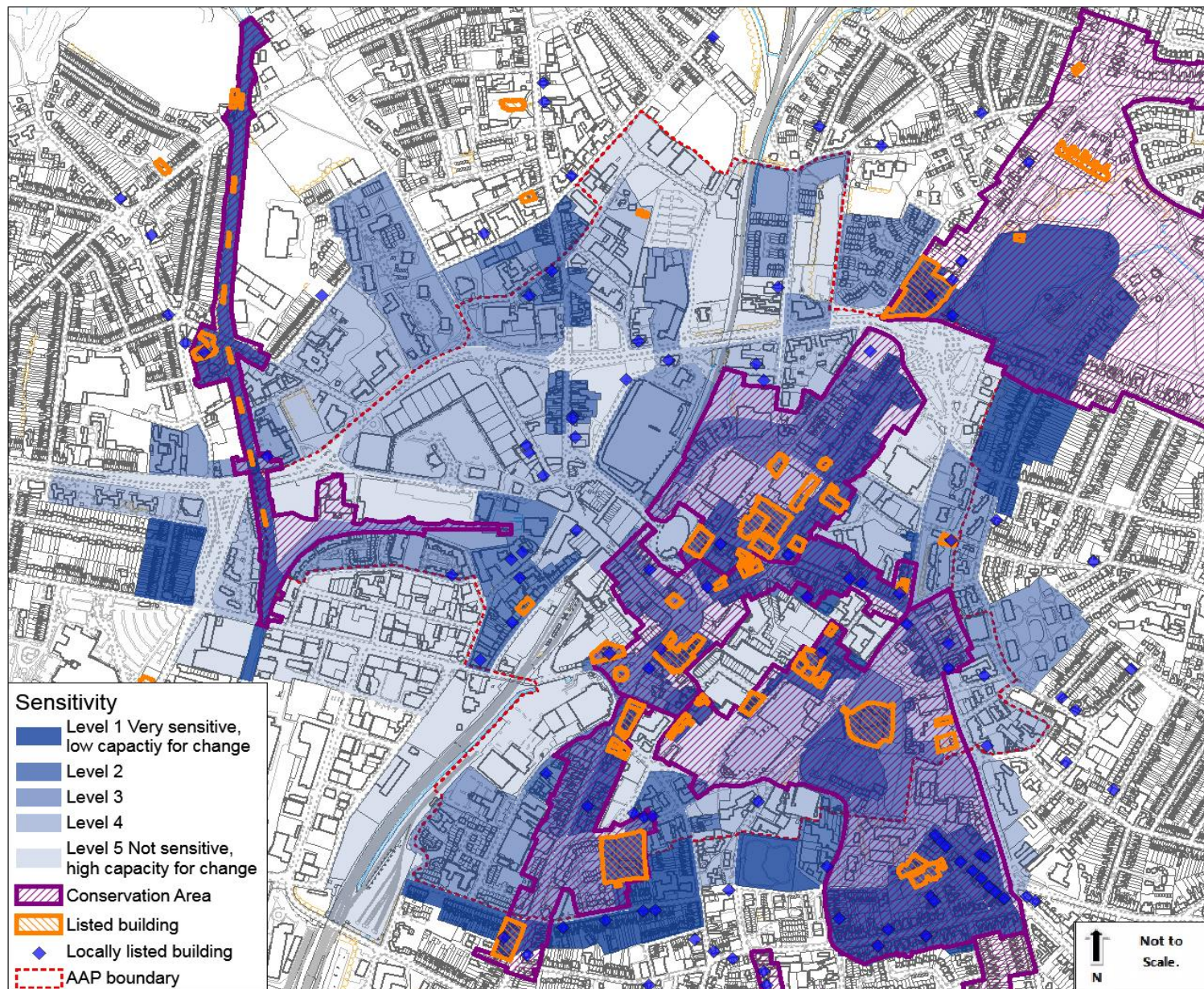


Figure 6.2 Historic sensitivity and heritage assets

6.5.2 Evidence

- Walsall Town Centre Characterisation Study (August 2015) Walsall Council
- Conservation Areas boundaries
- National Heritage List for England – Historic England
- Heritage at Risk Register – Historic England
- Wolverhampton and Walsall Historic Environment Record

6.5.3 Delivery

The Town Centre Characterisation Study has been developed as a direct tool to aid the delivery of schemes that will enhance the character of the centre and the Council will work with developers and investors to ensure that the character of Walsall is reflected in schemes. The Council will also look to secure funding through partnership working with Historic England and the Heritage Lottery Fund to improve historic and listed buildings, such as the Bridge Street Townscape Heritage Initiative scheme which provided grants to repair, restore and reuse its historic buildings between 2007-2011. £800,000 of public sector funding was spent on 9 retail and residential properties to create 7 new jobs, 3 new businesses and 1,000sqm of refurbished floorspace.

6.5.4 Monitoring

Indicator	Target
BCCS LOI ENV2 - the proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations.	100%
Number of buildings or conservation areas on the 'at risk' register.	Reduction over the plan period
Protection and retention of listed and locally listed buildings within then town centre.	100%

6.6 Securing Good Design in Walsall Town Centre

New buildings in the town centre should improve and enrich the quality and image of the Borough through high quality design which is sensitive to Walsall's historic character.

Policy AAPLV6: Securing Good Design

a) New development must create a positive environment with an identity that relates to the specific character of Walsall and its historic context. New buildings should:

i) be of appropriate scale and massing to the streetscene;

ii) provide active, distinctive frontages, avoiding blank elevations;

iii) consider safety and security, referencing 'Secured by Design' principles; and

iv) consider the need to protect views of landmark buildings as identified in the AAP Policies Map, and enhance the setting of sites.

b) Except where it can be proven that a development will not proceed, any proposal of more than 4 storeys in height will have to demonstrate that there will be no adverse effects on views of any landmark buildings (as identified in the AAP Policies Map) or the character of any Conservation Area, and that the highest possible quality of design has been achieved.

c) Developments at locations identified in the AAP Policies Map as a 'Gateway site for high quality design' will need to demonstrate that the scale, massing, and building layout is of sufficient quality for a prominent site, and that the highest possible quality of design has been achieved.

6.6.1 Policy Justification

As shown in the AAP Policies Map and discussed in section 6.5.1, much of Walsall town centre is covered by Conservation Areas, which are subject to national and local policies to protect their character and distinctiveness. New developments should be designed to complement the historic elements of the town with high quality, visually attractive buildings and spaces.

A Shopfront Supplementary Planning Document (SPD) was adopted by the Council in April 2015. This sets out design principles for shopfront proposals and should be adhered to where appropriate.

The Characterisation Study highlighted key buildings which serve as local landmarks, and the setting and views of such buildings should be protected in order to retain their landmark nature. Landmark buildings and heritage assets add character to the townscape and provide points of reference for those who live, work and visit the town centre. Therefore it is important that views towards these landmark buildings are preserved, and new views and improved settings are created, where possible.

It is considered that most buildings within the town centre are less than 4 storeys in height, and therefore new buildings of a similar height are unlikely to significantly affect the Walsall townscape. New developments above 4 storeys in height will reach above the majority of buildings in the centre and therefore the visual impact of any proposed development above this height should be carefully considered, particularly any impact on landmark buildings. Very tall buildings are likely to be visible from a wide area, and so achieving a high quality of design will be particularly important for preserving the character of the town centre.

The Characterisation Study also identified certain prominent sites which should be the focus for new landmark buildings. On these sites high design standards will be required in order to improve the image and identity of the town centre. Policies AAPINV2-6 set out policies for specific areas of the town centre, including any design and scale considerations.

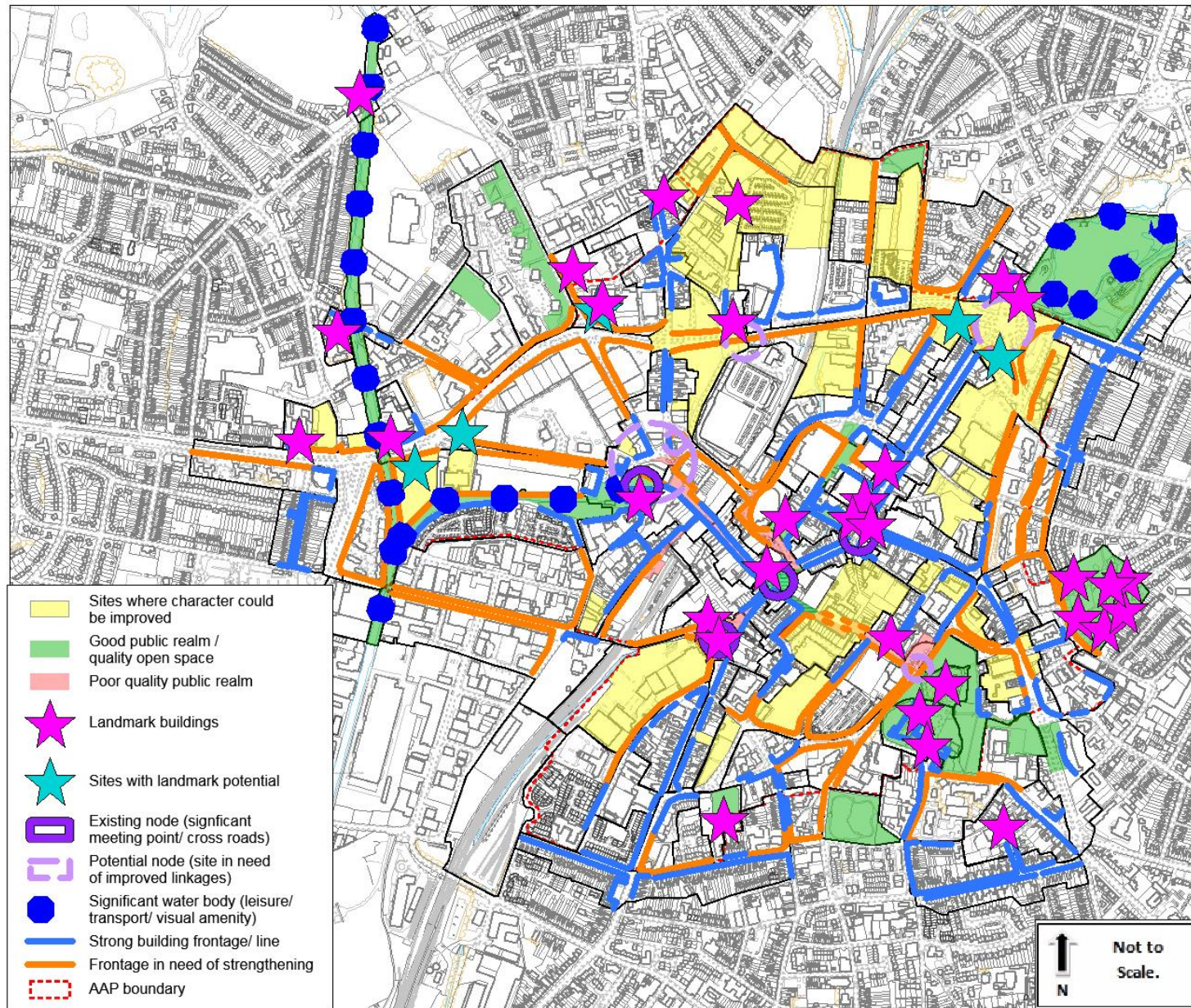


Figure 6.3 Analysis of the character of the town centre.

6.6.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (August 2015) Walsall Council.
- Walsall Council Draft Public Realm study (September 2015) Walsall Council.
- Walsall Shop Front SPD (April 2015) Walsall Council.

6.6.3 Delivery

The Town Centre Characterisation Study has been developed as a direct tool to aid in the delivery of high quality design in the centre and the Council will work with developers through pre-applications to ensure the design of schemes is given full consideration. The 2015 Shop Front SPD will also provide guidance to developers to aid the delivery of high quality schemes for retail.

6.6.4 Monitoring

Indicator	Target
BCCS LOI ENV2 - the proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations.	100%
Number of buildings or conservation areas on the 'at risk' register	Reduction over the plan period
The proportion of major planning permissions adequately addressing the Town Centre Characterisation Study	100%

6.7 Enhancing the Public Realm

Public realm comprises the streets and spaces which are available for use by everyone, to walk, meet, rest and interact. The town centre's public realm influences how people perceive and experience the town centre, and improvements to the environment are required in order to attract both visitors and investment.

Policy AAPLV7: Enhancing the Public Realm

a) The Council will seek to implement a programme of improvements to key streets and spaces, as per the priority areas identified in the AAP Policies Map. Public realm improvements can include, but will not be limited to:

- i) creating routes that are direct, convenient, safe, and accessible to all;**
- ii) enhancements to improve accessibility to public transport and increase the attractiveness of walking and cycling:**
- iii) using good quality hard landscaping materials which complement the setting and are easy to maintain; and**
- iv) where appropriate, providing high quality street furniture and soft landscaping, whilst minimising street clutter.**

b) The Council will seek to maintain new and existing areas of high quality public realm, in order to protect this investment and maintain a good quality environment.

c) Proposals for new development within the town centre will be expected to contribute towards the improvement and maintenance of the public realm in that vicinity.

d) Proposals for new development will be expected to respect the historic character of the public realm in the centre and any public realm works need to show consideration for the historic character of Walsall Town Centre.

e) Proposals for public realm enhancements will be expected to consider incorporating green infrastructure into the design. This will help to improve connectivity for wildlife through the conurbation, mitigate against the impact of climate change and improve the amenity value (see also Policy AAPLV8).

6.7.1 Policy Justification

An attractive public realm enhances people's quality of life and the perception of a place. It is an integral part of the urban fabric and should make a positive contribution to reinforcing the local distinctiveness of the built environment of Walsall. Public space should be accessible to all members of the community. The public realm in Walsall town centre suffers from a lack of consistency and a wide variation in quality. While recent developments such as Waterfront South and Tesco have led to some improvements in certain areas, on the whole the public realm across the town centre would benefit from comprehensive public realm improvements, which have regard to upcoming developments in the town centre.

The public realm has a significant impact on the perception of the town centre and there are recognised economic benefits in providing a high quality environment. Furthermore, in recent discussions with agents, developers, and consultants, public realm improvements have been identified as critical investments which should not be overlooked. Improvements can also have benefits for the natural environment and help decrease flood risk through the incorporation of green infrastructure. This could take the form of street trees, SuDs, green walls and roofs (see also policy ENV8).

A network of pedestrian and cycle routes which are direct, convenient, well lit and of a safe and secure design will be promoted and where appropriate, enhancements should be made to the public realm to improve accessibility to public transport and increase the attractiveness of walking and cycling (see also the policies within Chapter 7). This may include opportunities to improve surface materials, landscaping, lighting and pedestrian signage to enhance accessibility to public transport. Improvements to pedestrian legibility are also required and are considered as part of Policy AAPT1.

Recent developments in certain parts of Walsall town centre have altered footfall patterns and have highlighted key priority areas for public realm improvements. These are shown on the AAP Policies Map and include the majority of streets and spaces within and adjacent to the PSA. Other areas within the town will be subject to environmental improvements either as new developments come forward or on a case by case basis, as budgets allow, once the priority areas have been delivered. Major schemes, including those within the Gigaport, will be expected to create a high quality public environment within and around their buildings and spaces, as set out in Policy AAPINV3.

The Bridge area will be subject to public realm improvements as part of the implementation of the planning consent for the permanent relocation of Walsall Market, and this area, along with the Civic Quarter, and any areas subject to environmental improvements in the future, will be the focus for a continuous maintenance regime in order to maintain a good quality environment going forward.

6.7.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Council Draft Public Realm study (September 2015) Walsall Council.
- Information provided in support of planning application for the new market – reference 14/1871/FL.

6.7.3 Delivery

In recognition of the crucial role the quality of environment plays in the success of the centre not only in terms of people's experience but also in attracting investors, the Council is committed to funding the delivery of its public realm improvements programme. The programme of delivery of public realm schemes will relate to the priority areas identified, starting with the area around the Bridge which the Council has committed to through the planning consent for the market, followed by further improvements to Park Street. This will build on successful schemes such as the Wayfinding project and the Council will look to fund improvements when capital funding is available. Funds will also be sought from the private sector through the Community Infrastructure Levy (CIL) and other mechanisms such as grant programmes.

6.7.4 Monitoring

Indicator	Target
Number of schemes delivered which include public realm improvements.	Increase over the plan period

6.8 Delivering Environmental Infrastructure

The amount, location and quality of environmental infrastructure is key to securing the sustainable regeneration of Walsall town centre. This includes protecting and enhancing the current environmental network within the centre, creating and improving links to environmental sites outside of the centre, and ensuring new development contributes to the environmental infrastructure of Walsall.

Policy AAPLV8: Environmental Infrastructure

Existing environmental networks, environmental infrastructure, including identified ecological networks, will be protected and enhanced.

Existing Assets:

a) The two Urban Open Space sites as shown by the AAP Policies Map (TC12 and TC28) will be protected and enhanced. Proposals that would result in the loss of open space will only be permitted if they are in accordance with paragraph 74 of the NPPF.

b) The canal network will be protected and enhanced as set out in Policy AAPLE4.

c) Existing trees within the town centre will be protected and maintained where feasible and additional trees and planting will be encouraged.

d) The Council will look to improve links to Walsall Arboretum for all the community as it offers a high quality open space within close distance of the centre for leisure, sport and recreation as well as being a key part of the environmental network (see Policy AAPT1).

New Developments:

e) New developments of 1,000sqm floorspace or more will be required to provide Green Roofs to reduce the impact of the heat island effect unless it can be demonstrated that is not viable or feasible to do so.

f) All development proposals and public realm improvements should consider the use of green walls, green roofs, street trees and sustainable urban drainage systems (SUDS) (see also Policy AAPLV7 and Policy AAPINV7) in new development, particularly where there are known surface water flooding issues or where wildlife habitat connectivity could be enhanced.

g) The Council will support where feasible and deliverable local renewable energy schemes and low carbon energy projects.

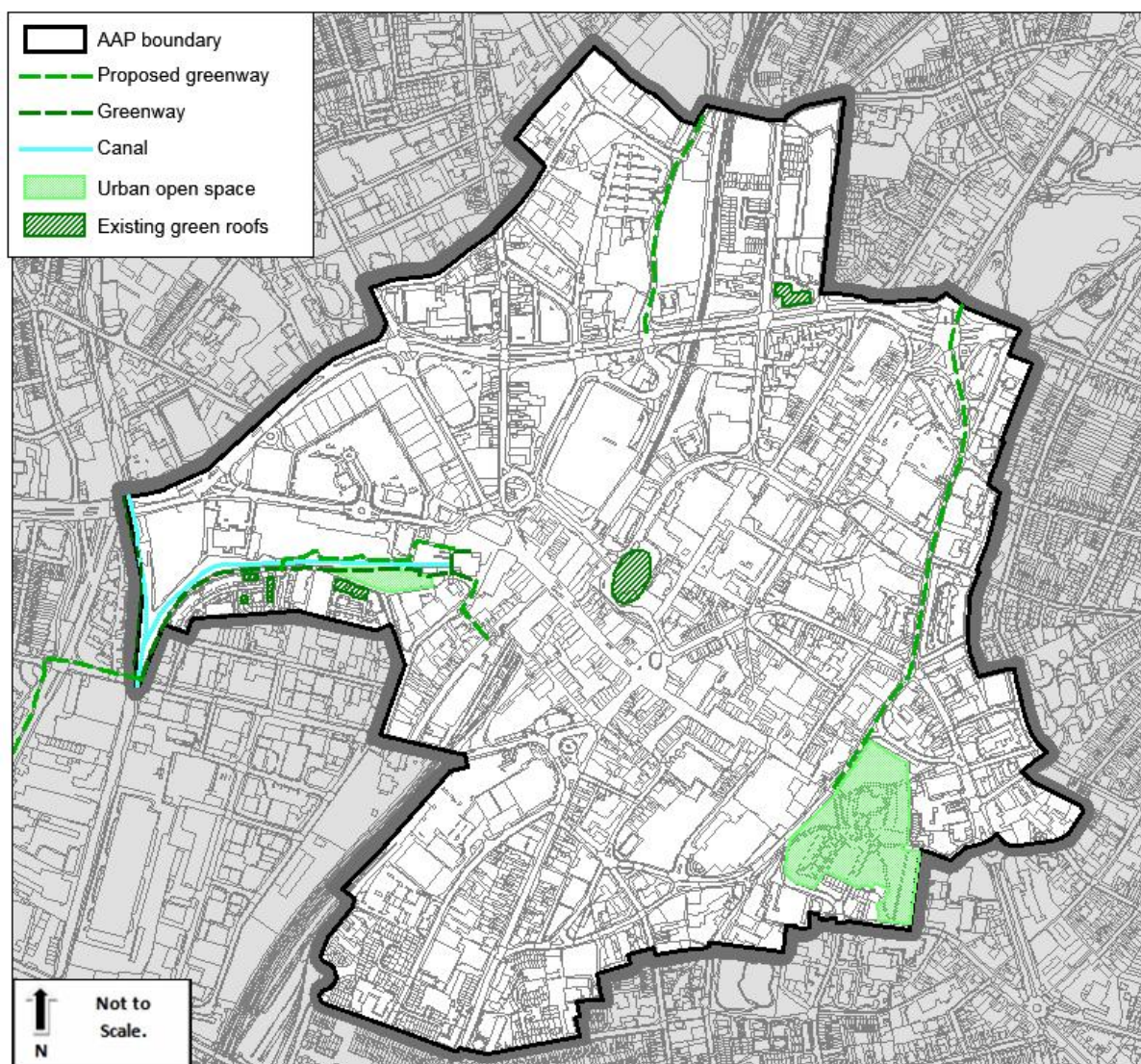


Figure 6.4 Existing Environmental Infrastructure

6.8.1 Policy Justification

A high quality environment improves the experience of using the town centre for all users, increases property values, attracts inward investment and can dramatically enhance the perception of Walsall for both regular users and people visiting the town centre for the first time. The environmental infrastructure network in Walsall should focus on protecting and, wherever possible, improving features of the town centre such as the Town Arm of the Walsall Canal, areas of Open Space or connectivity to the Arboretum. These important environmental assets collectively provide multi-functional benefits including, for example, providing leisure and recreational facilities, forming wildlife corridors, providing space for pedestrian and cycle routes, or offering opportunities for climate change mitigation and adaptation. An important priority for improving the environment of the town centre should be to improve the linkages between environmental features in and around the town centre.

Policy CSP3 of the BCCS requires development proposals to demonstrate how the network of Environmental Infrastructure (EI) will be protected, enhanced and expanded at every opportunity. This is supported by other strategic environmental policies on, for example, nature conservation (BCCS ENV1). Environmental infrastructure covers open space, sport and recreation facilities, areas of biodiversity and geodiversity importance, wildlife corridors, the canal network, watercourses, energy efficient buildings, renewable energy generation, pedestrian and cycle routes, areas and buildings of high design quality, and the special character and historic aspects of locally distinctive elements of the Black Country.

The BCCS also provides the strategic approach to Climate Change adaptation and mitigation issues in the Black Country through these environmental policies. The main issues the AAP needs to address are flood risk, urban heat island effect, strengthening ecological networks, providing and supporting renewable energy (including the potential for district heating), energy efficient buildings and improving sustainable transport. Improving green infrastructure can increase wildlife resilience, reduce flooding, reduce the urban heat island effect and increase the amount of carbon absorbed by trees.

Open space is capable of providing several multifunctional green infrastructure benefits simultaneously. These include protecting and improving ecosystems and biodiversity, improving mental and physical wellbeing through facilitating exercise, outdoor activity and community interaction; and supporting sustainable land and water management. The Council does not envisage any changes to the two sites identified as Urban Open Space and the policy looks to protect them in their entirety.

Walsall Arboretum is the Borough's flagship park and is a key location for leisure activities. Although not technically within the current town centre boundary, it is just a short walk away from the centre, and developments here will be of such significant value to the town centre that it cannot be overlooked in the AAP. The proposed Greenway in the town centre as shown on the AAP Policies Map and set out in Policy AAPT1 looks to promote better connections between the Arboretum and St Matthew's Church Open Space (TC28) as these provide the main areas of amenity open space for the surrounding community.

BCCS Policy ENV7 already looks to promote the development of renewable energy sources where the proposal accords with other policies in the local plan and has no significant adverse impact. The Council will be supportive of schemes proposed in the centre where they are deliverable and where they accord with the policies and proposals set out in the AAP. The plan does not allocate for any such proposals as there has been no evidence to suggest a feasible scheme can be delivered.

6.8.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Black Country Environmental Infrastructure Guide (2011).

6.8.3 Delivery

Some of the green infrastructure requirements set out in the above policy are required to mitigate against the impact of development and as such the inclusion of green infrastructure into schemes and/or developer contributions may be required. The impact of such requirements on the viability and therefore deliverability of schemes will be considered on a site by site basis and the Council will work with developers to understand any impacts. The Council will also look to secure green infrastructure, where appropriate, as part of public realm schemes funded by the Council especially in regards to green planting.

6.8.4 Monitoring

Indicator	Target
The proportion of major planning permissions including appropriate green infrastructure	100%

7. Transport, Movement and Accessibility

The town centre is the most accessible location in the Borough, where the arterial transport routes meet and public transport hubs are located. Improving transport in Walsall town centre provides an opportunity to increase access to employment, education and training along with retail and leisure activities, increasing its position as the most sustainable location in the Borough, and meeting AAP Objectives 1, 7 and 10.

7.1 Improving Pedestrian Movements and Linkages throughout the Town

The movement of pedestrians into and around the town centre is critical to its economic success. There is a need to improve the quality of some of these routes and to continue maintaining existing pedestrian areas across the town centre.

Policy AAPT1: Pedestrian Movement, Access and Linkages

a) All new development will be expected to be well integrated in the centre, providing strong pedestrian linkages to and throughout the town centre. Key locations where improvements to linkages are needed have been identified on the AAP Policies Map and new development will be expected to:

i) Support the provision of new linkages particularly to key regeneration initiatives, the Primary Shopping Area and public transport facilities,

ii) Improve linkages across the ring road to ensure the safe movement of people throughout the centre and to reduce the perception of physical barriers to access,

iii) Give consideration to the ease of movement for those with limited mobility; and

iv) Where appropriate provide enhanced signage, journey information, lighting and security,

v) Improve linkages to public transport and encourage sustainable travel.

b) The Council will look to maximise the potential for safe, attractive links between open space and environmental assets through the following existing and proposed Greenways as shown on the AAP Policies Map and in accordance with UDP Policy LC5: Greenways by:

- i) Protecting and maintaining the Greenway along the canal between Manor Hospital and Walsall Arboretum;**
- ii) Extending this current Greenway to the other side of the canal;**
- iii) Extending this current Greenway to Walsall Railway station;**
- iv) Promoting a Greenway through Walsall College to Rue Meadow Open Space; and**
- v) Promoting a Greenway that connects St Matthew's Urban Open Space with Walsall Arboretum (AAPLV8).**

7.1.1 Policy Justification

Safe, efficient and convenient pedestrian movement into and within the centre is fundamental to supporting economic development, and attracting investment, employers and employees. A network of pedestrian and cycle routes which are direct, convenient, well lit and of a safe and secure design will be promoted and where appropriate, enhancements should be made to the public realm to improve accessibility to public transport and increase the attractiveness of walking and cycling (see also Policy AAPLV7: Enhancing the Public Realm).

Ease of movement around the centre and quality public realm also plays a role in giving the town centre a strong sense of place, and linkages between uses will encourage visitors to spend more time in the town. This is particularly important in terms of linkages between and to the PSA to support the retail offer and develop a desirable shopping experience in the centre. The areas where the Council wishes to see improvements to linkages are shown on the AAP Policies Map and set out below:

- pedestrian access across the ring road, so that sites to the north of Littleton Street are well connected to parts of the town south of the ring road
- routes from the ring road/ Gigaport area to the Primary Shopping Area
- pedestrian links between Crown Wharf and the Primary Shopping Area
- pedestrian links between the new cinema scheme and the Primary Shopping Area
- pedestrian links between the Arboretum and the core of the town centre
- pedestrian access at the junction between Bridge Street, Lichfield Street and Leicester Street
- pedestrian links between St Matthew's Church and the core of the town centre.

The movement of people within the town centre is largely influenced by the location of the three transport hubs. Accessibility between these areas needs to be improved so pedestrian journeys are quicker, safer and easier as well as more attractive to users. An important component of this would be further way-finding improvements to ensure that, in particular, new visitors to the town arriving by public transport can easily navigate and find key destinations such as the Arboretum, Art Gallery, Leather Museum, Park Street, and Crown Wharf.

The AAP Policies Map sets out one maintained Greenway and two proposed Greenways. The main purpose of the Greenway network is to provide safe, attractive, continuous routes linking built up areas to open spaces and the Countryside (saved UDP Policy LC5: Greenways). The maintained Canal Greenway connects the centre to the hospital and makes the most of the canal as a leisure destination. It is proposed to extend this Greenway to connect the route to Walsall Railway station, via Marsh Street and Little Station Street, and to extend it to the northern side of the canal via the proposed bridge. The proposed Greenway from the UDP that ran across the College site has been amended to reflect the building and road layout whilst still providing a route from Littleton Street to Rue Meadow open space which lies just outside the town centre boundary. A new proposed Greenway has been included on the AAP Policies Map to provide an opportunity to improve links between the Arboretum and St Matthew's Church open space (TC28), along Upper and Lower Rushall Street. The approach also reflects the aims of Policy AAPLV8 which looks to make the most of environmental infrastructure in the town centre and Policy AAPLE4 which promotes the canal as a leisure destination. Greenways also provide opportunities for improved cycle access into and around the centre as set out in Policy AAPT2.

The Council is determined to improve provision and access for those with limited mobility and applicants for schemes are expected to work with disability groups to ensure their proposals are accessible to all.

7.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Town Centre Characterisation Study (August 2015) Walsall Council.
- Strategic Transport Plan: "Movement for Growth" (December 2015).

7.1.3 Delivery

The delivery of improved pedestrian movement, access and linkages throughout the centre will be achieved in two main ways. The first is through the appropriate consideration of planning applications to ensure that developments are in accessible locations and that full consideration is given to how schemes link to other key centre

uses and the Primary Shopping Area (PSA). If the Council considers that improvements to linkages are needed developer contributions may be sought to deliver these schemes.

The second is through Council funded schemes such as the Wayfinding project. This project combined developer contributions for recent developments to appoint consultants to look at the way the town is used by pedestrians, produce a Wayfinding Strategy of improvements, and implement 2 artworks designed to improve the ways pedestrians navigate the town centre. The Council will prioritise improvements in areas that will have the greatest impact on the town as a whole such as between public transport interchanges or improvements to links with the PSA. The Council will also look to implement improvements to the centre's accessibility as part of overall public realm schemes.

7.1.4 Monitoring

Indicator	Target
The proportion of new greenways implemented	100% by 2026
The implementation of public realm improvements in the town centre	See policy AAPLV7

7.2 Promoting Cycling

The development of sustainable modes of transport and encouraging people out of their cars is important to the sustainability of Walsall. Cycling is a key mode of transport for local journeys and for commuters, meaning it should be an integral part of transport in the centre.

Policy AAPT2: Cycling

Places need to be well connected with attractive, convenient, direct and safe routes available to make cycling a reasonable and realistic option.

- a) This will be achieved by protecting the current cycle routes and utilising the Greenways as shown on the AAP Policies Map and set out in Policy AAPT1.**
- b) Improvements will also be made between Walsall Railway Station and Bradford Place Bus Interchange as shown on the AAP Policies Map to improve access for cycle users and pedestrians.**

c) Current cycle parking will be protected and major schemes within the centre are expected to provide for secure additional parking or improve current facilities.

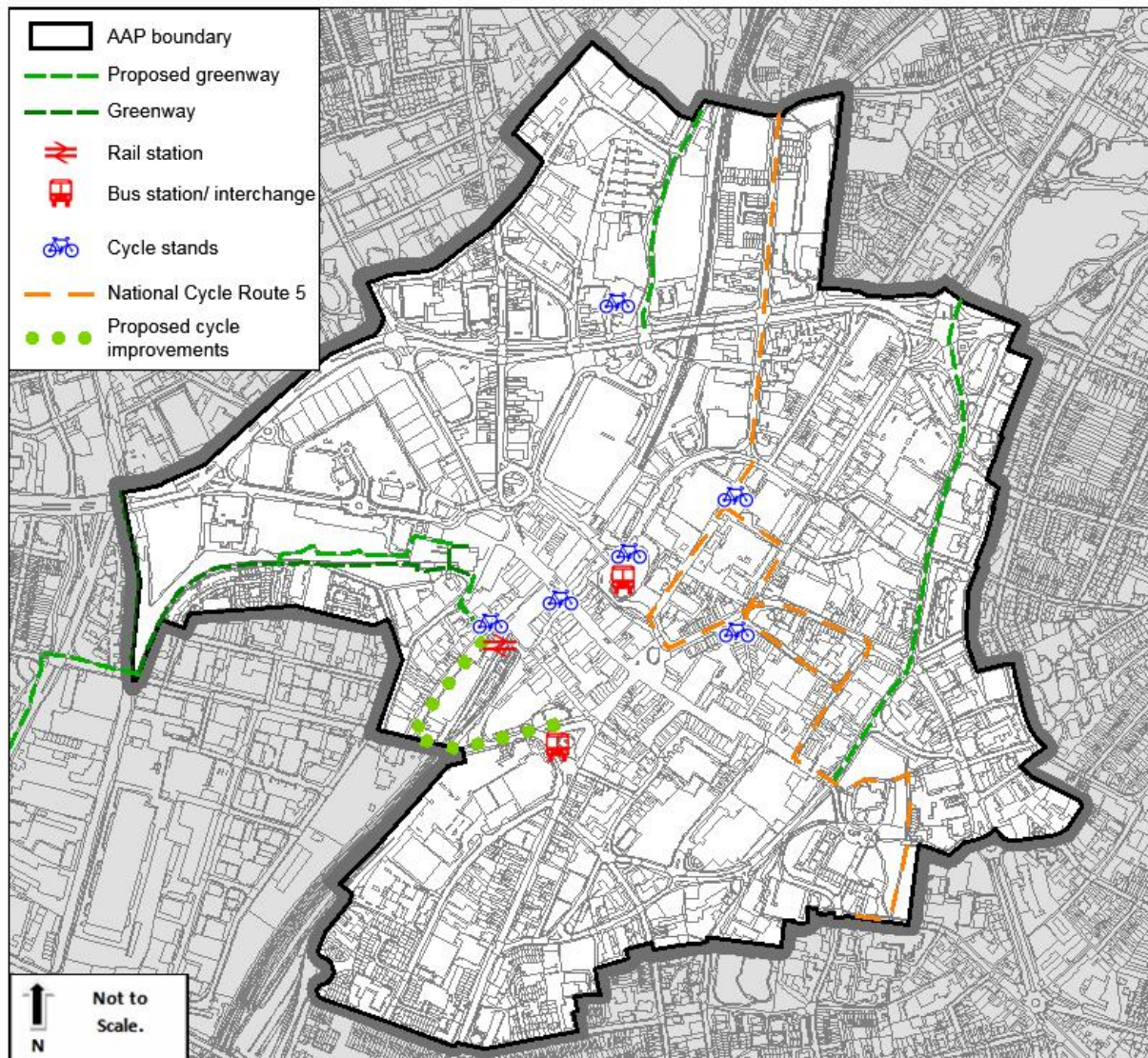


Figure 7.1 Cycling and public transport facilities

7.2.1 Policy Justification

The Council will look to support any proposals that improve the accessibility and desirability of cycling, especially to public transport and places of work in order to encourage sustainable patterns of travel. Walsall town centre benefits from being served by National Cycle Route 5, which runs from Oxford to Derby via Bridge Street, Walsall. The National Cycle Route is shown on the AAP Policies Map and the Council will look to protect and promote this route. The Council will also seek to improve the route as it passes through the town centre, and link it with other Greenways and cycle-friendly routes. It is proposed that the current Greenway that

runs along the canal is extended to connect to Walsall Railway Station (see Policy AAPT1) and the northern side of the canal. It is also proposed that the route between Walsall Railway Station and Bradford Place Bus Interchange is improved allowing for better cycle and pedestrian access. This is crucial for cycle users as routes through the Saddler's Centre or through Park Street are not necessarily appropriate for cycling. The improvements will apply to Station Street and Bridgeman Street, as shown on the AAP Policies Map and Figure 7.1.

There are currently 30 separate cycle parking locations around the town centre, situated at key trip generators, such as the railway station, library and supermarkets. These spaces are well used and the Council would promote the provision of further facilities. Cycle parking should be integrated into the street scene and not add to street clutter. Cycle parking facilities should meet Secured by Design standards and ideally cycles should be stored away from public view in a lockable room or container. However it is recognised that most cycle storage facilities will be external so it is important that they are located in locations with natural surveillance.

7.2.2 Evidence

- Strategic Transport Plan: "Movement for Growth" (December 2015)
- The National Cycle Route

7.2.3 Delivery

The Council will, where possible, secure funding to improve current cycle routes or to create new ones. This will be achieved through partnership working with Centro and other relevant bodies to unlock funding. Major new developments will be expected to provide facilities to support cycle use in the centre including cycle parking.

7.2.4 Monitoring

Indicator	Target
BCCS indicator LOI TRAN4 - Increase in cycle use of monitored routes	1% increase in cycling by 2026
BCCS indicator LOI TRAN4b - Implementation of proposed Local Cycle Network identified in the Cycle Network Diagram.	Increase % length implemented

7.3 Improving Public Transport

Public transport is crucial for many residents; particularly given Walsall's population with its higher than average proportion of residents aged under 16 and over 65, who are most likely to rely on public transport. Public transport must strive to offer an attractive alternative to the car.



Figure 7.2 Bus serving Walsall town centre

Policy AAPT3: Public Transport

The following improvements to public transport will be sought:

- a) Walsall Town Centre Bus Interchange – Bradford Place as allocated on the AAP Policies Map (TC18) will be increased in capacity with improved public realm and accessibility,
- b) Walsall Bus Station – St Paul's will be improved in terms of customer experience and safety,
- c) The capacity for bus usage on the highway will be protected and future bus priority measures will be supported including SPRINT, a rapid transit link

between Walsall town centre and Birmingham city centre which will significantly reduce journey times and create a better link between Walsall and Birmingham.

d) Walsall Railway Station as allocated on the AAP Policies Map (TC17) will be expanded to accommodate future investments in rapid transit connecting the Black Country Strategic Centres to each other. Improvements will be made to the access and visibility on Station Street.

e) Other improvements to public transport will be encouraged and new developments will, where appropriate, be expected to support the delivery of public transport improvement schemes.

7.3.1 Policy Justification

Public transport is very important in allowing residents to access jobs and education, as well as travel for leisure purposes.

Improvements to Bradford Place Bus Interchange to create a new Town Centre Interchange will create a larger and more modern facility to allow for future increases in bus services and patronage. This would result in the loss of some of Jerome Retail Park in order to allow for the increased capacity. The Council will actively work with landowners to discuss the impact of this and to explore the relocation of affected businesses. It is considered that the benefit of increased bus capacity and a more user friendly bus interchange will greatly improve the accessibility of the town centre, therefore having a positive impact on the viability and attractiveness of the town centre. Further work will be undertaken around this proposal in consultation with neighbouring businesses. The new interchange should be fully connected with the wider public transport network and any future rapid transit routes.

St Paul's bus station is constrained by the adjacent land limiting the possibilities for expansion. The Council, in partnership with transport providers and Centro, will look to improve the passenger experience of the station especially in regards to capacity and safety.

The West Midlands Strategic Transport Plan: Movement for Growth has identified a number of rapid transit corridors. The Walsall to Birmingham link was identified for SPRINT, a form of rapid transit. A new rapid transit link between Walsall town centre and Birmingham City Centre is being designed which will encourage the use of public transport through reduced journey times and increased capacity between these two important centres. Improvements by highway authorities to the network will be performed to meet the agreed performance specification for the links and junctions involved. These will take into account emerging thinking for delivery of

enhanced public transport priority on key corridors to support road based rapid transit proposals for SPRINT. As well as capital scheme improvements, it is vital that this network is managed efficiently through the collaborative operations of all highway authorities responsible for its provision. This will need to ensure that the highway authorities' statutory duty is met of "ensuring the safe, efficient and resilient operation of the overall highway network for all users."

In addition the electrification of the Chase (Walsall to Rugeley Trent Valley) rail line will bring potential for services to destinations further afield to be introduced. Along with improvements to rail services, Walsall train station would also require its capacity to be increased to facilitate new services, as well as to accommodate a potential rapid transit service between Walsall and Wolverhampton. Direct travel between Walsall town centre and Wolverhampton city centre is limited by public transport to bus travel. This journey of 35 minutes could be reduced to 15 minutes by introducing a rapid transit service between the two strategic centres.

As developments within the town centre are delivered the need to maintain and expand an efficient public transport network is imperative.

The Council will consult with the Police and Crime Commissioner for West Midlands on public transport routes, to ensure that crime and fear of crime is minimised.

7.3.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Strategic Transport Plan: "Movement for Growth" (December 2015)
- Walsall Cabinet Report and Draft Air Quality Supplementary Planning Document (February 2016)
- Walsall Council Infrastructure and Delivery Plan (March 2016)

7.3.3 Delivery

The Council will work with public transport providers such as Centro and Network Rail to develop schemes for improvements to transport infrastructure in the centre. This will include:

- Support with bids for funding from Central Government (Local Sustainable Transport Fund), Black Country LEP, Local Growth Fund,
- The safeguarding of land for transport improvements
- Support with land assembly if necessary
- Facilitating discussions on schemes with landowners and interested partners.

Where appropriate developer contributions such as CIL will be used to fund public transport improvements.

7.3.4 Monitoring

Indicator	Target
Protection of sites identified for public transport improvements	No loss of protected sites.
Implantation of public transport schemes	Improvements to all three transport hubs as identified in the policy to be started by the end of 2026.

7.4 Road Network

Improvements to the roads in and around the centre are essential to ease congestion which could deter visitors and investors from the centre. This is also crucial to improve the environmental quality of the town and provide better access for pedestrians, cyclists and public transport users.

Policy AAPT4: Road Improvements

- a) Improvements or modifications to the road system around the town centre are proposed in the locations identified on the AAP Policies Map.**
- b) Other highway works may also be necessary to serve future development/investment opportunities.**
- c) Where appropriate developer contributions will be sought to mitigate the negative impacts of proposals on the highway network.**

7.4.1 Policy Justification

Walsall has 845km of main roads that connect people to jobs, services and other activities, with excellent links from the national strategic highway network. M6 junctions 7, 9 and 10 all lie within or just outside the Borough, providing access for long distance travel and bringing visitors and goods to the Borough. Within the town centre boundary, the local roads can at times experience congestion due to large traffic flows, the impact of new developments and occasional diverted traffic from the M6 motorway.

The AAP Policies Map includes a number of proposed improvements to highway junctions. The key priority is the ring road which suffers from congestion. Without improvements to increase capacity, there are likely to be further issues with both traffic and air pollution levels. Furthermore businesses looking to locate in Walsall

town centre may consider congestion to be a potential issue. These improvements may require changes to pedestrian movement across the ring road as the way junctions operate is altered to increase capacity on the road network. There may be some areas along the ring road, for example the junction of Hatherton Street and Littleton Street, where land is needed to make improvements to the ring road and the Council will work with landowners and developers to minimise the impact of this on developments. Initial traffic modelling has been undertaken to understand the impact of future developments on the ring road in the short, medium and long term. The initial outcomes of the traffic modelling begin to support the view that improvements to key junctions along the ring road will be needed as new developments are delivered. The other junctions identified are less of a priority than the ring road junctions but the Council will look to improve these as resources become available. It should also be borne in mind that traffic flows and congested junctions outside of the town centre boundary, for example the Mellish Road island and the Wolverhampton Road/ Pleck Road junction, will impact on traffic entering and leaving the town centre. Improvements to these junctions should also be sought, although these are not covered by this AAP.

Where there is the need for new road improvements to serve new development, the impact on the historic environment should be fully tested to ensure that the new infrastructure required does not have a harmful impact on the historic environment.

Air pollution remains a major issue in the Borough with road traffic being the main contributor to adverse air quality, a significant issue in the town centre. Poor air quality affects the health and well-being of local people living along key corridors which carry high volumes of traffic. The review and assessment of air quality is a statutory function that all local authorities must undertake. The purpose of this is to demonstrate to central government that action is being taken to improve poor air quality and meet UK and EU standards. In a national context, outside of London, the West Midlands conurbation has the worst nitrogen dioxide (NO₂) problems in the UK. The Strategic Transport Plan: "Movement for Growth" aims to reduce transport emissions in the West Midlands and surrounding areas. The seven West Midlands metropolitan authorities are currently developing a Low Emissions Towns and Cities Programme. In line with this Walsall proposes to adopt a Black Country-wide Supplementary Planning Document (SPD) on air quality which aims to further address the issue of air quality (see also policy AAPINV7).

The transition to low emission vehicles is an important factor for moving towards a low carbon economy. Walsall Council has joined the Midlands' Plugged in Places consortium and work is continuing to seek out opportunities regarding the introduction of electric vehicle infrastructure within the town centre.

Over the past few years, the strategic routes leading to Walsall town centre have all undergone significant upgrades to improve traffic flow, reduce congestion and partly

address air quality. However there are still significant challenges relating to the management of traffic and how users access the town centre. Walsall Council works with Centro Integrated Transport Authority (ITA) and public transport operators to encourage town centre users to arrive on sustainable transport. However we also recognise that this is not always possible and that a balance needs to be found between encouraging public transport use, and making the town accessible for private car users and HGVs.

7.4.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Road network modelling data
- Strategic Transport Plan: “Movement for Growth” (December 2015)
- Walsall Cabinet Report and Draft Air Quality Supplementary Planning Document (February 2016)
- Walsall Council Infrastructure and Delivery Plan (March 2016)

7.4.3 Delivery

Where possible, the Council will look to secure funding from Central Government (Local Sustainable Transport Fund), Black Country LEP, Local Growth Fund to support highway improvements in the centre. If necessary the Council will consider funding some of the improvements through capital funding. The Council will also look to safeguard land to deliver improvements where there is no alternative solution. Developer contributions may be sought to combat the negative impact of schemes on the town centre road network and also through CIL to fund wider/larger town centre infrastructure improvements. Once adopted the Air Quality SPD will be used as a mechanism to reduce the impact of air quality in the town centre.

7.4.4 Monitoring

Indicator	Target
The amount of highway improvements implemented	Increase over the plan period
Adoption of an Air Quality SPD	2017

7.5 Improving Town Centre Car Parking

Car parking has a significant role to play in how people experience the town centre. The location, type and quality of car parking can impact on decisions like where in the centre people visit and how long they stay. It is also one of the key considerations for investors and businesses when making decisions about a site's suitability. It is therefore important to provide effective car parking to support the viability and vitality of the town centre.

Policy AAPT5: Car Parking

a) The Council will ensure the provision of an appropriate quantity, quality and type of convenient car parking, as set out in the Town Centre Car Parking Strategy, including high density short stay parking within the centre. This will be achieved by:

i) The delivery of at least one new multi-storey car park as identified on the AAP Policies Map at Challenge Block (TC41) or if this site is not deliverable Day Street (TC50). If and when a further multi-storey car park is required it will be located at Intown (TC34);

ii) Except where there is a demonstrated need for short stay dedicated provision, car parking within or on the edge of the AAP area will be available to serve the needs of the centre as a whole;

iii) Where new office developments come forward in the Gigaport area dedicated car parking can be provided as in accordance with the standards set in Policy AAPINV3: Walsall Gigaport. Consideration will be given to applying the same standards to other developments when justified;

iv) All new parking provision will be in accordance with the standards set out in relevant Local Plan documents and technical guidance, including provision of disabled, motorcycle and cycle parking and recharging facilities for low emission vehicles where feasible;

v) All parking will be subject to a charging and management regime agreed by the Council and in line with the Car Parking Strategy.

vi) All new parking will be of high quality, well-signed and secure, linking well with the rest of the town centre, in particular key destinations.

vii) New developments that include car parking should be well integrated with the centre and not have an adverse visual impact on the surrounding area.

Building layout should take priority over any car parking so that it does not dominate and where possible, should be overlooked to promote security.

viii) The effective use of planning conditions will be applied to ensure compliance with the Town Centre Car Parking Strategy and AAP policies.

b) The Council will support the release of existing car parks for redevelopment, for uses identified on the AAP Policies Map, as appropriate and provided a suitable provision can be maintained. Once new multi-storey provision has been provided (see point (i) above) all Council car parks identified can be released for redevelopment.

7.5.1 Policy Justification

A balance is needed between providing sufficient amounts of car parking with a sustainable pricing regime that supports development, whilst promoting the use of sustainable travel to the centre. Significant changes are needed to short stay public parking arrangements in the Town Centre AAP area. These changes are necessitated by the need to respond to widely expressed concerns about the adequacy of car parking provision in the town centre and to meet the needs of future development in the town centre as set out in this AAP.

Evidence shows that shortcomings in car parking provision is one of the factors which undermines the competitiveness of Walsall town centre. The solutions lie, however, not just in improving parking, but also improving the appeal and ease of using alternatives to the private car, including public transport, cycling and walking.

In total, the AAP proposes in the order of 726 additional short-stay public spaces. The additional and replacement short-stay parking provision will be in at least one new multi storey car park in the locations identified on the AAP Policies Map. Any new car parks should include electric vehicle recharging infrastructure to help meet air quality requirements. A number of locations have been identified as appropriate for a new multi-storey car park to serve the centre. It is considered that one multi-storey car park is needed in the short term, with a potential second being needed in the latter parts of the plan period. The locations are in preference order and set out in the table below:

Part a) of Policy AAPT5 sites:

Site Reference	Site Name	Allocation	Justification
TC41	Challenge Block	Mixed use, including convenience retail/ bulky goods Multi storey car park	This is the preferred location given its proximity to services and facilities within the town centre and within the ring road. Pedestrian linkages to these services and facilities are already fairly well established and pedestrian flows will not impact adversely on the operation of the ring road. This solution may require improvements to the junction of Hatherton Street and Littleton Street. New development would need to provide a strong frontage to the ring road.
TC50	Day Street car park	Office Convenience retail/ bulky goods Multi storey car park	If the Challenge block cannot be delivered for the multi-storey car park this site is considered the next preferable location due to its position in an area of considerable investment and location on the strategic highway network. Pedestrian linkages across the ring road and to within the core of the town centre will have to be enhanced. The redevelopment of this site with a high quality design would improve the character of the area in a prominent location, however the setting of the Leather Museum would need to be considered so as not to dominate this building.
TC34	Intown area	Mixed use, Multi storey car park	If either site TC41 or TC50 is delivered for a multi-storey car park and demand for parking provision still exceeds supply then this site close to the Civic Quarter and within the ring road is considered an appropriate site for further car parking investment. The scale of building should be informed by the falling topography and due to its largely 'back land' location, should not exceed the height of frontage buildings.

It is recognised that some developments will require their own car parking and the AAP makes provision for this at the Gigaport as set out in Policy AAPINV3. The Council will be flexible when considering other sites where this approach to designated parking would be suitable when justified by the applicant. The Council does however, aim to move away from each development having its own parking

and is therefore proposing to meet some of the needs of new developments through the delivery of the multi-storey car park(s). It is envisaged that 60% of the spaces provided of the upper floors of the multi-storey car park delivered at either Challenge Block or Day Street will be long stay to serve office developments, with a designated area on the top floors with 40% serving the needs of short stay visitors. Intown is envisaged to have 40% of its spaces dedicated to long stay and 60% to short stay.

To ensure that no adverse effects on the strategy for the town centre arise from developments also providing short stay public spaces, the Council proposes to require all short stay car parks within the AAP area, or intended to serve the AAP area, to be priced and managed in line with Council policy.

The Council has reviewed its current car parking provision and concluded that the location and quality of a number of the Council-owned car parks are poor. Where appropriate these car parks can therefore be developed for other uses as indicated on the AAP Policies Map. The suitable sites are set out in the table below.

Part b) of Policy AAPT5 sites:

Site Reference	Site Name	Allocation	Justification	Site Details
TC21	Bradford Street area (Mountrath Street)	Mixed use	If one or more of the multi-storey car parks is delivered then a number of Council owned car parks, many poorly located and under-utilised, become surplus to requirements. It is therefore possible to allocate these for other uses.	The new building would need to be of an appropriate scale and design to the adjacent Conservation Area and listed buildings.
TC30	Ablewell Street east (Warewell Street)	Mixed use		Proposals should take into account the Conservation Area and locally listed buildings and be sensitive in their scale and design so as not to dominate these assets.
TC30	Ablewell Street east (Paddock Lane)	Mixed use		
TC30	Ablewell Street east (Tantarra Street)	Mixed use		
TC31	Upper Rushall Street/ Town Hill	Mixed use		Proposals should be of an appropriate scale and design to the adjacent buildings, in particular the locally listed building adjacent the site.
TC34	Intown area (Whittimere Street)	Mixed use, Multi storey car park		The scale of development should be informed by the falling topography and due to its largely 'back land' location, should not exceed the height of frontage buildings.
TC34	Intown area	Mixed use, Multi storey car park		
TC34	Intown area (Intown Row)	Mixed use, Multi storey		

		car park		
TC35	Lower Rushall Street/ Holtshill Lane	Mixed use		Narrow car park and listed building so any scheme would need to be designed to take into account the impact on the both the building and the surrounding area.
TC41	Challenge block (Hatherton Street)	Mixed use, including convenience retail/ bulky goods Multi storey car park		Any new development should provide a strong frontage to the ring road and take inspiration from the surrounding character and original buildings on the site.
TC50	Day Street car park (Bate Street)	Office Convenience retail/ bulky goods Multi storey car park		The proposed design would need to contribute positively to the setting of the Leather Museum, whilst also forming a strong frontage to the ring road.
TC50	Day Street car park	Office Convenience retail/ bulky goods Multi storey car park		
TC54	Stafford Street/ Green Lane	Mixed use		Proposals for this site would need to be of an appropriate scale and design for the character of the area, taking into account the nearby locally listed buildings.

7.5.2 Evidence

- Walsall Town Centre Draft Car Parking Strategy (August 2015) Walsall Council.
- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Walsall Cabinet Report and Draft Air Quality Supplementary Planning Document (February 2016).
- Walsall Council Infrastructure and Delivery Plan (March 2016).

7.5.3 Delivery

The Council is committed to improving the car parking offer in the town centre. The Council will explore all options to delivering a new multi-storey car park and will work with the private sector in developing a viable scheme. If necessary and feasible the

Council will consider directly supporting the development of a new car park and will explore the following solutions:

- Partnership working with private investors and car parking providers,
- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Primark/Co-op scheme)
- Developing strategies to ensure that occupiers and developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

The Council will also support where necessary and feasible the redevelopment of the Council car park stock that is not considered to be required, especially where the sites form part of a larger development opportunity or are considered essential to the overall regeneration strategy. Once adopted the Air Quality SPD will be used to implement the delivery of electric vehicle charging points in the town centre.

7.5.4 Monitoring

Indicator	Target
BCCS Indicator LOI TRAN5a – number of publically available long stay parking places in the centre	Decrease the number of long stay parking spaces in centres.
Number of short stay car parking spaces in the town centre	As in line with the car parking strategy
Number of electric vehicle charging points	As in line with the adopted SPD

8. A Place for Investment



Much of the regeneration activity in the town centre in recent years has been focussed around three development opportunities – St. Matthew’s Quarter, Gigaport and Waterfront – and along with Park Street, it is these areas which should remain the focus for change and investment within the town centre. There are also some secondary sites which provide development opportunities to help support the regeneration of Walsall. There are however some constraints in the town centre that need to be addressed. This chapter sets out the vision and specific policies for these key areas along with providing guidance on dealing with constraints in the centre, reflecting AAP objectives 1, 2, 3, 4, 5, 6 and 10.

8.1 Walsall Town Centre Regeneration Strategy

Providing an overarching regeneration strategy to meet the objectives in the plan is an important element of the overall approach to the regeneration of Walsall town centre. The policy outlined below seeks to guide investment in a way which makes these objectives deliverable.

Policy AAPINV1: Regeneration Strategy

a) The objectives in Chapter 2 will be met through applying the Council’s regeneration strategy for Walsall town centre which seeks to concentrate change and investment in the following areas:-

- **St Matthew’s Quarter – shopping destination (Policy AAPINV2)**
- **Walsall Gigaport – office corridor (Policy AAPINV3)**
- **Walsall Waterfront – leisure destination (Policy AAPINV4)**

Further to these three priority areas, Park Street (Policy AAPINV5) will play an important role as the retail core (Primary Shopping Area) in the town centre, as a key location for attracting retail investment and the reconfiguration of units (Chapter 3) and as an area for improvements in the public realm (Chapter 6).

Other areas of the town centre represent secondary development opportunities where a mix of appropriate town centre uses will be encouraged in accordance with other policies in the plan (Policy AAPINV6).

The concentration of investment and resources in the geographical areas above is supported by improvements in the transport infrastructure (Chapter 7), and the environment of the town centre (Chapter 6).

b) Any proposals for development which are inconsistent with this regeneration strategy are unlikely to be supported, unless it can be demonstrated that there would be significant economic, social or environmental benefits to the town centre as a whole. There may be circumstances where a proposal is supportable at the time it is determined but is not in accordance with the long term regeneration strategy for an area. In this situation and where appropriate the Council will use temporary permissions to allow investment to come forward without jeopardising the AAP strategy.

c) All proposals will be expected to:

- i) Be comprehensive in the approach to the use of land and buildings;**
- ii) Address any adverse impacts on the highway; and**
- iii) Have consideration for the character of the area and be of high quality design.**

d) Schemes that involve the clearance of sites for development will be expected to give full consideration to how the treatment of the site visually and functionally impacts on the centre. The greening of cleared sites, including sites that form later parts of phased schemes, will be actively encouraged and developers and / or owners will be expected to maintain such sites throughout until development is completed. Developers and / or owners will also be expected to give proper consideration to the impact of boundary treatments on the amenity of the centre.

8.1.1 Policy Justification

Much of the regeneration activity in the town centre in recent years has been focussed around three geographical locations – St Matthew's Quarter, Gigaport and Waterfront – and along with Park Street, it is these areas which remain the focus for change and investment within the town centre. The concentration of investment and uses in particular areas is considered the most effective approach to securing investment and economic growth in the town centre. These areas are now recognised by developers as key opportunities building upon the £370 million worth of investment secured in Walsall town centre since 2007.

The Council can demonstrate a strong track record of delivering, facilitating or enabling town centre investment through a range of interventions, having a key role in most of the projects which have attracted £370 million of investment in the town centre. There are currently 5 schemes on site or recently completed in the town centre which will deliver an additional £39 million of investment. The Council has played a key role in each of these schemes as direct developer or in other facilitating roles, all of which are geographically located in the Council's priority areas noted in the policy. Where necessary, the Council will continue to play an active role in delivering sites that support the regeneration strategy of the town centre. The AAP is supported by a delivery plan that sets out the range of interventions at the Council's disposal.

The Council will utilise temporary (i.e. 5-year) planning permissions as a mechanism to manage areas and secure interim viable uses whilst more strategic development is being promoted and delivered over the longer term. Such permissions are already being used in the Gigaport area and this approach has recently been upheld at Appeal (decision ref. APP/V4630/W/15/3009493). However, the use of temporary planning permissions will not be allowed to delay or inhibit longer term investment decisions.

A fundamental part of delivering the regeneration strategy for the town centre is ensuring that there is a comprehensive approach to sites and that there are development opportunities for investors. In some cases this may result in sites being cleared for phased development or site assembly. Where sites are cleared and especially in prominent locations the Council will expect developers to consider the visual impact of the cleared sites on the centre. Solutions such as greening the site will be encouraged to reduce the visual impact and to provide more green infrastructure. Developers will also be expected to give consideration to the boundary treatment of sites and the visual impact this has on the centre as a whole.

8.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.

8.1.3 Delivery

The Council has identified a number of priority sites and it will be within these areas that the Council concentrates its resources to support delivery. It is considered that this strategy of prioritising sites is the best approach to delivering the regeneration of the centre. The full range of intervention mechanisms will be explored when looking for ways in which to assist in the development of sites which are considered to have the potential to act as a catalyst for further investment in the centre. This will include:

- Creating the right environment through public realm, road improvements and improved linkages (see Policy AAPLV7: Enhancing the Public Realm, all the policies within Chapter 7: Transport, Movement and Accessibility and also Policy AAPINV3: Walsall Gigaport);
- Promoting the town centre for inward investment for public and private sector businesses;
- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Primark/Co-op scheme)
- Developing strategies to ensure that occupiers and developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

8.1.4 Monitoring

As this policy brings together the strategy within the AAP it will be monitored through drawing together the findings for all the monitoring indicators in the plan. This will also be reflected in terms of how the plan is delivering against the AAP retail and office floorspace targets.

8.2 St Matthew's Shopping Quarter

Ensuring the shopping heart of Walsall is vibrant and viable is one of the key aims of the AAP. A key function of the town centre is to provide a shopping destination and St Matthew's Quarter along with Park Street (see Policy AAPINV5) provide the main shopping locations in Walsall town centre.

Policy AAPINV2: St Matthew's Quarter

a) St Matthew's Quarter is the main location for retail investment in Walsall town centre, largely falling within the Primary Shopping Area, with the opportunity to provide new larger space retail units to meet the needs of modern retailers. These larger space units will complement the current provision in Park Street and the rest of the Primary Shopping Area.

Any application within this area needs to accord with the following policies:

- Policy AAPS1: Primary Shopping Area**
- Policy AAPS2: New Retail development**

b) New retail development will be required, wherever possible, to provide large, flexible units to meet retailer requirements.

c) All development within the area will be expected to provide an active and well designed frontage which positively contributes to the streetscene. Leisure uses will be supported to bring life to the area, particularly in the evening, where they can be shown not to prejudice the retail function of the Primary Shopping Area. All development will be expected to provide linkages with the rest of the Primary Shopping Area and other parts of the town centre, and in particular St Matthew's Church.

d) All development within the area will be expected to protect, conserve and where possible, enhance heritage assets including the Conservation Areas and listed and locally listed buildings within the area. In particular, the Council will seek to promote the listed Victorian Arcade as a destination for smaller independent retailers.

e) The former Shannon's Mill site (TC26) is allocated as a potential sequential site for convenience or bulky goods retailing along with a mixed used allocation. Any proposal for retailing would need to be strongly integrated with the Primary Shopping Area providing an active pedestrian frontage. Other uses such as car parking for a retail unit could be provided along with residential use and live/work units on upper floors and to the rear of the site.

8.2.1 Policy Justification

The Council's delivery of new retail premises for Primark and Co-op foodstore should improve footfall in St Matthew's Quarter and has worked as a catalyst to encourage neighbouring landowners to move forward with plans for their redevelopment proposals. The owners of the Old Square shopping centre (TC01) and land in Digbeth/ Lower Hall Lane (TC03) have both progressed their proposals for major retail investment, providing larger format stores to meet modern retailer requirements. It is anticipated that both of these schemes will commence on site in the next 12 months, further enhancing the retail offer in the town centre.

The former Shannon's Mill site (TC26) has been removed from the Primary Shopping Area boundary to reflect its peripheral location and the site's development constraints. Residential development (including live/work) is considered more appropriate and will support the regeneration of St Matthew's Quarter by bringing more life, vibrancy and footfall into the area. The site therefore has a mixed use allocation and would be suitable for a number of town centre uses. The site is also considered to be a sequential site for convenience retailing and bulky goods as allocated in Policy AAPS2 due to its proximity to the PSA. It would be possible for a high quality well designed scheme to connect well to the retail core of the centre and strengthen the retail offer in St Matthew's Quarter, provided that it links visually and functionally with the PSA.

The table below sets out the development opportunities within St Matthew's Quarter:

Site Ref.	Site Name	Allocation	Justification	Capacity	Timescale	Further Information
TC01	Old Square Phase 2	Retail opportunities for investment/reconfiguration (Policy AAPS2: New Retail development)	Within the PSA	1,000 sqm additional retail floorspace (from planning consent)	Medium term (2-5 years)	Upper floor residential to be retained. Planning consent retains important views of St Matthew's Church.
TC02	Old Square Phase 3	Retail opportunities for investment/reconfiguration (Policy AAPS2: New Retail development)	Within the PSA	15,657 sqm (estimate)	Long term (5-10 years)	Should be designed so Debenhams is fronting the high street. Part of site covered by flood zone 2 and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Part of site is high sensitivity (levels 1

						and 2) as per Characterisation Study, so any new development should not be above 3 storeys to avoid dominating the streetscene.
TC03	Digbeth/ Lower Hall Lane	Retail opportunities for investment/reconfiguration (Policy AAPS2: New Retail development)	Within the PSA with a current application	8,247 sqm additional retail floorspace (from planning consent)	Short term (0-2 years)	Part of site is within Church Hill Conservation Area. The site has planning consent to replace the existing vacant buildings with a more modern design.
TC26	Former Shannon's Mill site	Convenience retail/ bulky goods (Policy AAPs2: New Retail Development) Mixed use including residential and work/live units.	Front of the site is connected to the PSA physically and visually proving an opportunity for edge of centre retailing.	14,852 sqm over 4 storeys (estimate)	Medium term (2-5 years)	Change in levels. Within Church Hill Conservation Area. Air pollution issues at Upper Hall Lane (see Policy AAPINV7b). Any proposal for retail would need to be integrated with the PSA and provide an active frontage in order to make a positive contribution to the streetscene.

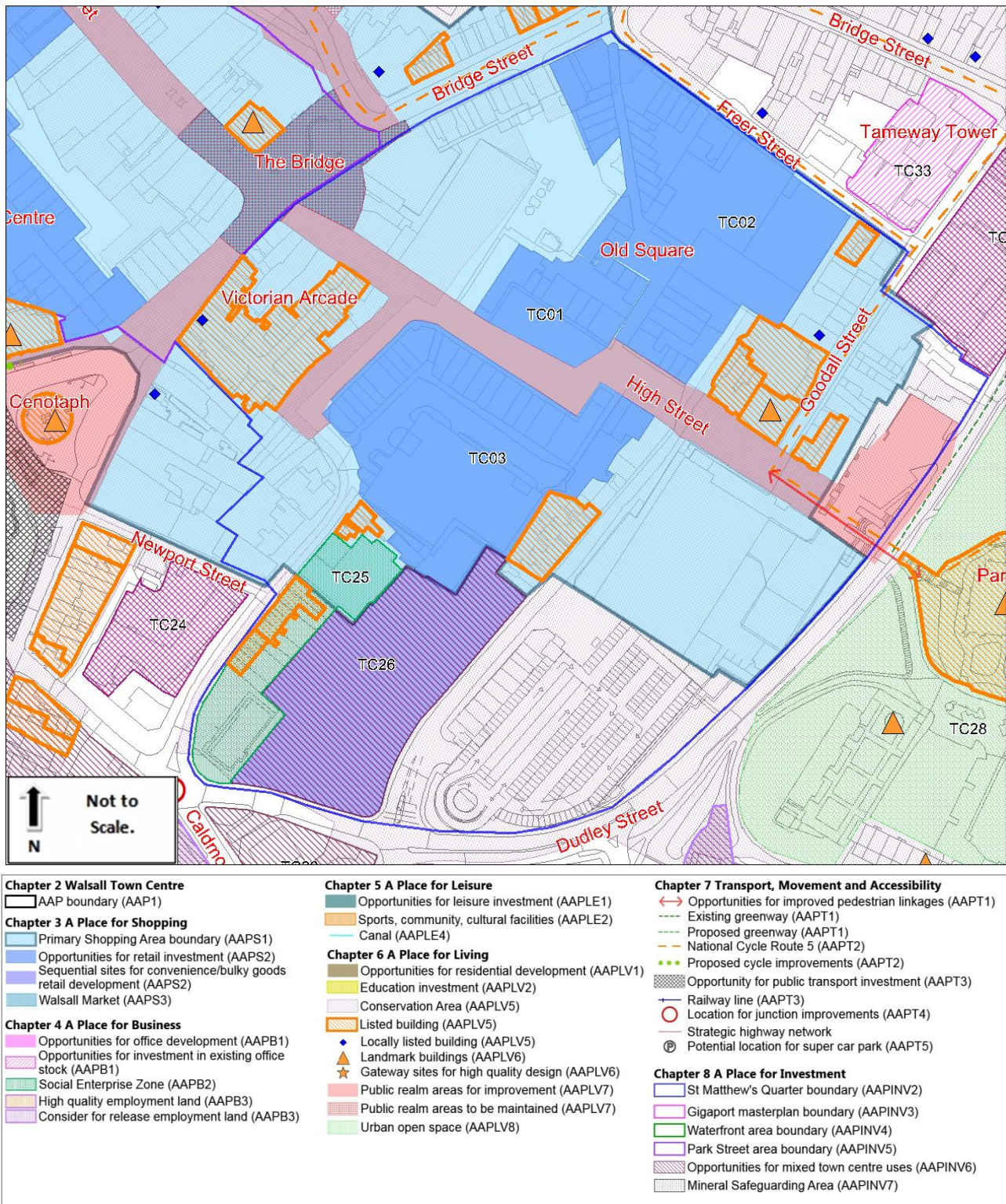


Figure 8.1 St Matthew's Quarter area

8.2.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Planning applications for the area.

8.2.3 Delivery

The Council has already shown its commitment to the development of St Matthew's Quarter through its direct involvement in the Primark scheme. It is anticipated that Primark will act as a catalyst for further retail development and the site opposite has permission for a retail scheme which is envisaged to start construction within the next 12 months. The Council will provide further support to the development of St Matthew's Quarter through:

- Utilising the ownership at Old Square shopping centre to continue to work with developer(s) to promote retail development at this end of the town centre, to help anchor the east end of Park Street and create a strong retail circuit;
- Where considered necessary and if feasible, direct involvement in the development of retail opportunities in the PSA in a similar way to the Primark development;
- Working with the landowners and interested parties for the former Shannon's Mill site (TC26) on a scheme to unlock the site's potential; and
- Funding public realm improvements and pedestrian linkages through the centre to ensure pedestrian movement towards this end of town (see Policy AAPLV7: Enhancing the Public Realm and all the policies within Chapter 7: Transport, Movement and Accessibility).

8.2.4 Monitoring

Indicator	Target
Amount of additional town centre use floorspace within the St Matthew's Quarter Area.	Increase over the plan period. See also retail floorspace targets Policy AAPS2.

8.3 Walsall Gigaport – Walsall's Office Destination

Creating an office location in Walsall town centre is crucial to developing an attractive environment that encourages further investment. This policy sets out the overall aim of the Gigaport and sets requirements for developers to ensure the Gigaport is a high quality, well integrated development.

Policy AAPINV3: Walsall Gigaport

The Gigaport will be a series of high quality office developments designed to meet the evolving needs of business and enterprise.

a) The sites considered appropriate for office development are allocated on the AAP Policies Map and included below:-

TC36 Ward Street area

TC41 Challenge Block (see section b of this policy below)

TC42 Teddesley Street

TC42a Royal Mail car park, Hatherton Street

TC43 Former Noirit site

TC46 East of Portland Street (see also Policy AAPLV2: Education)

TC48a Day Street/ Garden Street

TC50 Day Street car park (see section c of this policy below)

TC51 Blue Lane East/ Stafford Street

TC52 Green Lane Police Station

TC54 Stafford Street/ Green Lane car park

There are also certain sites that are in the vicinity of the Gigaport area and so could be suitable for office uses, but which are not located within the Gigaport boundary and therefore do not have the benefit of outline planning consent:

TC37 Jabez Cliff

TC47 North of Portland Street

TC55 Wisemore.

Office development will be prioritised at sites fronting Littleton Street West. Within other areas of the Gigaport the following uses will be supported in principle when they facilitate the function of the Gigaport as an office location:

- Business Incubation Units,**
- Hotel with conference facilities (use class C1),**
- Live/work space at the rear of the Gigaport area,**
- Ancillary retail and/or restaurant uses (use class A1/A3).**

b) In addition to the above, Challenge Block (TC41) is allocated for the following uses:

- **Multi-storey car park (Policy AAPT5)**
- **Convenience retail/ bulky goods, if sequentially preferable sites cannot be delivered (Policy AAPS2).**

Proposals for any uses will be expected to demonstrate that the multi-storey car park can also be accommodated at this site, and that the scheme will support and not prejudice its delivery.

The design of buildings should make the best use of the land including multi-storeys and create a strong built-up frontage to Littleton Street. Any car parking proposed as part of the development should be well integrated and accord with Policy AAPT5.

Any development should look to provide an attractive frontage to the Ford Brook River that offers up views and will provide opportunities to improve the structure and habitat of the river. Consideration should also be given to the water quality of any site drainage going into the river.

Delivery of some or all of the allocated uses may require improvements to the junction of Hatherton Street and Littleton Street.

c) In addition to the above, Day Street car park (TC50) is allocated for the following uses:

- **Multi-storey car park, if Challenge Block can't be delivered (Policy AAPT5)**
- **Convenience retail/ bulky goods, if sequentially preferable sites cannot be delivered (Policy AAPS2).**

d) All proposals will be expected to:

i) Be comprehensive in the approach to the use of land and buildings;

ii) Address any adverse impacts on the highway;

iii) Improve pedestrian links to the centre across Littleton Street West and in particular to bus and railways stations, the Primary Shopping Area and Walsall Arboretum;

iv) Consider sustainable transport improvements such as links to public transport, electric car charging points and cycle provision;

v) Improve the public realm of the Gigaport area and protect, conserve and where possible, enhance heritage assets, including the Leather Museum (TC49) and Wisemore House (TC46); and

vi) Demonstrate that there will be no adverse impact on existing occupiers and that where necessary businesses will be relocated.

Unless justified any car parking proposed would be expected to serve the Gigaport area as a whole, with the maximum car parking ratio for office development being: 1 space per 60 square metres.

8.3.1 Policy Justification

The Gigaport is located on the edge of the town centre's retail and commercial core, and evolved as the preferred location for office investment due to the availability of under-utilised land, investment secured in the new college facilities and an environment enhanced by improvements to the town centre transport package. Critically it is within easy walking distance of town centre shops and services, the railway station and bus stations, and those facilities will benefit from having Gigaport developments within such close proximity.

Historically the Gigaport area was defined by a masterplan outline planning consent, first approved in 2008, to provide 127,000 sqm of office floorspace plus other complementary uses. This was designated as a response to the BCCS expectation that all strategic centres plan for the delivery of 220,000 sqm office floorspace by 2026. This BCCS requirement has been reviewed by DTZ who concluded that a more realistic, but still aspirational, target of 73,000 sqm of office floorspace should be allocated within the AAP. Taking this revised figure, the Gigaport policy now seeks to allocate sites for office development, as indicated in the table below. If all of the sites noted in the table below are developed to their full capacity, then this revised figure of 73,000 sqm will be exceeded, and it is therefore recognised that some of the sites will not be delivered for office use within the plan period.

Major schemes such as the Gigaport will be expected to create a high quality environment, including improving pedestrian links to the centre and providing high quality public realm in its streets and spaces (see Policy AAPLV7).

The Challenge Block (site TC41) has been identified for a multi-storey car park and a sequential site for convenience retail/ bulky goods. Given its location close to public offices and public transport the Council considers that the site would be suitable for community facilities if there was demand/ need.

The design, appearance and layout of Challenge Block will be important in ensuring that the area should feel like and function as part of the town centre. Also with the Ford Brook bordering the site to the west any scheme will need to incorporate this into the design and help to improve the natural environment of the river. This might

mean the setting back of buildings from the watercourse where useful space could be provided along it and where the viability of the proposal and the best use of the land are not prejudiced. Any development on this site should look to improve the structure and habitat of the brook in line with Water Framework Directive objectives as this is currently a failing water body. Consideration should also be given to improving the water quality of any site drainage going into the river and to reducing any surface runoff as part of flood risk management (see Policy AAPINV7).

Sites that are allocated for mixed uses are suitable for a variety of town centre uses apart from A1 retailing when they are outside of the Primary Shopping Area (Policy AAPS1: Primary Shopping Area). All developments will be expected to consider main town centre uses before solely residential schemes in order to protect the function of the town centre and to help realise the potential of sites in supporting the regeneration strategy. The table on the following page sets out the development opportunities within the Gigaport area:

Site Ref	Site Name	Allocation	Justification	Capacity	Timescale	Further Information
TC36	Ward Street area	Mixed use	Under-utilised site	9,223 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site in flood zone 2 and adjacent culverted watercourse, and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Frontage could be strengthened (as per Characterisation study). The site is underutilised and provides potential to provide a positive contribution to the vitality of the town. Air pollution issues at Lower Rushall Street (see Policy AAPINV7b). Potential noise issues at Broadway North (see Policy AAPINV7c)
TC37	Jabez Cliff	Mixed use	Vacant site	7,378 sqm over 4 storeys (estimate)	Long term (5-10 years)	Within Lichfield Street Conservation Area, so any development would need to bear in mind the scale of the surrounding buildings. Consider design and massing due to prominent location – part of site is high sensitivity (level 2) and has landmark potential, as per town centre Characterisation study. Access issues. Air quality issues along Littleton Street (see Policy AAPINV7b).
TC41	Challenge Block	Multi storey car park Convenience retail/ bulky goods Mixed use	Under-utilised site	23,812 sqm over 4 storeys (estimate)	Medium term (2-5 years)	Part of site covered by flood zones 2 and 3 and the Ford Brook runs adjacent to the site. Consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Part of site is high sensitivity (level 2) and frontage could be strengthened, as per Characterisation study. Any proposals for the site may take inspiration from the surrounding character and the original buildings on the site, up to 3 storeys in height. Any new development should provide a strong frontage to the ring road. Part of site in Limestone consideration area (see Policy AAPINV7d). Air quality issues along Littleton Street (see Policy AAPINV7b). Any development on this site should look to improve the structure and habitat of the brook. Consideration should be given to improving the water quality of any site drainage going into the river (also see text in policy justification).
TC42	Teddesley Street	Office or mixed use	Under-utilised site	10,186 sqm over 3 storeys	Long term (5-10 years)	Frontage could be strengthened, as per Characterisation study. The area is currently used for car parking and provides little contribution to the historic character of the town, therefore

				(estimate)		development is not considered to have any negative impact on the surrounding area. Part of site in Coal development high risk area (see Policy AAPINV7d).
TC42a	Royal Mail car park in Hatherton Street	Office or mixed use	Under-utilised site	7,226 sqm over 3 storeys (estimate)	Long term (5-10 years)	Site is covered by flood zone 2 and adjacent to a culverted and open watercourse, and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). The area is currently used for car parking and provides little contribution to the historic character of the town, therefore development is not considered to have any negative impact on the surrounding area. Part of site in limestone consideration area (see Policy AAPINV7d). Part of site in Coal development high risk area (see Policy AAPINV7d).
TC43	Former Noirit site	Office	Partially delivered site with outline consent for further office uses	4,566 sqm office floorspace (from planning application)	Short term (0-2 years)	Part of site covered by flood zones 2 and 3. Consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Site within Limestone consideration area (see Policy AAPINV7d). Part of site in Coal development high risk area (see Policy AAPINV7d). Air quality issues along Littleton Street (see Policy AAPINV7b). The frontage of the site has now been built out and makes a positive contribution to the streetscene by providing a strong frontage to the road network. The allocation is for further office on the remainder of the site, as per the existing outline planning consent. Delivering further office uses in this location will attract investment into the town, providing jobs and adding to the vitality of the town centre.
TC46	East of Portland Street area	Education Office if no longer required by Walsall College	Included within Gigaport masterplan area, identified by Walsall College as	27,347 sqm over 3 storeys (estimate)	Long term (5-10 years)	Wisemore House is Grade II listed, but is somewhat lost within the environment and therefore doesn't make as strong a contribution as it could to the character of the town. The allocation could help to improve the setting of the listed building, and bring uses, investment and footfall the area which should help to secure its future. Use by the College for expansion should create a high quality campus environment. Part of site covered by flood zone 2 and consideration should be

			preferred location for future expansion			given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Part of site in Limestone consideration area (see Policy AAPINV7d). Part of site in Coal development high risk area (see Policy AAPINV7d). Air quality issues Garden Street (see Policy AAPINV7b).
TC47	North of Portland Street	Office	Consider for release employment land within Gigaport masterplan area	19,809 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site is within flood zone 2 and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Site within Limestone consideration area (see Policy AAPINV7d). The current buildings do not contribute positively to the character of the area, therefore redevelopment for office uses would increase investment and jobs to this area, improving the vitality of the town centre.
TC48a	Day Street/ Garden Street	Office	Included within Gigaport masterplan area	8,270 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site is high sensitivity (level 2) as per Characterisation Study. The site is allocated because it is considered there may be more appropriate uses for the site, and this would ideally improve the design of the buildings on the site. Part of site in Coal development high risk area (see Policy AAPINV7d). Air quality issues along Stafford Street and Garden Street (see Policy AAPINV7b). Part of site in Limestone consideration area (see Policy AAPINV7d).
TC50	Day Street car park	Office and multi storey car park, Sequential site for convenience retail/ bulky goods	Included within Gigaport masterplan area	9,942 sqm over 3 storeys (estimate)	Long term (5-10 years)	The occupied commercial units along Stafford Street could form part of a scheme if they are positively integrated. If the units are redeveloped the proposals will need to show how the businesses have been relocated within the town centre. Alternatively if a scheme comes forwards that excludes the units, consideration will need to be given to the boundary treatment. Part of site is high sensitivity (level 2) and frontage could be strengthened, as per Characterisation Study. The proposed design would need to contribute positively to the setting of the Leather Museum, whilst also forming a strong frontage to the ring road. Air quality issues along Littleton Street and Day Street (see Policy

						AAPINV7b).
TC51	Blue Lane East/ Stafford Street	Office		4,560 over 3 storeys (estimate)	Long term (5-10 years)	High sensitivity (level 2) as per Characterisation Study, with 2 locally listed buildings on the site. There is potential to explore the opportunity for the reuse of the buildings, although given their condition this option may be limited. Part of site in Limestone consideration area (see Policy AAPINV7d). Air quality issues along Stafford Street and Blue Lane (see Policy AAPINV7b).
TC52	Green Lane Police Station	Office	Included within Gigaport masterplan area	19,567 sqm over 5 storeys (estimate)	Long term (5-10 years)	Peripheral location but prominent on ring road. Frontage could be strengthened (as per Characterisation Study). Any new development on the site would need to be a high quality landmark building. Air quality issues along Littleton Street and Green Lane (see Policy AAPINV7b). The site could include the Walsall Magistrates Court if this was to relocate.
TC54	Stafford Street/ Green Lane car park	Mixed use	Included within Gigaport masterplan area	3,546 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site in Limestone consideration area (see Policy AAPINV7d). The re-establishment of development on this site will fill in gaps within the townscape and will therefore improve the character of the area and the setting of the locally listed buildings. Proposals for this site would need to be of an appropriate scale and design for the character of the area, taking into account the nearby locally listed buildings.
TC55	Wisemore	Bulky goods/ convenience retail, Mixed town centre uses	Adjacent to Gigaport masterplan area	8,380 sqm over 3 storeys (estimate)	Medium term (2-5 years)	Frontage could be strengthened (as per Characterisation Study). This is a vacant site in a prominent location, so development is not considered to have a negative impact on any heritage assets, as long as a positive relationship can be found with the rear of the buildings on Stafford Street. Site within Limestone consideration area (see Policy AAPINV7d). Air quality issues along Littleton Street (see Policy AAPINV7b).

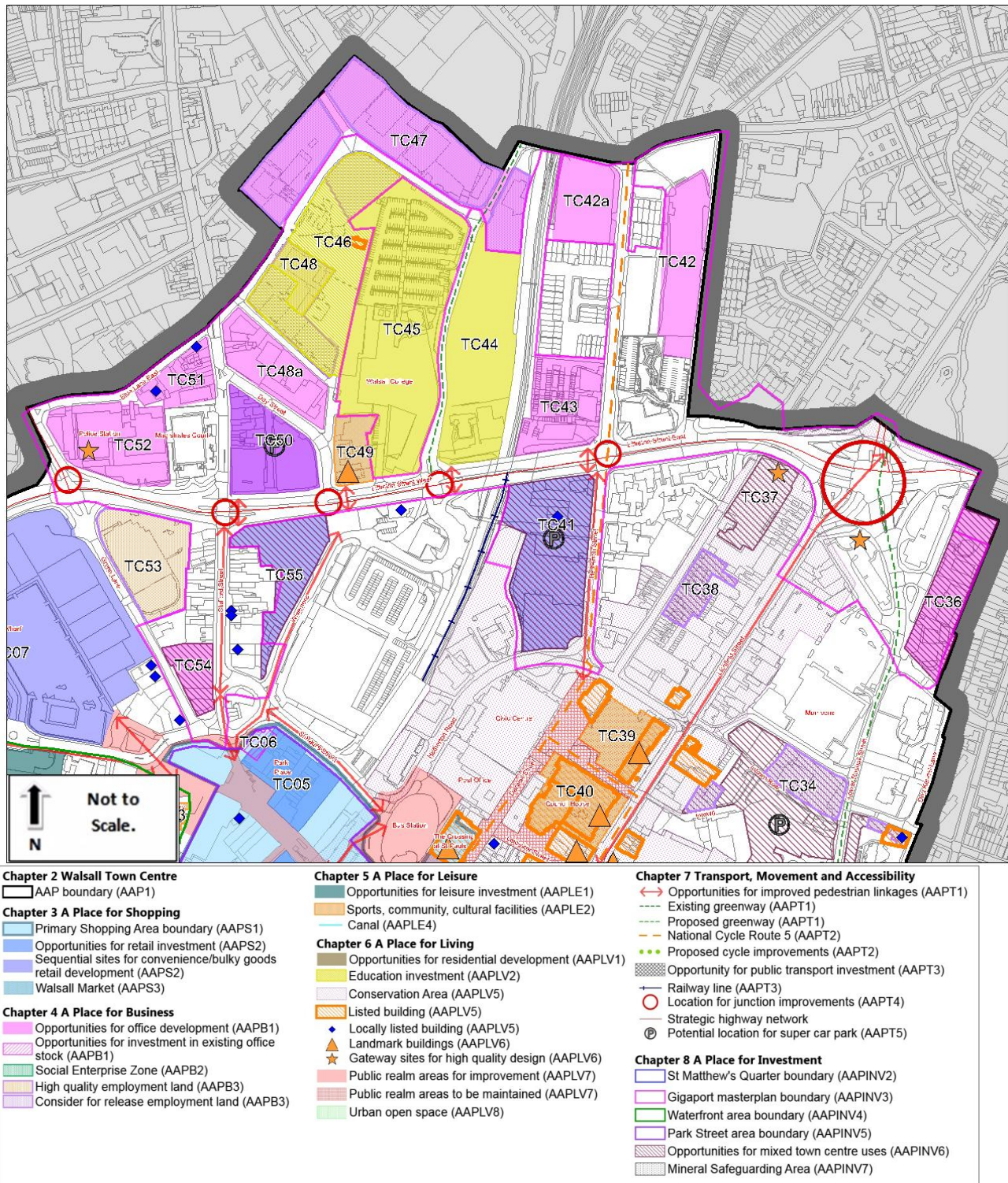


Figure 8.2 Gigaport Area

8.3.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Gigaport outline planning permission - planning reference 07/2659/OL/W7.
- The EU Water Framework Directive.

8.3.3 Delivery

Gigaport is a well established priority for the Council and a number of sites have already been delivered or are under construction within the area including the Jhoots Pharmacy office. The outline Gigaport permission provides the planning framework to give applicants the confidence that office uses will be supported and the Council will help in the delivery of an office corridor by:

- Creating the right environment through public realm, road improvements and improved linkages (see Policy AAPLV7: Enhancing the Public Realm and all the policies within Chapter 7: Transport, Movement and Accessibility);
- Prioritising the sites fronting Littleton Street West in order to develop a corridor of high quality developments that will attract further investment and create a gateway to Walsall;
- Promoting the town centre for inward investment for public and private sector offices;
- Delivering the other improvements to the town centre as proposed in the AAP, including increased leisure provision and an improved retail offer to make the centre an attractive place to invest in but also to work in;
- Working to deliver a multi-storey car park that will provide parking for office workers and visitors along with being flexible to allow some level of individual parking for office developments (see Policy AAPT5: Car Parking);
- Working to overcome issues around congestion on the ring road and to make improvements to the road network (see Policy AAPT4: Road Improvements);
- Using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development);
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding (under the SEP for the Black Country) to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Primark/Co-op scheme)
- Developing strategies to ensure that occupiers and developers have the right infrastructure and where necessary supporting the provision of town centre infrastructure.

8.3.4 Monitoring

Indicator	Target
Amount of additional town centre use floorspace within the Waterfront Area.	The amount of new office floorspace will also be monitored against the floorspace targets as set out in Policy AAPB1: Office Developments.

8.4 Walsall Waterfront – Walsall’s Leisure Destination

Creating a leisure destination in Walsall is crucial for the future vitality and viability of the centre.

Policy AAPINV4: Walsall Waterfront

Walsall Waterfront will become a gateway destination in Walsall for leisure, work and living, providing opportunities to build on the historic canal frontage and creating a unique waterside development.

a) Waterfront North (TC10) will deliver a successful and vibrant cinema-anchored leisure hub with family orientated restaurants. This site is considered to be the main location in the town centre for substantial leisure development to serve the Borough and surrounding areas. The Council will prioritise the delivery of leisure uses as set out in the planning permission (07/2659/OL/W7) and will not allow other schemes to jeopardise the scheme.

b) Appropriate uses for Waterfront Lex site (TC08) include hotel and conference facilities, commercial office use, healthcare related uses and further leisure uses to complement the planned investment currently under construction. Residential use would be acceptable if an appropriate level of residential amenity and suitable access arrangements could be achieved.

c) Appropriate uses for secondary sites (Holiday Hypermarket (TC09), William House and Stafford Works (TC14)) include hotel and conference facilities, cultural uses and further leisure uses that complement the planned investment. Residential will also be appropriate where an acceptable residential environment can be provided without constraining any leisure uses.

d) Waterfront South provides the opportunity to create a canalside community which supports the vitality of the centre and provides a high quality living environment. Residential uses will be suitable at the Kirkpatrick's site (TC11), William House and Stafford Works (TC14), and FE Towe Ltd, Charles Street (TC15) if the criteria in Policy AAPLV1(f) can be met.

Retail use, except small-scale complementary activities, will not be permitted on any of the Waterfront sites.

All development must be of high design quality complementing the New Art Gallery, the canal (Policy AAPLE4) and the Conservation Area.

The development of the area should relate positively, in visual and functional terms, to surrounding areas and particularly to the rest of the centre. Strong and secure pedestrian linkages will be required both to and within the development to encourage the maximum public access. In particular public access must be provided along the canal and at least one footbridge provided across the canal arm.

Development opportunities adjacent to the canal will be expected to contribute towards the improvement and maintenance of the canal infrastructure and towpaths. All development within the area will be expected to protect, conserve and where possible, enhance heritage assets including the Canal Locks Conservation Area.

8.4.1 Policy Justification

Waterfront North has been the location where the Council has sought to attract leisure development in the town centre, as per the Walsall Waterfront SPD, and the delivery of the 100-bedroom Premier Inn hotel and associated restaurant is the first investment of this nature. The next challenge therefore is to deliver major leisure and entertainment uses on the remainder of the site. Waterfront North needs to build on its location and its links to the town centre and Park Street with high quality public realm and improved east to west movements.

Landowners are currently working on a proposal to deliver a footbridge across the canal to increase pedestrian access along both sides of the canal and to new facilities such as the cinema.

The Waterfront Lex site (TC08) has been the subject of an intrusive site investigation which has narrowed down the remediation costs associated with the site, and it was acquired by the Council in January 2015. Its dual canal frontage and gateway location makes this site a prime development opportunity. Better connections with Waterfront North could be achieved by the inclusion of the Holiday Hypermarket (TC09) into a more comprehensive development opportunity.

The table on the following page sets out the development opportunities within Walsall Waterfront:

Site Ref	Site Name	Allocation	Justification	Capacity	Timescale	Further Information
TC10	Waterfront North	Leisure	Planning consent (13/0440/FL) granted June 2013 for multi-screen cinema and associated leisure uses. Material amendments granted July 2014 (14/0779/FL)	7,005 sqm leisure scheme (from planning consent)	Short term (0-2 years)	Adjacent to Canal Locks Conservation Area. Frontage could be strengthened (as per Characterisation Study). Phase 1 of the cinema scheme is nearing completion, which will improve the streetscene of this previously vacant site, and will bring footfall and vitality to the area adjacent the canal. Part of site in Coal development high risk area (see Policy AAPINV7d). Site within Limestone consideration area (see Policy AAPINV7d).
TC08	Waterfront Lex	Mixed use – including office	Vacant site in prominent location fronting both the ring road and canal.	4,824 sqm over 5 storeys (estimate from potential end user)	Medium term (2-5 years)	Access issues from Wolverhampton Road. Contamination and remediation issues (see Policy AAPINV7d). Southern part of the site falls within Walsall Locks Conservation Area. Frontage could be strengthened and the site is a potential location for landmark building (as per Characterisation Study). The site is currently cleared so a high quality development will make a positive contribution to the area, and should include enhancement of the canal as an historic asset. Part of site in Limestone mine consideration zone (see Policy AAPINV7d). Air quality issues along Wolverhampton Street (see Policy AAPINV7b). Potential noise issues at Wolverhampton Road (see Policy AAPINV7c).
TC09	Holiday Hypermarket	Mixed use	Would improve links between Waterfront North and the Lex site, allowing a more comprehensive	8,454 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of the site falls within Walsall Locks Conservation Area. The site houses a 19 th century building to the west which positively contributes to the character of the area and should be retained; however this could tolerate development on both sides of a significant

			development.			scale to reinstate the urban character of the canal. Limestone mine consideration zone (see Policy AAPINV7d). Air quality issues along Wolverhampton Street (see Policy AAPINV7b).
TC14	William House and Stafford Works	Mixed use	Vacant buildings in a prominent location fronting the canal.	8,538 sqm over 4 storeys (estimate)	Medium term (2-5 years)	High sensitivity (level 2) as per Characterisation Study. The buildings on the site are currently vacant and therefore make a negative contribution to the surrounding area, particularly to the canal. Development of appropriate design and scale, taking into account the locally listed building, would make a positive contribution to the area, particularly the canal Conservation Area. Part of site in Limestone consideration area (see Policy AAPINV7d).
TC11	Kirkpatricks site	Housing	Consider for release employment land, within predominantly residential area	Approx. 40 residential units over 4 storeys (estimate)	Long term (5-10 years)	Site within Limestone consideration area (see Policy AAPINV7d). Part of site in Coal development high risk area (see Policy AAPINV7d). This is the last remaining site along the canal for the Waterfront South area, and currently does not relate positively to the surrounding buildings. Development here would complete the development along the canal and provide a more active frontage. Any scheme would be expected to continue the existing strong frontage to the canal.
TC15	FE Towe Ltd, Charles Street	Residential	Consider for release employment site, within predominantly residential area	Approx. 20 residential units over 3 storeys.	Long term (5-10 years)	The site is currently in use for industry, but as this may relocate out of the centre in the future there is potential that the building will become underused without a positive allocation, and residential is considered to be in keeping with the surrounding uses and character. The building makes a positive contribution to the character of the area and is in keeping with nearby buildings, therefore the potential for conversion should be explored.

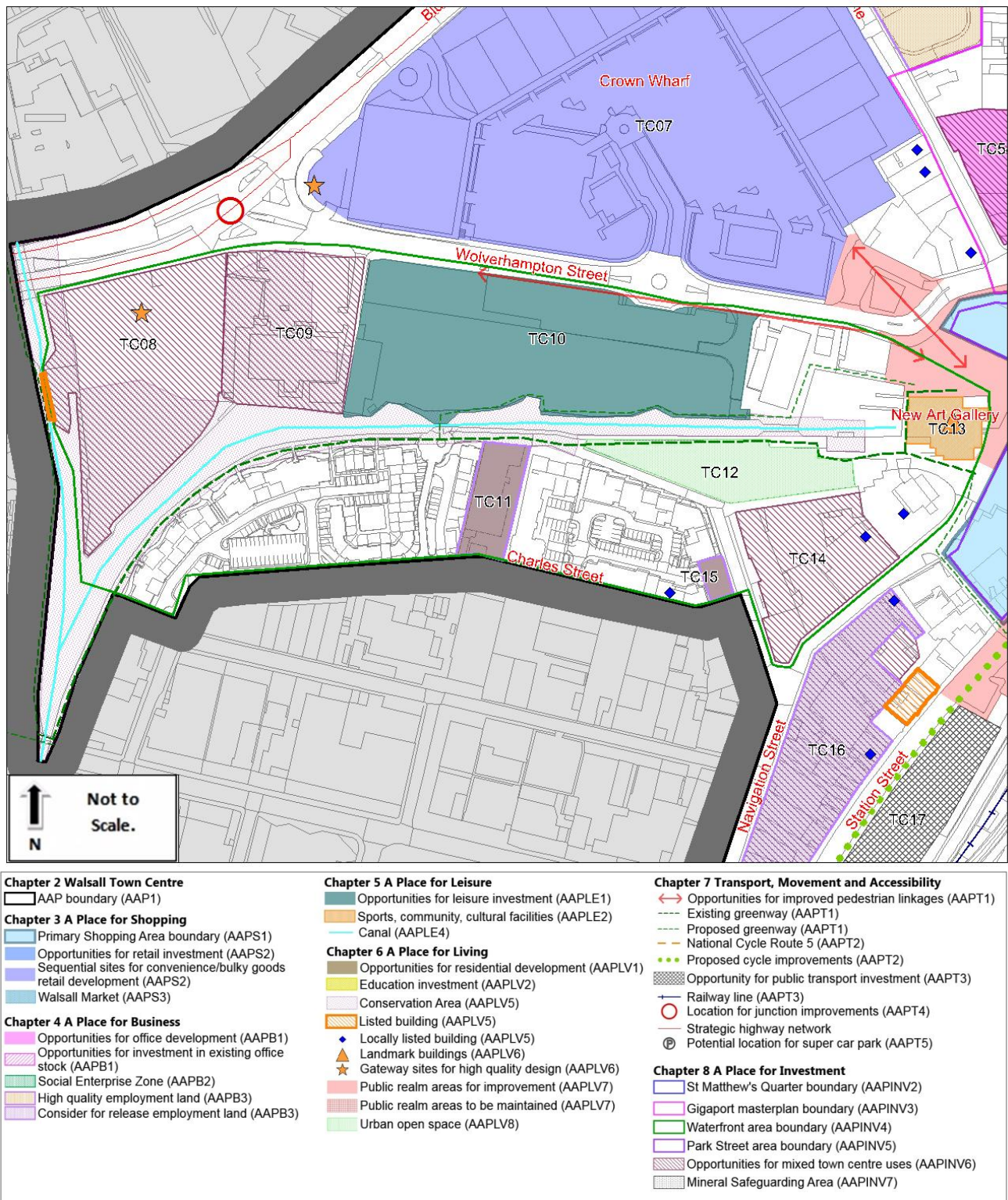


Figure 8.3 Waterfront Area

8.4.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Waterfront Cinema Planning Permission – planning reference 13/0440/FL and 14/0779/FL.

8.4.3 Delivery

Much of Walsall Waterfront, such as the hotel and residential development, has been completed or are under construction, as in the case of the cinema development. The Council will look to protect the cinema scheme by resisting any proposals that may compromise its delivery and directing further leisure developments to the Waterfront area to create a leisure hub. Furthermore, the Council will also look to support the delivery of the remaining waterfront sites. This includes:

- Pre-applications discussions with owners and interested parties on Waterfront Lex and William House / Stafford Works;
- Implementing the required remediation works at Waterfront Lex, following successful application for LGF funding
- Support with finding suitable alternative sites / premises for industry within the waterfront boundary (see Policy AAPB3: Town Centre Employment Land);
- Working with the Canal & River Trust to maintain the quality of the canalside environment and where appropriate utilising developer contributions to improve and maintain the waterfront environment to ensure it remains a high quality leisure development (see Policy AAPLE4: Walsall Canal);
- Protecting and enhancing the links between Waterfront and the rest of the town, especially in regards to maintaining the canal towpath through Council investment, partnership working with Centro and where appropriate developer contributions (see Policy AAPLE4: Walsall Canal and Policy AAPT1: Pedestrian Movement, Access and Linkages); and
- In the longer term looking to realise the potential of the Holiday Hypermarket site so that the full potential of the canal location is fulfilled.

8.4.4 Monitoring

Indicator	Target
Amount of additional town centre use floorspace within the Waterfront Area.	Increase over the plan period

8.5 Park Street

Park Street is the core of the town centre where the prime rental levels are achieved and the majority of the big high street names are congregated. Its position moving forward should remain as the retail core where retailers and complementary service providers are encouraged to locate. However if this position is to be maintained in the long term, Walsall's attractiveness to retail investment needs to be improved.

Policy AAPINV5: Park Street Shopping Core

- a) Park Street shopping core, which includes the Saddler's shopping centre and Park Place shopping centre and other surrounding streets, will be protected and enhanced as the primary retail location. This will be achieved by directing retail investment into vacant units and through working with landlords to reconfigure units to meet modern retail requirements, where appropriate (Policy AAPS2).**
- b) Developments in Park Street will be expected to positively contribute to the streetscene and create active frontages, complementing the existing built environment. All development within the area will be expected to protect, conserve and where possible, enhance heritage assets. (Policies AAPS1 and AAPLV6).**
- c) Park Street will also be the area where the Council seeks to maximise investment in public realm improvements, connected to the delivery of the new market (Policy AAPS3) and the implementation of the Council's public realm strategy (Policy AAPLV7). The Council will seek to ensure that new developments improve the linkages between the Park Street shopping core and Crown Wharf, Waterfront and public transport interchanges (Policy AAPT1).**
- d) There are currently significant areas of under-utilised space at upper floors in the Park Street shopping core and the Council will encourage landowners to bring this space back into economic use for appropriate town centre uses, including residential if amenity is not compromised (Policy AAPLV1).**

8.5.1 Policy justification

Park Street shopping core is the heart of Walsall town centre, it is therefore crucial that all policies and proposals in the plan look to protect and enhance this part of the centre. Whilst the Park Street area offers fewer opportunities for large scale change due to the smaller retail units and diverse land ownership, there will be opportunities

to maximise its potential. The Council will actively look to reduce vacancies and promote the use of upper floors to bring further life into the centre.

There are some opportunities for reconfiguration as set out in Policy AAPS2 within the Saddler's Centre and Park Place shopping centres. These shopping centres play a crucial role in supporting Park Street through the provision of larger indoor units offering routes through to other parts of the centre and public transport hubs. Leisure uses such as A3 and A5 will be permitted in this area to bring life into the centre, as in accordance with Policy AAPS1. It is recognised that improvements are needed to Park Street's public realm to create a high quality shopping destination. The Council has therefore identified this as the key area for schemes and will look to build on the public realm implemented as part of the new Walsall Market (as per Policy AAPLV7).

Improving the linkages between Park Street and other areas of the centre is fundamental to ensuring its vitality and viability. All new large scale development is required to consider its relationship with the Primary Shopping Area, in which the Park Street shopping core falls (Policy AAPS1). Particular areas in need of improvements have been identified on the AAP Policies Map and the Council will look to prioritise links between Park Street and attractions in the centre that generate significant footfall such as edge-of-centre retail parks (particularly Crown Wharf), food stores and public transport hubs to encourage movement throughout the centre.

Site Ref	Site Name	Allocation	Justification	Capacity	Timescale	Further Information
TC04	Saddler's Centre	Retail opportunities for investment/reconfiguration (Policy AAPS2: New Retail Development)	Within the PSA	22,794 sqm (refurbishment)	Long term (5-10 years)	Part of site is within flood zone 2 and 3, and a culverted watercourse. Consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). Part of site is high sensitivity (level 2) as per Characterisation Study. Reconfiguration would provide an opportunity to improve the relationship with the historic assets particularly at Bradford Place and Station Street.
TC05	Park Place	Retail opportunities for investment/reconfiguration (Policy AAPS2: New	Within the PSA	7,210 sqm (refurbishment)	Long term (5-10 years)	Frontage could be strengthened (as per Characterisation Study).

		Retail Development)				
TC06	Townend House	Investment in existing office stock (Policy AAPB1: Office Developments)	Under-utilised office building	4,472 sqm (refurbishment)	Long term (5-10 years)	Frontage could be strengthened (as per Characterisation Study). Allocated for office reconfiguration, which is expected to be within its existing urban form.

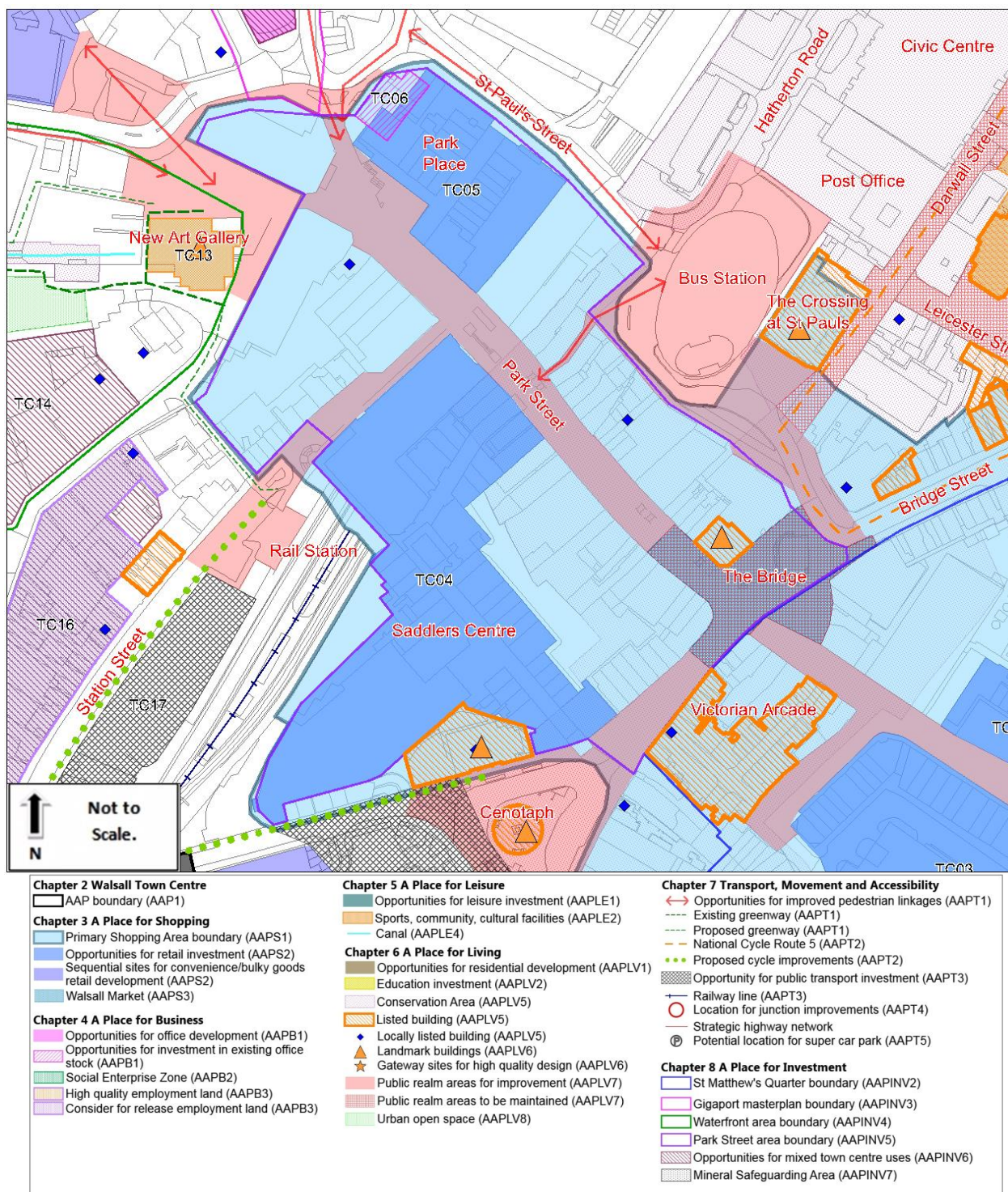


Figure 8.4 Park Street area

8.5.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ.
- Information provided in support of planning application for the new market – planning reference 14/1871/FL.

8.5.3 Delivery

The key short term priority for the Park Street area is to deliver the new Walsall Market scheme (see Policy AAPS3: The New Walsall Market) and the Council is committed to delivering this scheme. The improved market layout should attract new stall holders and increase the level of footfall in the area. Park Street should also benefit from the recent Primark investment which should draw further investment into the centre and provide an improved shopping offer. The Council will further support the development of the Park Street area by:

- Continuing the public realm improvements from the New Market along Park Street (see Policy AAPLV7: Enhancing the Public Realm);
- Improving linkages, especially to Crown Wharf to encourage footfall throughout the centre (Policy AAPT1: Pedestrian Movement, Access and Linkages);
- Utilising planning policy to attract investment into the PSA and to deter developments that will have negative impacts on the centre's health through drawing away investment and spending;
- Supporting business to invest and relocate within the PSA;
- Working with land owners and investors to explore opportunities for the reconfiguration of retail units to provide larger modern units;
- Further direct involvement (in addition to the Primark scheme) in the development of retail opportunities in the PSA; and

8.5.4 Monitoring

Indicator	Target
Amount of additional town centre use floorspace within the Park Street Area.	Increase over the plan period. See also retail floorspace targets Policy AAPS2.

8.6 Secondary Development Sites

In addition to the Big Three, there are a number of other development opportunities. These sites are secondary opportunities, some of which are individual sites whilst others are made up of a number of smaller sites. They have been identified because they are either Council owned, consider for release employment sites, or vacant opportunities.

Policy AAPINV6: Secondary Development Sites

a) Secondary Sites provide a key role in meeting other needs in the centre such as community facilities, conferencing and banqueting facilities, residential, car parking and smaller leisure facilities. All proposals for these sites should:

- i) Accord with all other policies within the plan;**
- ii) Demonstrate that where there are active uses on the sites making up the development opportunities that these can be positively relocated;**
- iii) Be a comprehensive scheme which makes the best use of land; and**
- iv) Have consideration for the character of the area and be of high quality design.**

b) In order to maximise the potential of town centre sites, schemes that propose solely residential use will need to demonstrate that the proposal supports and does not prejudice the centre's retail, commercial and leisure function. Proposals will need to demonstrate that a mixed use scheme incorporating other town centre uses has been considered and that a residential development is the best option for delivering the site.

The table below sets out the sites identified in the plan and the proposed use.

c) There may be other sites that aren't specifically identified at this time which would be suitable as a development for appropriate town centre uses. Where these schemes come forward they will be expected to be in accordance with the principles and policies set out in the AAP.

Site Ref	Site Name	Allocation	Justification	Capacity	Timescale	Site Requirements
TC16	Station Street	Town centre uses other than A1 retail. Suitable location for hotel, banqueting or conference facilities. Residential uses will be supported where a high quality living environment can be created. Station Street Car Park (TC17) adjacent is allocated for the expansion of railway services.	Consider for release employment land. Gateway site due to close proximity to the rail station, and opportunity to redevelop former Boak site.	10,500 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site is within flood zone 2 and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a). High sensitivity (level 2) as per Characterisation Study. Parts of the site are vacant buildings and cleared areas, so the site is a significant development opportunity, and developing sensitively around the listed and locally listed buildings would improve their setting and enhance the character of the area.
TC20	Midland Road	Town centre uses other than A1 retail. Suitable location for banqueting facilities. Residential uses will be supported where a high quality living environment can be created.	Consider for release employment land.	14,095 sqm over 3 storeys (estimate)	Long term (5-10 years)	Some parts within Bradford Street Conservation Area. Part of site is high sensitivity (level 2) as per Characterisation Study. There is a locally listed building which should be retained, and development should be of an appropriate design and scale. Air quality issues along Wednesbury Road (see Policy AAPINV7b).
TC21	Bradford	Town centre uses other than	Mountrath Street	34,326 sqm	Long term	Some parts within Bradford Street

	Street area	A1 retail. Residential will be supported on upper floors.	Council owned car park provides redevelopment opportunity. Bradford Street is busy route into the town centre.	over 3 storeys (estimate)	(5-10 years)	Conservation Area. There are listed and locally listed buildings, so the plan proposes the reuse of vacant buildings and the redevelopment of the car park and any industry that may relocate. Most of site is high sensitivity (levels 1 and 2) as per Characterisation Study. Air quality issues along Wednesbury Road and Mountrath Street (see Policy AAPINV7b).
TC22	Vicarage Place/ Caldmore Road	Town centre uses other than A1 retail. Residential uses will be supported where a high quality living environment can be created.	Consider for release employment land	6,090 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site within Bradford Street Conservation Area and 3 locally listed buildings. The allocation is for the reuse of employment land and we would expect where possible the locally listed buildings to be considered as part of scheme and to be retained. High sensitivity (level 2) as per Characterisation Study. Air quality issues along Mountrath Street (see Policy AAPINV7b).
TC23	Caldmore Road/ Upper Hall Lane	Town centre uses other than retail. Residential uses will be supported where a high quality living environment can be created.	Consider for release employment land	3,373 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site within Church Hill Conservation Area. High sensitivity (level 2) as per Characterisation Study. Some of the buildings are quite prominent but are poorly maintained which reduces contribution to the character of the area. Any proposals for this site

						would need to have consideration for the frontage which faces the Conservation Area. Air quality issues along Upper Hall Lane (see Policy AAPINV7b).
TC24	Lower Hall Lane/ Newport Street	Opportunities for investment in office stock Town centre uses other than A1 retail.	Office building with vacancies that would benefit from refurbishment or redevelopment.	3,327 sqm over 3 storeys (refurbishment)	Long term (5-10 years)	The site is allocated for reconfiguration or redevelopment. Reconfiguration would not have an impact on the character of the area, and redevelopment could improve its relationship with the nearby Conservation Areas. Any proposal for redevelopment would need to consider the scale of the nearby listed buildings so as not to dominate the area. Air quality issues at junction of Mountrath Street/ Upper Hall Lane (see Policy AAPINV7b).
TC27	New Street	Town centre uses other than A1 retail. Residential uses will be supported where a high quality living environment can be created.	Consider for release employment land	4,047 sqm over 2 storeys (estimate)	Long term (5-10 years)	The redevelopment of this site would need to be sympathetic to its location adjacent to the ground of St Matthew's Church. Air quality issues along Dudley Street/ Peal Street (see Policy AAPINV7b).
TC30	Ablewell Street (east)	Town centre uses other than A1 retail. Residential uses will be supported as part of a comprehensive scheme for the	Parts of the site are consider for release employment sites.	41,592 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site within Church Hill Conservation Area and there are some locally listed buildings. Part of site is high sensitivity (level 2) and

		area including other centre uses and where a high quality living environment can be created.				some parts of the frontage could be strengthened, as per Characterisation Study. This is a large site and parts of it could be redeveloped with little impact on the historic character. Proposals for sites adjacent to the locally listed buildings should be sensitive in scale and design to these assets. Some air quality issues at Ablewell Street (see Policy AAPINV7b).
TC31	Upper Rushall Street/ Town Hill	Town centre uses other than A1 retail. Residential uses will be supported where a high quality living environment can be created.	Council owned vacant site, located on a key route in the town.	3,997 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of site within Church Hill Conservation Area. Part of site is high sensitivity (level 2) and frontage could be strengthened, as per Characterisation Study. The site is currently a Council owned car park and some vacant space, therefore redevelopment of this site would be positive in bringing further footfall to the area. Proposals should be of an appropriate scale and design to the adjacent buildings, in particular the locally listed building adjacent the site. Part of the site is over a culverted watercourse (see Policy AAPINV7a). Some air quality issues along Upper Rushall Street (see Policy AAPINV7b).

TC32	Regina Court	Town centre uses other than retail, Investment in existing office stock	Largely Council owned and partly vacant.	14,708 sqm over 4 storeys (refurbishment)	Long term (5-10 years)	The frontage of the site is within the Bridge Street Conservation Area. The allocation for office reconfiguration could be undertaken without harming the character of the area, and would actually improve it. Part of the site is over a culverted watercourse (see Policy AAPINV7a). Some air quality issues along Upper Rushall Street (see Policy AAPINV7b).
TC33	Tameway Tower	Investment in existing office stock	Vacant/ under-utilised office building	9,432 sqm (refurbishment)	Long term (5-10 years)	This site is not sensitive to change as the building does not contribute positively to the town centre's appearance. The allocation for office reconfiguration could be undertaken without harming the character of the area, and would actually improve it.
TC34	Intown area	Town centre uses other than A1 retail, Multi storey car park. Residential uses will be supported as part of a comprehensive scheme for the area including other centre uses and where a high quality living environment can be created.	Council owned car parks and consider for release employment sites.	19,113 sqm over 3 storeys (estimate)	Long term (5-10 years)	Small parts of site are high sensitivity (level 1) as per Characterisation Study. There is substantial capacity for change through the development of clear land and surface level parking areas. The scale of development should be informed by the falling topography and due to its largely 'back land' location, should not exceed the height of frontage buildings. A small part of site is within flood

						<p>zone 2 and consideration should be given to designing in flood resilient finishes to buildings (see Policy AAPINV7a).</p> <p>Some air quality issues along Lower Rushall Street (see Policy AAPINV7b).</p>
TC35	Lower Rushall Street/ Holtshill Lane	Town centre uses other than A1 retail. Residential uses will be supported where a high quality living environment can be created.	Council owned car park and consider for release employment sites.	2,850 sqm over 3 storeys (estimate)	Long term (5-10 years)	<p>Frontage could be strengthened (as per Characterisation Study). Site includes a listed building which should be retained. Any development of the frontage should be of an appropriate scale and design bearing in the mind flats to the rear.</p> <p>Part of the site is over a culverted watercourse (see Policy AAPINV7a). Some air quality issues along Lower Rushall Street (see Policy AAPINV7b).</p>
TC38	Lower Forster Street	Town centre uses other than retail. Residential uses will be supported where a high quality living environment can be created.	Consider for release employment sites.	3,429 sqm over 3 storeys (estimate)	Long term (5-10 years)	<p>High sensitivity (level 2) as per Characterisation Study. Buildings should be retained if possible, otherwise a new development would need to be in keeping with the surrounding area in terms of design and scale.</p>

8.6.1 Policy Justification

The AAP has adopted an approach around concentrating development in three key locations (St Matthew's Quarter, Gigaport and Waterfront) along with the Park Street core shopping area, in order to provide the best strategy for regeneration (see policies AAPINV2-5 above). There are however, a number of other secondary sites in the town centre which provide opportunities for development. These sites are still important to the regeneration of the town and many provide key opportunities for main town centre uses. The sites have mainly been identified because they are:

- Consider for release employment sites (see policy AAPB3: Town Centre Employment Land)
- Council owned car parks that could be redeveloped (See policy AAPT5: Car Parking)

Generally these sites will be suitable for a mix of town centre uses apart from A1 retailing as they are outside of the Primary Shopping Area (AAPS1: Primary Shopping Area). Mixed use developments will be encouraged including the provision of residential on upper floors. All developments will be expected to consider main town centre uses before solely residential schemes in order to protect the function of the town centre and to help realise the potential of sites in supporting the regeneration strategy.

Although the sites are called secondary it may be that some come forward for development before other sites identified by the Council as priorities. This will be supported where the development of secondary sites does not undermine the regeneration strategy – in particular the delivery of Gigaport for offices or Waterfront for leisure (see AAPINV3: Walsall Gigaport and AAPINV4: Walsall Waterfront).

There are other sites within the town centre that are suitable for development and the Council will be supportive of proposals that accord with the principles and policies set out in the AAP.

8.6.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ

8.6.3 Delivery

Whilst these sites are not considered as the Council's main priorities, the Council is keen to work with developers and investors to bring forward the sites for suitable uses that support the regeneration strategy of the plan. This will include:

- Creating the right environment through public realm, road improvements and improved linkages (see Policy AAPLV7: Enhancing the Public Realm and all the policies within Chapter 7: Transport, Movement and Accessibility);

- Delivering the other improvements to the town centre as proposed in the AAP, including increased leisure provision, an improved retail offer and an office corridor to make the centre an attractive place to invest in but also to work in;
- Promoting the town centre for inward investment for public and private sector businesses;
- Where necessary using the WMBC's covenant in order to improve scheme viability (i.e. acting as the rental guarantor to encourage development); and
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery on sites the Council consider as crucial to the centres regeneration.

It must be noted however that the Council has limited resources and the plan has set out properties which are considered to have the most potential for knock-on benefits for the centre as a whole. It is anticipated that through the concentration of efforts and resources there will be further investment in the town centre as a whole and these secondary sites will come forward through the private sector. Once the priority sites have been developed the Council will review its regeneration programme to focus on those secondary sites which are considered to be in prominent locations or most suitable for development.

8.6.4 Monitoring

Indicator	Target
Amount of additional town centre use floorspace within the Secondary Sites.	Increase over the plan period.

8.7 Addressing Potential Site Constraints

There are a number of constraints in the town centre, many stemming from the industrial history of the area and historic drainage systems. As such, development in Walsall is often impeded by abnormal development costs. The Council is proactive at working with developers and landowners to address site constraints wherever practicable and the policy below provides the information to developers to allow these to be fully considered.

Policy AAPINV7: Addressing Potential Site Constraints

The Council will work with developers, agents and landowners to understand the constraints of individual sites and where possible provide support in addressing constraints that prevent the delivery of sites.

a) Flood Risk

Development proposals will be determined in accordance with the NPPF and BCCS Policy ENV5 UDP, Policy ENV40 and government advice.

The Council require Flood Risk Assessments (FRAs) to be provided in support of planning applications for:

- i) all development proposals within Flood Zone 1 of 1 hectare or more and all proposals for development in Flood Zones 2 and 3;**
- ii) developments in other areas with critical drainage problems;**
- iii) all other proposals for major development with the exception of those that are not affected by any source of flood risk and that have a site area less than 1 hectare.**

Development that cannot be located in zones with a lower probability of flooding, or within the appropriate Flood Zone for the proposed use, the application of the 'Exception Test' may be required and should meet the requirements of NPPF Paragraph 102 and national planning practice guidance.

The Council requires that:-

- iv) major development proposals incorporate a sustainable drainage system (SDS) to manage surface water runoff, unless the applicant can demonstrate it is inappropriate to do so.**

v) a drainage strategy based on SuDS principles, in accordance with the NPPF, non-statutory technical standards for sustainable drainage systems and / or any other local standards or SPDs, is provided for all major proposals that are not affected by any source of flood risk and that have a site area of less than 1 hectare.

vii) Open up culverted watercourses where feasible as in accordance with BCCS Policy ENV5.

viii) Consider the use of flood resilient finishes to buildings in Flood Zone 2 and 3 to limit the damages should flooding occur

b) Air Quality

Developments need to accord with BCCS Policy ENV8 Air Quality and the NPPF. Where schemes for either sensitive uses (residential, education, healthcare and education facilities and places of work) are proposed in areas where air quality does not meet national air quality objectives, or cause an exceedance of national air quality objectives, or otherwise bring about an increase in pollutant burden in areas of existing poor air quality, an appropriate detailed air quality assessment will be required. Measures may be necessary in some locations to permit development provided satisfactory mitigation can be achieved and developers will be expected to consider the siting and design of schemes to address air quality issues.

c) Noise Pollution

There may be some areas in the town centre where developments need to have consideration to the level of noise. Proposals for residential developments and other sensitive uses such as healthcare and education facilities should be designed in a way to ensure impacts of environmental noise are at an acceptable standard. Noise producing development will be required to control and mitigate noise to avoid significant adverse impacts on sensitive receptors, and to reduce to a minimum all other impacts.

d) Ground Contamination and Ground Conditions

Developers will be expected to undertake ground contamination and condition assessments and where necessary address them as part of the scheme. The Council will where possible work with developers to overcome any issues which are preventing the delivery of development. Where difficult ground conditions and/or contamination is present, this will be taken into account when assessing development viability and appropriate mitigation strategies.

e) Minerals Safeguarding Area (MSA)

A minerals safeguarding area (MSA) is defined on the AAP Policies Map.

This is based on the MSA shown on the BCCS Minerals Key Diagram, which has been further refined to identify the extent of minerals of local and national importance occurring in Walsall. These are as follows in the town centre:

- i. Sands and gravels – Bedrock (Triassic, Sherwood Sandstone, Kidderminster Formation) and Superficial (River and Glacial)**
- ii. Coal (Carboniferous – Upper and Lower Coal Measures) and associated minerals including fireclays**
- iv. Limestone (Silurian – Barr and Wenlock Formations)**

Separate technical documents are available, containing maps showing the parts of Walsall Borough where each of these minerals can be found.

Where non-mineral development is proposed in the MSA, which falls within the thresholds identified in BCCS Policy MIN1, applicants will be expected to consider the feasibility of extracting any minerals present in advance of the development (“prior extraction”). It is recognised that in Walsall “prior extraction” of the above minerals will rarely be feasible. The Council will therefore support non-mineral developments within the MSA where it can be demonstrated that “prior extraction” is not feasible, such as in the situations described in BCCS Policy MIN1.

8.7.1 Policy Justification

AAPINV7(a) Flooding:

The Council is in the process of updating the Strategic Flood Risk Assessment for the Borough. The Functional Floodplain (Flood Zone 3b) shown in the technical appendices is part of the ongoing work on the Strategic Flood Risk Assessment and will continue to be updated as further information becomes available. An updated Strategic Flood Risk Assessment will be published in due course.

Flooding poses a costly risk to property and can also pose a risk to life and livelihoods. It is essential that future development is planned carefully so that areas most at risk from flooding are avoided where possible, ensuring that known flooding issues are not exacerbated and new ones are not created elsewhere.

Section 10 of the NPPF, and particularly paragraph 100, requires the Council to concentrate development within areas of lower risk from flooding following the application of a sequential test. Following the Pitt review (2008) significant changes

have been made to national policy and guidance relating to flood risk, in particular, emphasis has been placed on the planning system as a delivery mechanism for flood mitigation measures as part of new major development (as defined in the Development Management Procedure Order – SI 2015/595) through the installation of sustainable urban drainage systems (SuDS). There may also be a need for mitigation measures to be delivered in the centre such as an early warning system to reduce the impact of flooding on the town centre.

The policy applies the provisions of the NPPF and BCCS and takes into account local circumstances that aren't mentioned in the NPPF by requesting that major development less than 1 hectare (e.g. 10+ houses) provide a drainage strategy. Walsall is susceptible to surface water flooding and the requirement for major developments of less than 1 hectare to consider and provide a sustainable means of drainage will contribute towards mitigating flood risk from a source of local concern.

Under the BCCS Policy ENV5 all developments over a culvert should seek to open them up where feasible. The main watercourse under the town centre (Ford Brook) was culverted in the late 1970s/ early 1980s and provides the centre with a reasonable degree of flood protection. The Council considers that it is unlikely to be feasible for developers to open up the Ford Brook as the town centre is heavily built-up and space for vehicles and pedestrians is at a premium. Furthermore the Ford Brook is extremely deep in some places.

There are other culverted watercourses throughout the town centre but it is not considered generally feasible to open these up for infill development or developments adjacent to buildings that are to be retained or where circulation space would be reduced. The Council will however welcome discussions around the opening up of culverts with developers. Where this is to be done or is a realistic prospect then flood risk modelling should be amended to reflect this.

Overall as the chance of a blockage or capacity being exceeded is extremely low an early warning system is considered the best solution to managing flood risk in the centre. Developers are also encouraged to incorporate flood resilient finishes to buildings in Flood Zone 2 in the town centre to limit the damage should flooding occur, for example higher finished floor levels, solid floors, raised electric sockets.

AAPINV7(b) Air Quality: Air pollution is a major concern in the Borough with road traffic being the main contributor to adverse air quality, a significant issue in the town centre. Poor air quality affects the health and well-being of local people living along key road corridors which carry high volumes of traffic. The technical appendices show the areas of air quality (nitrogen dioxide, NO₂) exceedance in the town centre. The AAP has identified for the development sites included in the plan where air quality may need to be a consideration but this may not be a definitive list and it may change over the plan period; air quality will therefore need to be considered on an

individual site basis in consultation with the Council. For some developments a basic screening assessment of air quality may be all that is required whereas other developments may need a full air quality assessment.

Walsall proposes to adopt a Black Country wide Supplementary Planning Document on air quality. The draft documents states it aims to:

- Incorporate air quality mitigation measures within new developments to offset the incremental creep in pollutant emissions;
- Present the method for identifying development proposals where an air quality assessment will be required, and the processes involved;
- Propose various options for site specific mitigation to protect future occupiers from poor air and how such measures will be secured and delivered;
- Confirm where a damage calculation is required and payment made to the Local Authority where mitigation is not appropriate.

Once adopted this will be used by the Council to improve air quality and reduce its impacts.

AAPINV7(c) Noise: There may be some areas in the town centre, such as along the ring road, where road traffic generates levels of noise that could impact on amenity. Developments for residential uses or other sensitive uses will need to consider the impact of noise if they are located next to a busy road or existing noise-producing development, and include mitigation methods such as the siting and design of buildings. Some leisure and commercial uses in the centre, especially those which operate in the evenings and night-time, may also create higher levels of noise. Proposals for noise-sensitive development will not be supported near to such uses unless it can be demonstrated that any impacts can be mitigated to an acceptable level. Securing a high quality residential environment is crucial to creating a centre where people want to live, however a balance is needed as the centre is the main location for leisure and residential developments should not be allowed to negatively impact on these uses.

AAPINV7(d) Ground Contamination and Ground Conditions: Significant areas of land within the Borough have been developed and redeveloped over time with consequential impacts upon the underlying ground conditions. Based on historical usage, areas in the Borough where potentially problematic ground conditions may be encountered have been shown as indicative areas in the technical appendices and for example include:

- Made Ground (artificially changing the level of land);
- Landfill; (disposing of waste or unwanted materials by burying)
- Potentially contaminated ground attributable to previous industrial or commercial operations;
- Near surface or open cast coal mining

The town centre is entirely situated on top of Coal Measures bedrock, with superficial deposits overlying this in places. These layers are all designated as Secondary 'A' aquifers, which means they will hold various amounts of groundwater that could provide a resource in itself and/or provide base flow to nearby surface water receptors, such as the Ford Brook or the Arboretum pools.

Developers should also be aware of recorded mine entries within the AAP area. Mine entries are a potential constraint on development and The Coal Authority does not generally support the building over of mine entries. As such this can be a factor which reduces the potential capacity of sites and/or affects layout options. Information of mine entries can be found on the Government's website: <https://www.gov.uk/government/collections/coal-mining-data>

Potential new sites for allocation that fall within these indicative areas may be affected by one or more of the factors set out above and where the Council is aware of adverse site conditions these have been included as part of the site information tables. The presence of difficult underlying ground conditions may not necessarily prevent development, for example, new development proposals within Coal Mining Development Referral Areas would not automatically be deemed as undeliverable, but would be expected to undertake a Coal Mining Risk Assessment. Where difficult ground conditions are present they will be taken into account when assessing development scheme viability.

Up-to-date technical guidance should be used when dealing with land affected by contamination, including the joint Defra and Environment Agency publication CLR11: Model procedures for the management of land contamination.

AAPINV7(e) Minerals Safeguarding Area (MSA): The purpose of the MSA is to safeguard mineral resources from needless sterilisation by non-mineral development in accordance with BCCS Policy MIN1 and national policy guidance which states that minerals planning authorities should not normally permit other development proposals in mineral safeguarding areas where they might constrain future mineral extraction.

The policy therefore requires planning applications for non-mineral development within the MSA, which fall within the BCCS Policy MIN1 thresholds, to demonstrate that "prior extraction" of minerals has been considered and applicants are expected to provide justification if "prior extraction" is not proposed. The term "prior extraction" means the extraction of minerals in advance of a redevelopment scheme, as a means of avoiding further "sterilisation" of the resource. However, "prior extraction" is only likely to be feasible where minerals occur close to the surface, and where significant land remediation is required.

The recent viability and delivery study by Amec Foster Wheeler has considered the potential for “prior extraction” in Walsall. The study has identified situations where “prior extraction” of sand and conglomerate may be able to provide a source of construction aggregates for use on-site or for sale, which may help offset the costs of individual development. However, “prior extraction” of coal is only likely to be feasible in the urban areas of Walsall on very large sites where extensive remediation is required. Overall, the study concurs with the Council’s view that “prior extraction” is rarely likely to be feasible or economically viable in Walsall. The policy therefore adopts the same pragmatic approach as the BCCS, recognising that in the urban areas of Walsall, the need for new development will often outweigh the need to safeguard any minerals that remain present beneath the ground, even if it is feasible in practice to extract them.

8.1.2 Evidence

- Walsall Town Centre Demand Study and Development Sites Assessment (July 2015) DTZ
- Strategic Flood Risk Assessment for the Black Country (Level 1), (2009) Jacobs
- Walsall Council Preliminary Flood Risk Assessment, (2011) Walsall Council
- Walsall Cabinet Report and Draft Air Quality Supplementary Planning Document (February 2016)
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options (July 2015), Amec Foster Wheeler
- West Midlands Low Emissions Towns and Cities Programme Planning Guidance (May 2014) West Midlands Low Emissions Towns & Cities Programme

8.1.3 Delivery

Any potential issue around constraints will need to be addressed on an individual proposal basis. Council teams will work with landowners, developers and investors to understand the constraints on sites and the impact this has on a site’s delivery. More specifically the Council will:

- Look to deliver through CIL an early warning system for the centre to reduce the impact of flooding on developments and the cost of mitigation on developers;
- Work in partnership with the other Black Country authorities to adopt an air quality SPD that will look to mitigate against the impacts of air pollution, especially from vehicle emissions;
- Support with understanding the impact of noise on developments and the possible mitigation methods; and

- Where necessary support the development of sites through undertaking work on contamination remediation, such as the Waterfront Lex site which the Council is remediating with Local Growth Fund assistance.

8.1.4 Monitoring

Indicator	Target
BCCS indicator COI ENV5 - number of planning permissions granted in accordance with EA advice (or Lead Local Flood Authority advice) on flooding and water quality ground.	100%
BCCS indicator COI ENV5 - Number of major developments with SuDs incorporated	100%
BCCS indicator LOI ENV8 which records the proportion of planning permissions granted in accordance with Air Quality/Environmental Protection Section's recommendations.	100%
Adoption of a Air Quality SPD	By 2017
Noise - the proportion of planning permissions granted in accordance with Environmental Protection Section's recommendations.	100%
Contaminated land - proportion of planning permissions granted in accordance with Environmental Protection Section's recommendations.	100%
BCCS indicator LOI MIN1 - % of non-mineral development proposals approved within the MSA (falling within the policy thresholds) which do not needlessly sterilise mineral resources.	100%

9. Get Involved

Your views are important. Please read through this document and the supporting information.

As this is the Publication Stage you need to provide a response focussing on the 'soundness' of the plan. This can cover the following –

Is the plan:

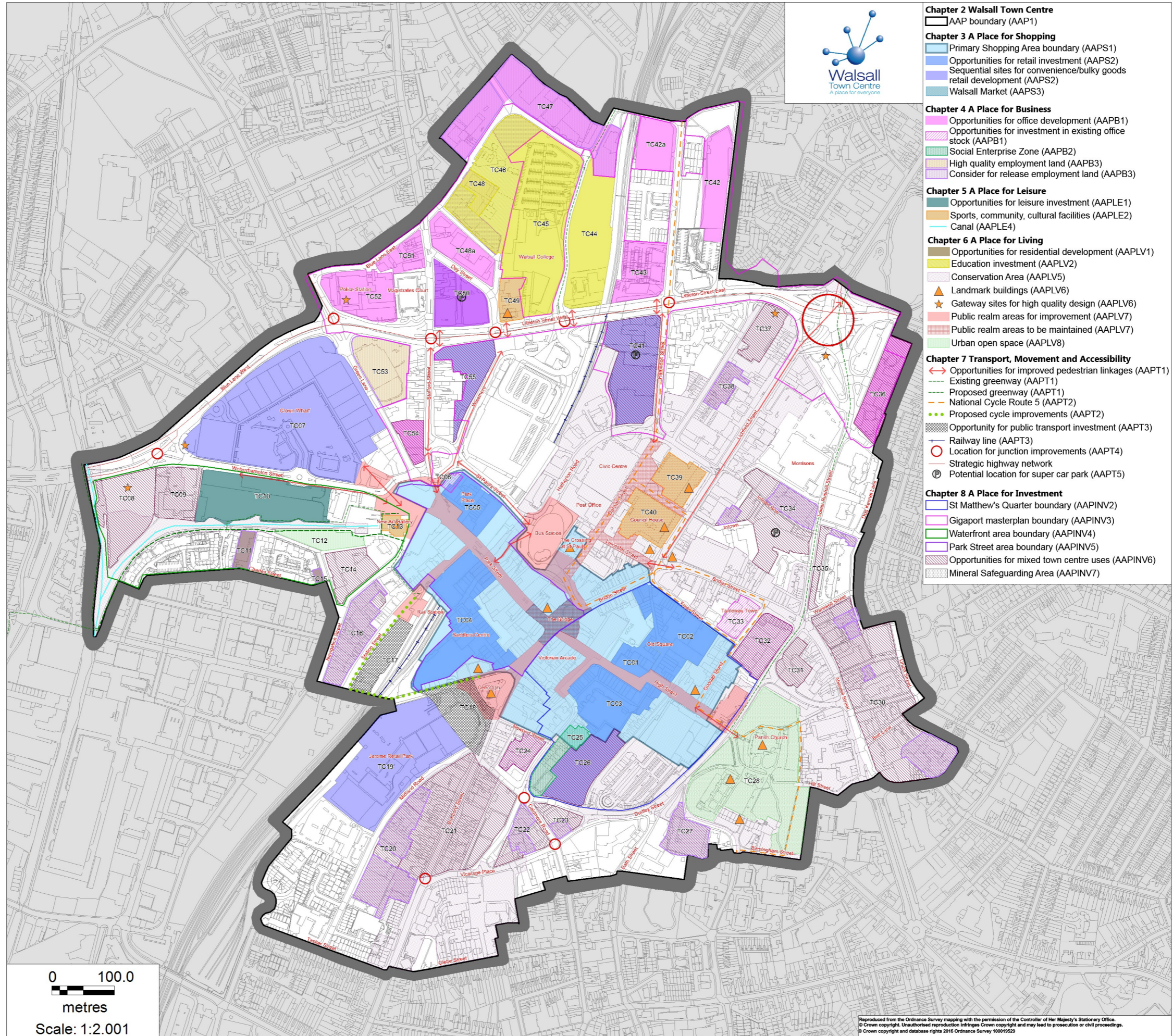
- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

You can view these documents and respond online by visiting www.walsall.gov.uk/planning_2026. Paper copies of the documents are also available to view at your local library.

In order to make sure we have recorded your views correctly, you must submit them in writing. To make your comments more effective it is advised that you provide suggested modifications to the plan. You can do this by filling in the questionnaire, either in paper form or online, or by submitting a letter or email. If you are submitting a letter or email, please make it clear which site(s) or policy(ies) you are referring to. You should submit any representations during the consultation period between 7th March and 3rd May. Comments received after the latter date may not be taken into account.

What happens next?

Having received representations on the publication version of the plan, we will submit the Local Plan and any appropriate changes along with supporting documents to the Planning Inspectorate for examination on behalf of the Secretary of State. Anyone who responded to the publication consultation will be notified of the examination timetable and how they can get involved if they still feel we haven't addressed their representations on the plan.





Walsall Council

Draft Charging Schedule

Community Infrastructure Levy (CIL)

Consultation 2016



Walsall Council

Introduction

The Community Infrastructure Levy (CIL) has been introduced by the Government as the preferred way for local authorities to improve infrastructure and deal with planning obligations. CIL Regulations 2010 (as amended) provide local authorities with the opportunity to generate revenue from new developments, to be spent on wide range of infrastructure projects which are needed as a result of, or to enable, development. Such projects include (but are not limited to) roads, public transport, open space or health centres in their areas. CIL charges must be based on a viability assessment of development in the Borough and CIL income must be spent on identified infrastructure needs.

This Community Infrastructure Levy (CIL) Draft Charging Schedule, attached as Appendix 1, has been published by Walsall Council for consultation between **XX XX** and **XX XX**. A questionnaire and details of how to respond are attached as Appendix 2.

The Council has prepared a draft Infrastructure Delivery Plan to establish what the boroughs infrastructure needs are and to identify what funding is available. As a result, the Council has identified an Infrastructure Funding Gap of over £180 million, and that a Community Infrastructure Levy is necessary to address some of the funding deficiency.

The Council commissioned consultants DTZ to undertake a Viability Study carried out in 2015 to assess the viability of development schemes in Walsall, in particular to support the production of a Preliminary Draft CIL Charging Schedule alongside a Site Allocation Document and Walsall Town Centre Area Action Plan which are being prepared in tandem due to their joint reliance on viability evidence.

The study showed that viability of residential development in most areas of Walsall, and for some types of retail development, is sufficient to bear a CIL charge. The charge is considered to be an appropriate balance between the need to fund infrastructure for growth and the need to enable development to take place. It is anticipated that CIL receipts for the period 2016 to 2026 will be approximately £4.5M or £5.6M if a £5 nominal charge is set in low value areas as set out in Appendix 1.

The Council will monitor CIL rates annually and consider a review of CIL as and when market conditions and viability information warrant it.

Scope of CIL

The following retail and residential development types may be liable for CIL:

- Development comprising 100 sq. m. or more of net additional floorspace;
- Development of less than 100 sq. m. of net additional floorspace that results in the creation of one or more dwellings;
- The conversion of a building that is no longer in lawful use.

Mandatory Exemptions and Relief from CIL

The CIL regulations provide for certain types of development to be exempt or eligible for relief from CIL, as set out below:

- Development of less than 100m² of new build floorspace, unless it is a whole dwelling;
- Houses, flats, residential annexes and residential extensions which are built by self-builders;
- Social housing meeting the relief criteria;
- Charitable development that meets the relief criteria;
- Vacant buildings brought back into the same use.

Discretionary Relief from CIL

No evidence has been submitted to suggest there is a need to adopt a discretionary relief policy in addition to the mandatory exemptions and relief set out above and the Council does not therefore propose to put one in place at this time. Should evidence come forward to suggest one is needed this will be considered and reviewed at that time.

Exceptional Circumstances

Where a specific scheme cannot withstand CIL charges due to exceptional cost burdens which would render development unviable the Council will consider giving relief from CIL in exceptional circumstances. This will be considered on a case by case basis providing the following conditions are met:

1. A S106 Agreement must exist on the planning permission permitting the chargeable development; and
2. The Council must consider payment of the CIL liability in full would have an unacceptable impact on the development's economic viability; and
3. Relief from CIL must not constitute a notifiable State Aid.

Payments in Kind

There may be circumstances where it is preferable for the charging authority (Walsall Council) or a developer to make payment in kind to satisfy the CIL liability (in whole or in part), as made possible by the CIL Regulations. This will be considered on a site by site basis as the need arises.

Regulation 123 list

Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy. Infrastructure types or projects that are listed on the Regulation 123 list cannot also be secured through planning obligations. This is to ensure there is no duplication between CIL and planning obligations secured through s106 in funding the same infrastructure projects. A draft Infrastructure Delivery Plan (IDP) has been published and a draft Regulation 123 list has also been published alongside this draft CIL Charging Schedule.

Neighbourhood Funding Portion

Regulations require that between 15% and 25% of CIL generated in a particular Charging Area will be spent in that area. The Council will undertake consultation with local councillors and communities as appropriate in order to ensure the Neighbourhood Funding Portion is properly expended.

Next Steps

Following the previous consultation on the Preliminary Draft CIL Charging Consultation in 2015, the Council has taken into consideration all comments received and made changes where necessary. The current timetable is for the Draft Charging Schedule to be submitted for Examination in summer 2016 so that the Charging Schedule can be in place for late 2016.

Instalment Policy

Instalment Provisions					
<i>Less than £100,000</i>			<i>£100,000 and over</i>		
Instalment	Amount Due	Due Date	Instalment	Amount Due	Due Date
1	50%	6 months*	1	25%	6 months*
2	50%	12 months*	2	25%	12 months*
			3	25%	18 months*
			4	25%	24 months*

* Payable on the anniversary of the commencement of development.

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Appendix 1

DRAFT CHARGING SCHEDULE for Walsall Council (the Charging Authority)

This charging schedule was approved on (*date to be inserted*) and takes effect from (*date to be inserted*). It has been issued, approved and published in accordance with CIL Regulations 2010 (as amended), and Part 11 of PA 2008.

Table 1:

	Residential (£ per sq m)¹			
	Below 15 Units (all other housing developments)	Above 15 Units & Below 40 Units (all other housing developments)	Below 40 Units (Flats)	Above 40 Units (all housing developments)²
Zone 1	£100	£100	£5*	£100
Zone 2	£75	£50	£5*	£75
Zone 3	£50	£25	£5*	£50
Zone 4	£5*	£5*	£5*	£5*
Zone 5	£5*	£5*	£5*	£5*
Commercial Development (£ per sq m)³				
Non-Food Retail Warehousing⁴				
Any Location	£75			
Food Retail (>2,000 sqm)⁵				
Any Location	£100			
All Other Uses				
	£0			

Includes 5% Administration Costs

***£5 per sq m nominal charge. This approach has been taken by other charging authorities and supported by examiners because it is accepted that such a low charge out of overall development costs would not render the overall development to be unviable and undeliverable.**

¹ Excluding Residential Care Homes.

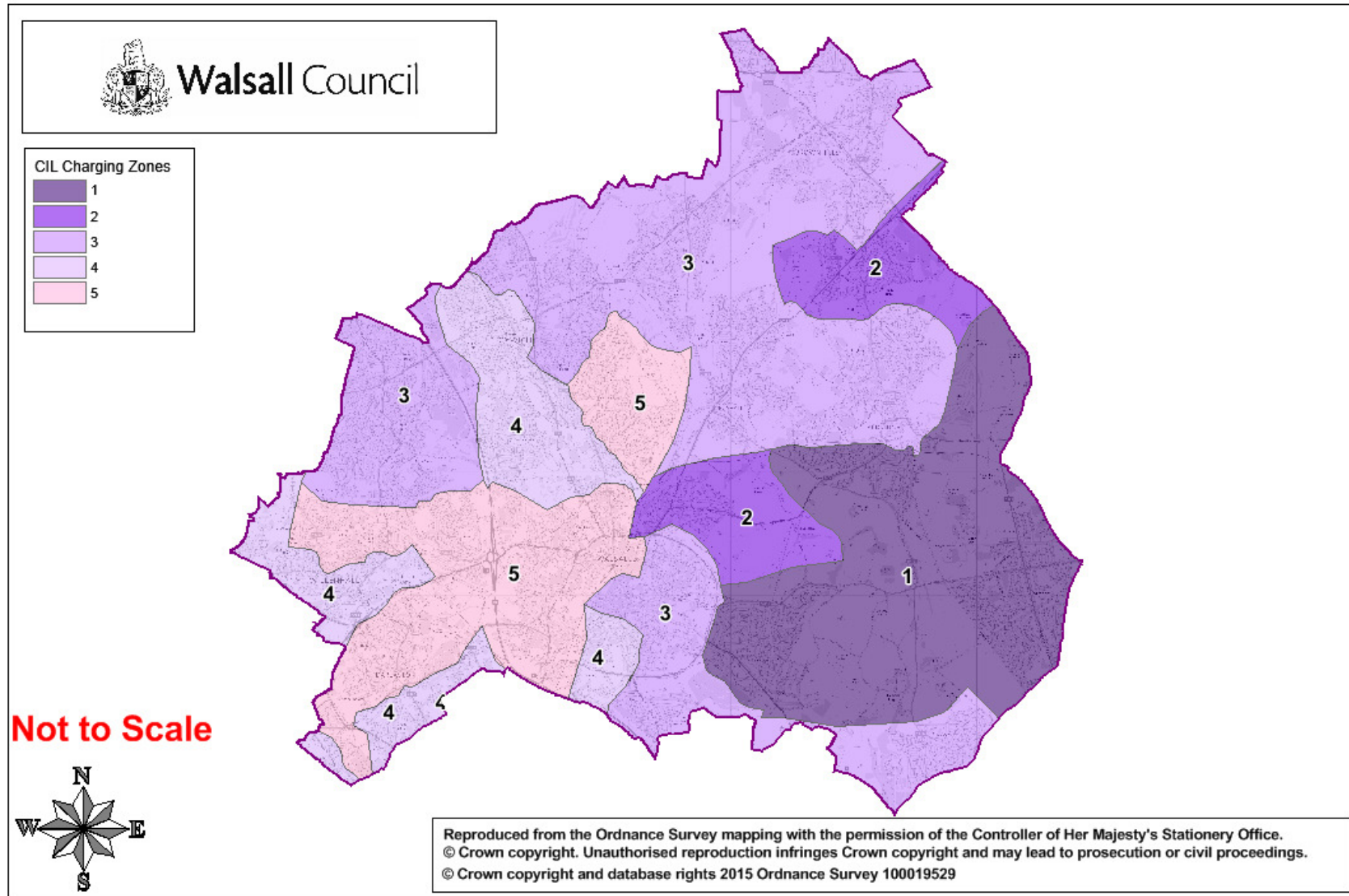
² Clarification is being sought from the consultants on the approaches taken to different kinds of housing uses, including where various levels of care are to be provided.

³ CIL will be charged on the total floorspace for retail development, so that where one or more units are proposed as part of an overall scheme the charge will apply to the total floorspace of all units that make up the scheme and not for each individual unit.

⁴ Retail stores of any size but characterised by a shed-like construction, showing a greater similarity to warehouses than to standard shop units. They might occupy a single floor or include mezzanine floorspace. Retail warehouses are often provided with relatively large amounts of customer parking. They have tended to be developed in out-of-centre and edge-of-centre locations, but (in principle and subject to design considerations) they could be accommodated within centres. The retail warehouse sector has grown up specialising in the sale of household goods (such as carpets, furniture and electrical goods) and bulky DIY items, but there have been pressures for the ranges of goods sold to be widened so that (subject to planning controls) retail warehouses might be found selling all ranges of non-food goods. This definition includes warehouse clubs where the built form of their developments shares the characteristics of retail warehouses.

⁵ Food retail (foodstores) can also include non-food floorspace as part of the overall mix of the unit.

Figure 1: Map of CIL Charging Zones



Calculating the Chargeable Amount

The chargeable rate per square metre has been set with regard to viability, to ensure that the levy does not put at risk overall development in Walsall. The 'Chargeable Amount' will be calculated by the Council in accordance with Regulation 40 of the Community Infrastructure Levy Regulations 2010, (as amended). In outline, the chargeable rate per square metre is multiplied by the chargeable net area of development, and adjusted in accordance with the RICS Tender Price Index (to allow for changes in prices between the date the rate is set, and the date the charge is applied to a particular development).

Supporting Information and Evidence Base

The documents listed below support this Draft CIL Charging Schedule. They are all available on the Council's website at www.walsall.gov.uk/community_infrastructure_levy:

- CIL Viability Study
- Draft Infrastructure Delivery Plan (IDP)
- Draft Regulation 123 List (spend list)

Section 106

The NPPG recommends that it is good practice for charging authorities to publish details of the proposed use of Section 106 alongside the operation of CIL. The commissioned CIL viability study sets out that the use of Section 106 is likely to be scaled back to the following items of infrastructure post CIL adoption. This has been considered in more detail and updated to take account of comments received during the first stage of consultation and on-going discussions with infrastructure providers:

Continued use of S106

- Site specific highway improvements such as vehicle access, junction improvements and public transport improvements necessary to make the development acceptable;
- Site specific air quality mitigation measures;
- Site specific public art;
- Provision of affordable housing;
- Provision of site specific education facilities where required on-site such as to meet demand for a new school as part of a large development;
- Site specific improvements to, and the mitigation of adverse impacts on, the historic environment; and
- Site specific flood mitigation / resilience measures.

Infrastructure to be eligible from CIL funds

- Provision, improvement, replacement, operation or maintenance of strategic transport and highways infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic utilities infrastructure for employment sites outside the enterprise zone;
- Provision, improvement, replacement, operation or maintenance of education facilities;
- Provision, improvement, replacement, operation or maintenance of open Space and outdoor leisure;
- Provision, improvement, replacement, operation or maintenance of community hubs, heritage centre and other social / community related infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic flood resilience and mitigation infrastructure;

- Provision, improvement, replacement, operation or maintenance of strategic nature conservation and environmental infrastructure; and
- Provision, improvement, replacement, operation or maintenance of strategic public realm including the historic environment.

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Appendix 2 – Community Infrastructure Levy Draft Charging Schedule Response Form

If you do wish to make comments on the Draft CIL Charging Schedule please complete the sections below. Comments should cover succinctly all the information, evidence and supporting information necessary to support or justify the comment and the suggested change.

All comments must be submitted in writing by **XX** either by post to:

Planning Policy, Environment and Economy, 2nd Floor Civic Centre, Darwall Street, Walsall, WS1 1DG, or by email to: PlanningPolicy@Walsall.gov.uk.

Please note that late representations will not be accepted. The CIL regulations require that any representations must be submitted to the examiner together with a summary of the main issues raised. Therefore, comments cannot be treated as confidential. They will be attributed to source and made available as public documents.

Your Details	
Name	
Organisation (where relevant)	
Job Title (where relevant)	
Address (inc post code)	
Telephone Number	
Email Address	
Do you wish to be notified of any of the following? (please tick any that apply)	
	✓ or ✗
That the Draft Charging Schedule has been submitted to the examiner in accordance with Section 212 of the Planning Act 2008	
The publication of the recommendations of the examiner and the reasons for those recommendations	
The approval of the Charging Schedule by Walsall Council	
Do you wish to be heard before the examiner?	
I would like to request to be heard before the examiner at the CIL Examination	

Q1. Do you have any comments to make on Walsall's Preliminary Draft CIL Charging Schedule and supporting information? Please provide evidence to support your comments.

[illegible]

Thank you for completing the questionnaire.

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Development Management

Engineering, Planning and Transportation

Walsall Council

Darwall Street

Walsall

WS1 1DG

Telephone: 01922 652677

Fax: 01922 652670

Email: planningservices@walsall.gov.uk

Website: www.walsall.gov.uk/planning



Walsall Council

Draft Regulation 123 List

Community Infrastructure Levy (CIL)

Consultation 2016

Introduction

This Regulation 123 list has been informed by the Council's Infrastructure Delivery Plan which sets out all infrastructure projects across the borough, developed in partnership with a wide range of infrastructure / service providers. This list sets out the infrastructure projects that are eligible to benefit from CIL funds but is not exhaustive and does not signify a commitment from the Council to fund the listed project or type. The spend of CIL in part or in full on any project shown on this list will be subject to approval of members prior to being committed for spend.

The Council will aim to review this Regulation 123 List on a regular basis (or as need arises) and would be subject to a four week consultation process.

This list and other CIL information is available to view at www.walsall.gov.uk/community_infrastructure_levy.

Section 106

The NPPG recommends that it is good practice for charging authorities to publish details of the proposed use of Section 106 alongside the operation of CIL. The commissioned CIL viability study sets out that the use of Section 106 is likely to be scaled back to the following items of infrastructure post CIL adoption. This has been considered further and updated below to reflect responses from the first round of consultation and discussions with other service / infrastructure providers:

Continued use of S106

- Site specific highway improvements such as vehicle access, junction improvements and public transport improvements necessary to make the development acceptable;
- Site specific air quality mitigation measures;
- Site specific public art;
- Provision of affordable housing;
- Provision of site specific education facilities where required on-site such as to meet demand for a new school as part of a large development;
- Site specific improvements to, and the mitigation of adverse impacts on, the historic environment; and
- Site specific flood mitigation / resilience measures.

Infrastructure to be eligible from CIL funds

- Provision, improvement, replacement, operation or maintenance of strategic transport and highways infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic utilities infrastructure for employment sites outside the enterprise zone;
- Provision, improvement, replacement, operation or maintenance of education facilities;
- Provision, improvement, replacement, operation or maintenance of open Space and outdoor leisure;

- Provision, improvement, replacement, operation or maintenance of community hubs, heritage centre and other social / community related infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic flood resilience and mitigation infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic nature conservation and environmental infrastructure; and
- Provision, improvement, replacement, operation or maintenance of strategic public realm including the historic environment and heritage assets.

DRAFT

Regulation 123 List

	Infrastructure Type or Project	Funding Gap
Highways Improvements and Transport Infrastructure	Walsall Town Centre Public Transport Interchange	£7,800,000
	A454 Improved access from the Keyway to Longacres Industrial Estate, Willenhall	£ 1,573,000
	A461 Route Key Junction Improvements	£ 11,400,000
	Junction 10 M6 Improvements	£2,500,000
	Walsall to Wolverhampton Rail Service with intermediate stations at Willenhall and James Bridge (EZ)	£22,200,000
	Sutton Line Passenger Services/ Walsall to Aldridge spur.	£23,000,000
	Stourbridge to Walsall-Lichfield Heavy Rail Line Reinstatement	£70,000,000
	Town Centre ring road / junction improvements	£1,176,000
	Town Centre parking provision	£10,000,000
Utilities	Utilities connections - key employment sites (outside the Employment Zone)	£1,000,000
Education	Very early stage plans for improvements and changes to the SEND (special educational needs and disability) portfolio.	£3,000,000
Canals	Town Centre to Walsall Border Towpath Improvements	£1,490,000
	Walsall Canal – Town Centre to Birchills Junction	£202,000
	Wyrley and Essington Canal – Towpath improvement works – Broad Lane North – Stephenson Avenue (6.85km)	£1,712,500
	Wyrley and Essington Canal Local Nature Reserve.	£300,000
	Daw End Canal Towpath and Environmental Enhancements	£1,757,500
Libraries / Community Hubs	Single Heritage Centre - combining the current services of the Leather Museum, Walsall Community History Museum and the Local History Centre on a single site.	£3,000,000
	Community Hubs - Single building / hub.	£6,000,000
Flood Management	Ford Brook Early warning system for the Town Centre	£30,000
	Replacement of the old Ford Brook Tunnel running under Tower Street	£500,000
Nature Conservation / Environmental Infrastructure	Pollinators Pit Stops - improving biodiversity at open spaces in borough	£50,000
	Environmental Depot Timber Storage Area	£13,000
	Ecological Surveys and Management Plans	£100,000
	Green infrastructure: Continue the work of Nature Improvement Area (NIA)	£250,000
	Green infrastructure: Heathlands	£500,000
	Recycling - resource for education programme to increase composting and recycling rates.	£5,000
	Recycling - education trailer to increase composting and recycling rates.	£2,000
Urban Open Space / Recreation	Improvement to allotment standards, access and provision.	£25,000
	Outdoor gyms at Pleck Park, Leamore Park and King George V Playing Fields.	£75,000
	Pleck Park Walled Garden - restoration of the garden, and essential infrastructure work to stabilise the wall.	£100,000
	Borough wide replacement tree programme	£20,000
	Retained Land management - fencing and boundary walls that	£200,000

	need maintaining.	
	Walsall Arboretum Extension Development Plan - include resurfacing of key footpaths, drainage improvements along the brook course footpath, new bins and benches and new signage (Directional and noticeboards).	£300,000
	Walsall Arboretum (Extension Footpath) - significant upgrading of footpath link between the Grange Car Park (Main Car park for the Arboretum) and the play area and historic core of the park / new Visitor Centre.	£70,000
	Walsall Country Park improvements and maintenance	£31,500
	Green Flag Action Plan - aims to secure these for Barr Beacon, Blackwood Park and Walsall Arboretum.	£300,000
	Green Pathways - Pilot project in each Area Partnership.	£175,500
	Green Space Strategy Improvement Plan - future management, maintenance and development of all green space across the Borough.	£1,000,000
	Hay Head Wood Open Space car park - significant upgrading.	£20,000
	Walsall Country Park (Hay Head Wood) - upgrading footpath links.	£25,000
	Hill Hook tree planting scheme	£10,000
	Walsall Country Park (Hill Hook) - upgrading footpath links.	£50,000
	Kings Hill Park bank stabilisation - structural survey and if necessary undertake bank stabilisation works.	£75,000
	Merchants Way - hardstanding area.	£120,000
	Play Strategy Delivery Plan	£1,000,000
	Barr Beacon - footpath / access improvements	£13,000
	Barr Beacon - Pedestrian crossing points on Beacon Road, Bridle Lane and Pinfold Lane.	£180,000
	Barr Beacon Quarry bridlepath	£60,000
	Beacon Lodge - Visitor Centre	£1,000,000
	Bentley Chapel Heritage Centre	£252,000
	Walsall Country Park (Cuckoos Nook and The Dingle) - upgrading footpath links.	£120,000
	Friends of Darlaston South Parks - Outdoor Fitness Equipment	£50,000
Public Realm (including Historic Environment and Heritage Assets)	Public realm improvements – Gallery Square	£1,000,000
	Public realm improvements – Park Street Arcade flooring	£25,000
	Public realm improvements – wider Walsall town centre	£5,900,000
	Public realm improvements – District Centres	£2,000,000
	Closure of Wolverhampton Street, Walsall	£500,000
	Willenhall Market improvements	£30,000
	Borough-wide CCTV Improvements	£1,000,000
	Covert / cctv cameras - flytipping and other criminal activity	£20,000
	The Council is engaged in on-going discussions with the relevant infrastructure providers to identify any heritage assets or historic environment projects to be eligible for CIL.	TBC
Health	As and when borough-wide specific health related infrastructure projects are identified and costed, they will be added to this Regulation 123 List.	
Education	As and when other borough-wide specific education related infrastructure projects are identified and costed, they will be added to this Regulation 123 List.	



Development Management

Planning and Building Control

Walsall Council

Darwall Street

Walsall

WS1 1DG

Telephone: 01922 652677

Fax: 01922 652670

Email: planningservices@walsall.gov.uk

Website: www.walsall.gov.uk/planning



Walsall Council

Draft Infrastructure Delivery Plan

Community Infrastructure Levy (CIL)

Consultation 2016

Introduction

The Community Infrastructure Levy (CIL) has been introduced by the Government as the preferred way for local authorities to improve infrastructure and deal with planning obligations. CIL Regulations 2010 (as amended) provide local authorities with the opportunity to generate revenue from new developments, to be spent on a wide range of infrastructure projects which are needed as a result of, or to enable, development. Such projects include (but are not limited to) roads, public transport, open space or health centres in their areas. CIL charges must be based on a viability assessment of development in the Borough and CIL income must be spent on identified infrastructure needs.

Infrastructure Delivery Plan

To support the introduction of CIL the Charging Authority (Walsall Council) must develop an evidence base including a borough wide viability study to assess the viability of a range of development types and an Infrastructure Delivery Plan (IDP) to identify infrastructure projects needed to support development. To implement CIL Charges an IDP must demonstrate that there is a shortfall between funds available (if any) and the actual cost of infrastructure provision (referred to as the funding gap). Walsall Council's IDP expands on, and updates the Infrastructure and Delivery Plan used to support the adoption of the Black Country Core Strategy in 2011 and has identified a comprehensive list of infrastructure along with a funding gap of over £180 million. This is set out in Appendix A.

It should be noted that this IDP only sets out the baseline position of infrastructure requirements across Walsall and is intended to be a live document. Walsall Council will continue to liaise with all relevant infrastructure providers and partners to ensure that the IDP can be reviewed and updated when necessary. This IDP has been prepared in parallel with a Site Allocation Document and Town Centre Area Action Plan to ensure the infrastructure requirements arising from these plans are reflected in it and to support the development and regeneration aims over the plan period of up to 2026 and beyond.

Find out more about these plans at www.walsall.gov.uk/planning_2026

Regulation 123 list

This IDP has informed the Council's final list of infrastructure projects that will benefit from CIL funds (known as the Regulation 123 list). It should be noted that some of the infrastructure projects set out in this IDP may not feature on the final list as the Council will need to identify the priority of spend based on the most necessary infrastructure that best supports future development and regeneration. A draft Regulation 123 list has been published alongside the Draft CIL Charging Schedule and can be viewed at www.walsall.gov.uk/community_infrastructure_levy.

Section 106

The NPPG recommends that it is good practice for charging authorities to publish details of the proposed use of Section 106 alongside the operation of CIL. The commissioned CIL viability study sets out that the use of Section 106 is likely to be scaled back to the following items of infrastructure post CIL adoption. This has been considered further and updated below to reflect responses from the first round of consultation and discussions with other service / infrastructure providers:

Continued use of S106

- Site specific highway improvements such as vehicle access, junction improvements and public transport improvements necessary to make the development acceptable;
- Site specific air quality mitigation measures;
- Site specific public art;
- Provision of affordable housing;
- Provision of site specific education facilities where required on-site such as to meet demand for a new school as part of a large development;
- Site specific improvements to, and the mitigation of adverse impacts on, the historic environment; and
- Site specific flood mitigation / resilience measures.

Infrastructure to be eligible from CIL funds

- Provision, improvement, replacement, operation or maintenance of strategic transport and highways infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic utilities infrastructure for employment sites outside the enterprise zone;
- Provision, improvement, replacement, operation or maintenance of education facilities;
- Provision, improvement, replacement, operation or maintenance of open Space and outdoor leisure;
- Provision, improvement, replacement, operation or maintenance of community hubs, heritage centre and other social / community related infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic flood resilience and mitigation infrastructure;
- Provision, improvement, replacement, operation or maintenance of strategic nature conservation and environmental infrastructure; and
- Provision, improvement, replacement, operation or maintenance of strategic public realm including the historic environment.

Appendix A – Draft Infrastructure Delivery Plan

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Infrastructure	Estimated Total Cost in £	Estimated Funding Available in £	Funding Source	Funding Gap in £	Evidence Base	Comments
Highways Improvements and Transport Infrastructure (Metro routes are under review and not included).						
Walsall Town Centre Public Transport Interchange	£7,800,000	£0	LTP, RFA, LA, Centro - WMPTA	£7,800,000	Core Strategy Delivery & Imp Plan Feb 2010	Options are being examined as part of Town Centre AAP
Darlaston SDA Access Project	£24,000,000	£24,000,000	LA, LTP, Centro	£0	Core Strategy Delivery & Imp Plan Feb 2010	Scheme is fully funded and starting on site in October 2014
A454 Improved access from the Keyway to Longacres Industrial Estate, Willenhall	£1,573,000	£0	Unsecured	£1,573,000	Core Strategy Delivery & Imp Plan Feb 2010	Scheme will mainly benefit the existing major landowner in the area
A461 Route Key Junction Improvements	£15,400,000	£4,000,000	LGF	£11,400,000	Core Strategy Delivery & Imp Plan Feb 2010	Scheme part-funded (£4m) from LGF for two junctions (Salters Rd and Shire Oak)
Junction 10 M6 Improvements	£64,500,000	£62,000,000	LGF and Highways Agency	£2,500,000	Core Strategy Delivery & Imp Plan Feb 2010	Funding gap likely to be removed through value engineering and scope changes.
Walsall to Wolverhampton Rail Service with intermediate stations at Willenhall and James Bridge (EZ)	£21,000,000 capital; £1,200,000 revenue per annum	£0	Unsecured	£22,200,000	Core Strategy Delivery & Imp Plan Feb 2010	Costs from Centro-commissioned Tram-Train Study March 2014 (Mott MacDonald). Costs based on 30-minute frequency service (2tph).
Sutton Line Passenger Services/ Walsall to Aldridge spur.	£23,000,000	£0	Centro - Major Local Transport Scheme Bid; Rail Industry CP6 2019-24	£23,000,000	Core Strategy Delivery & Imp Plan Feb 2010	Dependent on Network Rail to electrify the line in Control Period 6
Stourbridge to Walsall-Lichfield Heavy Rail Line Reinstatement	Phase 1 - S to W = £70,000,000 Phase 2 - W - L = £55,000,000	£0	Unsecured	£70,000,000	Core Strategy Delivery & Imp Plan Feb 2010	Not a Network Rail or Rail Freight Industry priority
Chase Line resignalling and electrification north of Walsall	£30,000,000	£30,000,000	Resignalling and line speed - Network Rail	£0	Core Strategy Delivery & Imp Plan Feb 2010	Fully funded scheme. Signalling complete. Electrification and line speed increase underway as at Sep 2014
Town Centre ring road / junction improvements	£1,176,000	£0	None at present	£1,176,000		
Town Centre parking provision	£10,000,000	£0	None at present	£10,000,000		
Enterprise Zone Access	£3,000,000	£3,000,000	Enterprise Zone Business Rate Mechanism	£0		
Phoenix 10 Access	£2,500,000	£2,500,000	Enterprise Zone Business Rate Mechanism	£0		
Car Park signage - Town Centre	TBC	TBC	TBC	TBC		
			Total Funding Gap	£149,649,000		

Utilities						
Black Country Broadband Project - increasing superfast broadband coverage from 87% to 95% by 2017.	£7,500,000	£7,500,000	BDUK money (£3m) Local match funding; (£3m via Growing Places Fund); and Contribution from private sector partner (£1.5m approx).	£0	Broadband Delivery UK - Government Project	
Utilities connections - key employment sites (outside the EZ)	£1,000,000	£0	None at present	£1,000,000		Cost will be dependent on nature and extent of the work – general allowance of £100k per site for 10 sites
			Total Funding Gap	£1,000,000		
Social / Community Infrastructure Requirements						
Three 0.5 form school expansions being worked up for 2016/17 school year.	£4,500,000	£4,500,000	DfE Basic Need Funding	0	The schools expansion needs are calculated using birth rate projections from the ONS and also take account of known development schemes that have been consented.	These options have not yet been worked up, consulted on or approved, so the identities of the schools may change when feasibility studies are undertaken.
Very early stage plans for improvements and changes to the SEND (special educational needs and disability) portfolio.	£4,000,000	£1,000,000	Schools Forum	3,000,000	The schools expansion needs are calculated using birth rate projections from the ONS and also take account of known development schemes that have been consented.	
Fibbersley Park Primary School 1 form expansion	£3,600,000	£3,600,000	DfE Basic Need Funding	0	The schools expansion needs are calculated using birth rate projections from the ONS and also take account of known development schemes that have been consented.	
Christchurch Primary School 0.5 form expansion	£1,150,000	£1,150,000	DfE Basic Need Funding	0	The schools expansion needs are calculated using birth rate projections from the ONS and also take account of known development schemes that have been consented.	
King Charles Primary School 0.5 form expansion	£3,070,000	£3,070,000	DfE Basic Need Funding	0	The schools expansion needs are calculated using birth rate projections from the ONS and also take account of known development schemes that have been consented.	

Town Centre to Walsall Border Towpath Improvements	£2,030,000	£540,000	Local Growth Fund – Managing Shorter Trips	£1,490,000	<p>Providing a traffic free, off road walking and cycling route to encourage more people to travel shorter trips using sustainable forms of transport and increasing the amount of physical activity.</p> <p>Increased use of towpath for recreation and enjoyment and access to greenspace which is important for their health and wellbeing.</p>	
Walsall Canal – Town Centre to Birchills Junction	£202,000	£0	None at present	£202,000	<p>Providing a traffic free, off road walking and cycling route to encourage more people to travel shorter trips using sustainable forms of transport and increasing the amount of physical activity.</p> <p>Increased use of towpath for recreation and enjoyment and access to greenspace which is important for their health and wellbeing.</p>	
Wyrley and Essington Canal – Towpath improvement works – Broad Lane North – Stephenson Avenue (6.85km)	£1,712,500	£0	None at present	£1,712,500	<p>Providing a traffic free, off road walking and cycling route to encourage more people to travel shorter trips using sustainable forms of transport and increasing the amount of physical activity.</p> <p>Increased use of towpath for recreation and enjoyment and access to greenspace which is important for their health and wellbeing.</p>	
Wyrley and Essington Canal Local Nature Reserve.	£300,000	£0	None at present	£300,000	<p>Development of a Local Nature Reserve will afford the canal additional protection, raising the profile of the canal to attract visitors and protect wildlife and habitat for the benefit of people.</p> <p>Increased use of the canal for recreation and enjoyment and access to greenspace which is important for their health and wellbeing.</p>	

Daw End Canal Towpath and Environmental Enhancements	£1,757,500	£0	None at present	£1,757,500	Providing a traffic free, off road walking and cycling route to encourage more people to travel shorter trips using sustainable forms of transport and increasing the amount of physical activity. Increased use of towpath for recreation and enjoyment and access to greenspace which is important for their health and wellbeing.	
Single Heritage Centre - combining the current services of the Leather Museum, Walsall Community History Museum and the Local History Centre on a single site.	£3,000,000	£0	Development bid to Heritage Lottery Fund by June Full bid October 2016	3,000,000		
Barr Beacon - Bands on the Beacon Community Music Event	£200,000	£0	None at present	200,000		This project is not considered to meet the definition of infrastructure to be able to benefit from CIL funds.
Oak Park & Bloxwich Active Living Centres re-development	£24,300,000	£24,300,000	Council £22,000,000 Sport England £2,000,000 Other (sports) £300,000	0		
Community Hubs - Single building / hub.	£6,000,000	£0	None at present	6,000,000	Presumption that there are a minimum of 6 hubs i.e. 1 in each Area Partnership area	
			Total Funding Gap	17,462,000		
Flood Risk / Water Infrastructure						
Ford Brook Early warning system for the Town Centre	£30,000.00	£0	None at present	£30,000	Provide warning to residents asleep in the night of rise in water level	Further investigation required on the most appropriate warning system, including how to inform the residents living within the town centre on procedure for evacuation.
Replacement of the old Ford Brook Tunnel running under Tower Street	£500,000.00	£0	None at present	£500,000	Structure holding the concrete slab / road beginning to show signs of deterioration If allowed to fail could cause a collapse of the carriageway	Further investigation and design required to determine options
			Total Funding Gap	£530,000		
Nature Conservation / Environmental Infrastructure						
Improvement to allotment standards, access and provision.	£25,000	£0	None at present	£25,000	Greenspace Strategy Action Plan	
Outdoor gyms at Pleck Park, Leamore Park and King George V Playing Fields.	£75,000	£0	None at present	£75,000	Greenspace Strategy Action Plan	

Pollinators Pit Stops - improving biodiversity at open spaces in borough	£50,000	£0	None at present	£50,000	Greenspace Strategy Action Plan	
Pleck Park Walled Garden - restoration of the garden, and essential infrastructure work to stabilise the wall.	£100,000	£0	None at present	£100,000	A structural survey on the wall was prepared prior to 2010 which detailed the landscape history.	
Recycling - resource for education programme to increase composting and recycling rates.	£5,000	£0	None at present	£5,000	Recycling Strategy	
Recycling - education trailer to increase composting and recycling rates.	£2,000	£0	None at present	£2,000	Recycling Strategy	
Recycling - Smart Phone Apps offering improved access to information & advice to customers.	£100,000	£0	None at present	£100,000	Recycling Strategy	This project is not considered to meet the definition of infrastructure to be able to benefit from CIL funds.
Replacement Tree Programme	£20,000	£0	None at present	£20,000	Urban Forest Strategy, Council's Climate Change Strategy and Action Plan, and the Birmingham and Black Country Nature Improvement Area.	
Retained Land management - fencing and boundary walls that need maintaining.	£200,000	£0	None at present	£200,000		
Top Hangar - Part of Walsall Country Park development	£732,000	£3,000,000 £30,000,000	Landscape Partnership European Social Fund	TBC	Supports all four priorities of Corporate Plan Delivering Public Health outcomes	
Walsall Arboretum Extension Development Plan - include resurfacing of key footpaths, drainage improvements along the brook course footpath, new bins and benches and new signage (Directional and noticeboards).	£300,000	£0	Landfill Tax application planned 15/16	£300,000	Key aim within the 10 year Management and Maintenance Plan for the park and follows the principles of the Greenspace Strategy.	

Walsall Arboretum (Extension Footpath) - significant upgrading of footpath link between the Grange Car Park (Main Car park for the Arboretum) and the play area and historic core of the park / new Visitor Centre.	£120,000	£50,000	15/16 Council Capital Funding	£70,000	Key aim within the 10 year Management and Maintenance Plan for the park and follows the principles of the Greenspace Strategy.	
Walsall Country Park	£100,000	£68,500	Potential Capital Programme funding 2015/16 (£68,500)	£31,500	Walsall Arboretum Management Plan, Green Space Strategy & Birmingham and Black Country Nature Improvement Area.	
Green Flag Action Plan - aims to secure these for Barr Beacon, Blackwood Park and Walsall Arboretum.	£300,000	£0	None at present	£300,000	Green Space Strategy	
Green Pathways - Pilot project in each Area Partnership.	£265,500	£90,000	Capital Programme	£175,500	Green Space Strategy	
Green Space Strategy Improvement Plan - future management, maintenance and development of all green space across the Borough.	£1,000,000	£0	None at present	£1,000,000	Green Space Strategy	Green Space Strategy to be revised in 2017.
Hay Head Wood Open Space car park - significant upgrading.	£20,000	£0	None at present	£20,000	Green Space Strategy	
Walsall Country Park (Hay Head Wood) - upgrading footpath links.	£25,000	£0	None at present	£25,000	Green Space Strategy	
Hill Hook tree planting scheme	£10,000	£0	None at present	£10,000	Urban Forest Strategy	
Walsall Country Park (Hill Hook) - upgrading footpath links.	£50,000	£0	None at present	£50,000	Green Space Strategy	
IT equipment – integrate green space infrastructure and grounds maintenance inspection systems.	£20,000	£0	None at present	£20,000	Green Space Strategy	This project is not considered to meet the definition of infrastructure to be able to benefit from CIL funds.
Kings Hill Park bank stabilisation - structural survey and if necessary undertake bank stabilisation works.	£75,000	£0	None at present	£75,000	Land movement identified during repair works.	
Merchants Way - hardstanding area.	£120,000	£0	None at present	£120,000	Recycling Strategy	
Play Strategy Delivery Plan	£1,000,000	£0	None at present	£1,000,000	Play Strategy	

Barr Beacon - footpath / access improvements	£13,000	£0	None at present	£13,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
Barr Beacon - Pedestrian crossing points on Beacon Road, Bridle Lane and Pinfold Lane.	£180,000	£0	None at present	£180,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
Barr Beacon Quarry bridlepath	£60,000	£0	None at present	£60,000	Green Space Strategy	
Beacon Lodge - Visitor Centre	£1,000,000	£0	None at present	£1,000,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
Bentley Chapel Heritage Centre	£252,000	£0	None at present	£252,000		
Covert / cctv cameras - flytipping and other criminal activity	£20,000	£0	None at present	£20,000	Green Space Strategy	
Walsall Country Park (Cuckoos Nook and The Dingle) - upgrading footpath links.	£120,000	£0	Potential European funding TBC	£120,000	Green Space Strategy	
Environmental Depot Timber Storage Area	£13,000	£0	None at present	£13,000	Urban Forest Strategy, Climate Change Strategy and Action Plan, and the Birmingham and Black Country Nature Improvement Area.	
Friends of Darlaston South Parks - Outdoor Fitness Equipment	£50,000	£0	None at present	£50,000	Green Space Strategy and public health objectives in the Darlaston South area.	
Ecological Surveys and Management Plans	£100,000	£0	None at present	£100,000	Green Space Strategy	
Cannock Chase SAC Access Management Measures (SAMM).	n/a	n/a	n/a	n/a	Walsall has no proposed housing allocations within the proposed 8km payment zone for SAMM mitigation. Funds from Walsall's CIL are not therefore considered necessary under these circumstances.	
Green infrastructure: Continue the work of Nature Improvement Area (NIA)	£250,000	£0	Limited funding through DEFRA and Council capital and revenue budgets.	£250,000		
Green infrastructure: Heathlands	£500,000	£0	Limited funding through DEFRA and Council capital and revenue budgets.	£500,000		
Heritage Assets and Historic Environment	TBC	TBC	TBC		The Council is engaged in on-going discussions with the relevant infrastructure providers to identify any heritage assets or historic environment projects to be eligible for CIL.	
			Total Funding Gap	£5,712,000		

Public Realm Infrastructure						
Borough wide LED Street Lighting Project - upgrade the existing lanterns and achieve energy savings to reduce carbon and mitigate against future energy price rises.	£13,911,095	£13,911,095	Prudential borrowing	£0	Climate Change Strategy	
Public Realm – Gallery Square	£1,000,000	£0	None at present	£1,000,000	DTZ AAP viability and deliverability study	
Public Realm – Park Street Arcade flooring	£25,000	£0	None at present	£25,000	DTZ AAP viability and deliverability study	
Public Realm – wider town centre	£10,000,000	£4,100,000	Capital programme (2015-2020)	£5,900,000	DTZ AAP viability and deliverability study	
Public Realm – District Centres	£2,000,000	£0	None at present	£2,000,000		
Public Realm – Goscote	£2,500,000	£2,500,000	Local Growth Fund (Wave 1)	£0		
Closure of Wolverhampton Street	£575,000	£75,000	S106 relating to Kier development, for modelling and feasibility work.	£500,000		
Willenhall Market	£30,000.00	£0	Capital Programme	£30,000		
CCTV Improvements	£1,000,000	£0	None at present	£1,000,000		
			Total Funding Gap	£10,455,000		
		GRAND TOTAL FUNDING GAP		£184,278,000		



Development Management

Engineering, Planning and Transportation

Walsall Council

Darwall Street

Walsall

WS1 1DG

Telephone: 01922 652677

Fax: 01922 652670

Email: planningservices@walsall.gov.uk

Website: www.walsall.gov.uk/planning