

# Walsall Site Allocation Document: Preferred Options

## Draft Plan for Cabinet

**22 July 2015**

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## Preface

1. This is the 'Draft Plan' document for the Preferred Options consultation stage for the preparation of the Site Allocations Document for Walsall Borough.
2. The purpose of the Preferred Options consultation is to show that Walsall Council is meeting legal requirements<sup>1</sup> by showing how it has considered the different options reasonably available for the preparation of the plan. However, this stage of consultation also enables the council to show the position it has reached in preparing the plan and to ask people about its proposed allocations and policies. This document takes the opportunity to present a draft plan based on the work done so far. This should help to make the latest thinking on allocations and proposals as clear as possible to try to make it easier to comment.
3. To see how the Council has reached this position on its allocations and policies, reference should be made to the 'Preferred Options' document. That document takes the same structure as this Draft Plan, but with more detail (*inserted in different coloured text*) to explain how the council has decided on its approach, including with reference to:
  - the representations received during the making of the plan so far;
  - the different options considered and how they were chosen (with reference to the various assessments undertaken to support the plan, especially the Sustainability Appraisal);
  - how policies might be monitored; and
  - the relationship to existing policies in the Black Country Core Strategy and the saved policies of Walsall's Unitary Development Plan (including whether UDP policies might be replaced).
4. It is the 'Preferred Options' document that is part of the process that the council must go through if it is to have the Site Allocations Document formally adopted as part of its Local Plan. This Draft Plan is an illustration.

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<sup>1</sup> Under the Planning and Compulsory Purchase Act 2004 (as amended) <http://www.legislation.gov.uk/ukpga/2004/5/section/19>, The Environmental Assessment of Plans and Programmes Regulations 2004 <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> and the The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) <http://www.legislation.gov.uk/uksi/2012/767/contents/made>.

## Responding to the Preferred Options Consultation

Your views are important, and the Council wants to receive them during the 8 week consultation period.

**You can view these documents and respond online by visiting [www.walsall.gov.uk/planning/planning\\_2026](http://www.walsall.gov.uk/planning/planning_2026). Paper copies of the documents are also available to view at your local library.**

If you have any queries about this Preferred Options document, please contact us by any of the following means:

- Address: Planning Policy Team, Planning and Building Control, Civic Centre, Darwall Street, Walsall WS1 1DG
- Telephone: (01922) 658020
- Email: [PlanningPolicy@walsall.gov.uk](mailto:PlanningPolicy@walsall.gov.uk)

If you do not have access to the internet, you can view the Preferred Options Draft Plan and supporting evidence, and obtain a copy of the questionnaire, from the First Stop Shop in the Civic Centre. If you would like us to send you a copy of the questionnaire, please phone us on 01922 658020.

# 1 Introduction

## 1.1. What is the Site Allocation Draft Plan?

This is the 'Draft Plan' document for the Preferred Options consultation stage for the preparation of the Site Allocations Document for Walsall Borough. A number of the policies relate to allocations or designations on the Draft SAD Policy Map and this should be considered alongside the Draft Plan.

In addition to this Draft Plan there is a Preferred Option document. The purpose of the Preferred Options consultation is to show that Walsall Council is meeting legal requirements by showing how it has considered the different options reasonably available for the preparation of the plan. However, this stage of consultation also enables the council to show the position it has reached in preparing the plan and to ask people about its proposed allocations and policies. This document takes the opportunity to present a draft plan based on the work done so far. This should help to make the latest thinking on allocations and proposals as clear as possible to try to make it easier to comment.

To see how the Council has reached this position on its allocations and policies, reference should be made to the 'Preferred Options' document. That document takes the same structure as this Draft Plan, but with more detail (inserted in different coloured text) to explain how the council has decided on its approach, including with reference to:

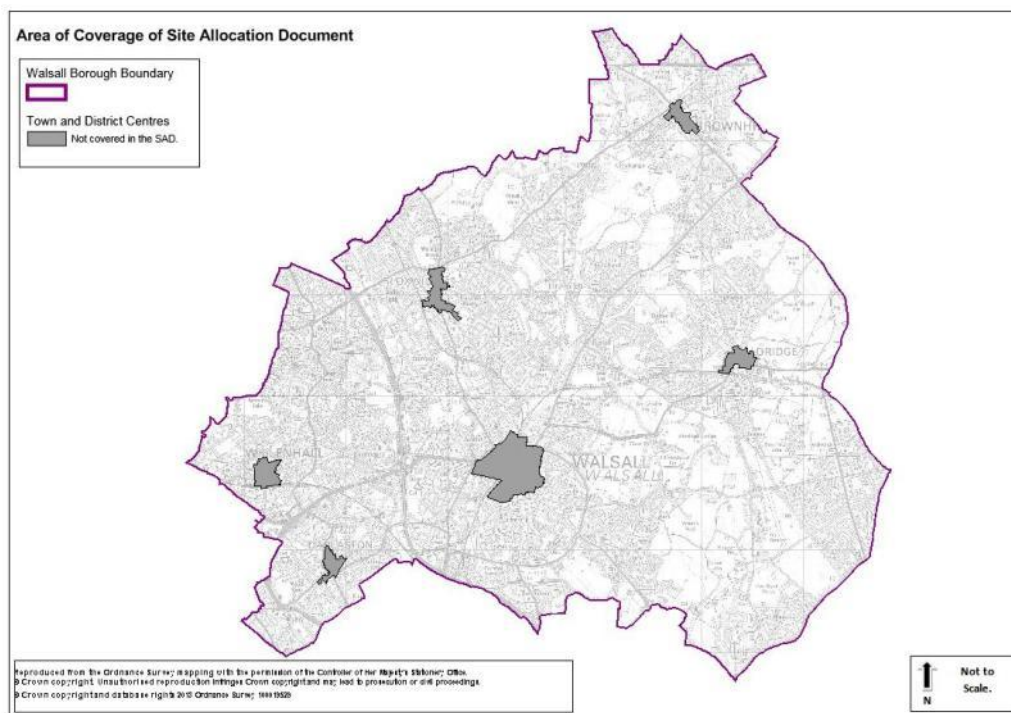
- the representations received during the making of the plan so far;
- the different options considered and how they were chosen (with reference to the various assessments undertaken to support the plan, especially the Sustainability Appraisal);
- how policies might be monitored; and
- the relationship to existing policies in the Black Country Core Strategy and the saved policies of Walsall's Unitary Development Plan (including whether UDP policies might be replaced).

It is the 'Preferred Options' document that is part of the formal process that the Council must go through to meet the requirements of the planning system. This Draft Plan is an illustration.

The SAD is intended to allocate sites throughout the Borough, except within Walsall Town Centre and the District Centres as shown on Map 1.1 below. Potential sites within Walsall Town Centre are being addressed separately in **Walsall Town Centre Area Action Plan** (AAP) that is being prepared in parallel with the SAD which consultation is running in parallel to the SAD. We also intend that the District Centre Inset Map, which currently forms part of the UDP, will remain in place for the centres



### Map 1.1: Area Proposed for Coverage by SAD



The document is set out in topics covering the main land uses:

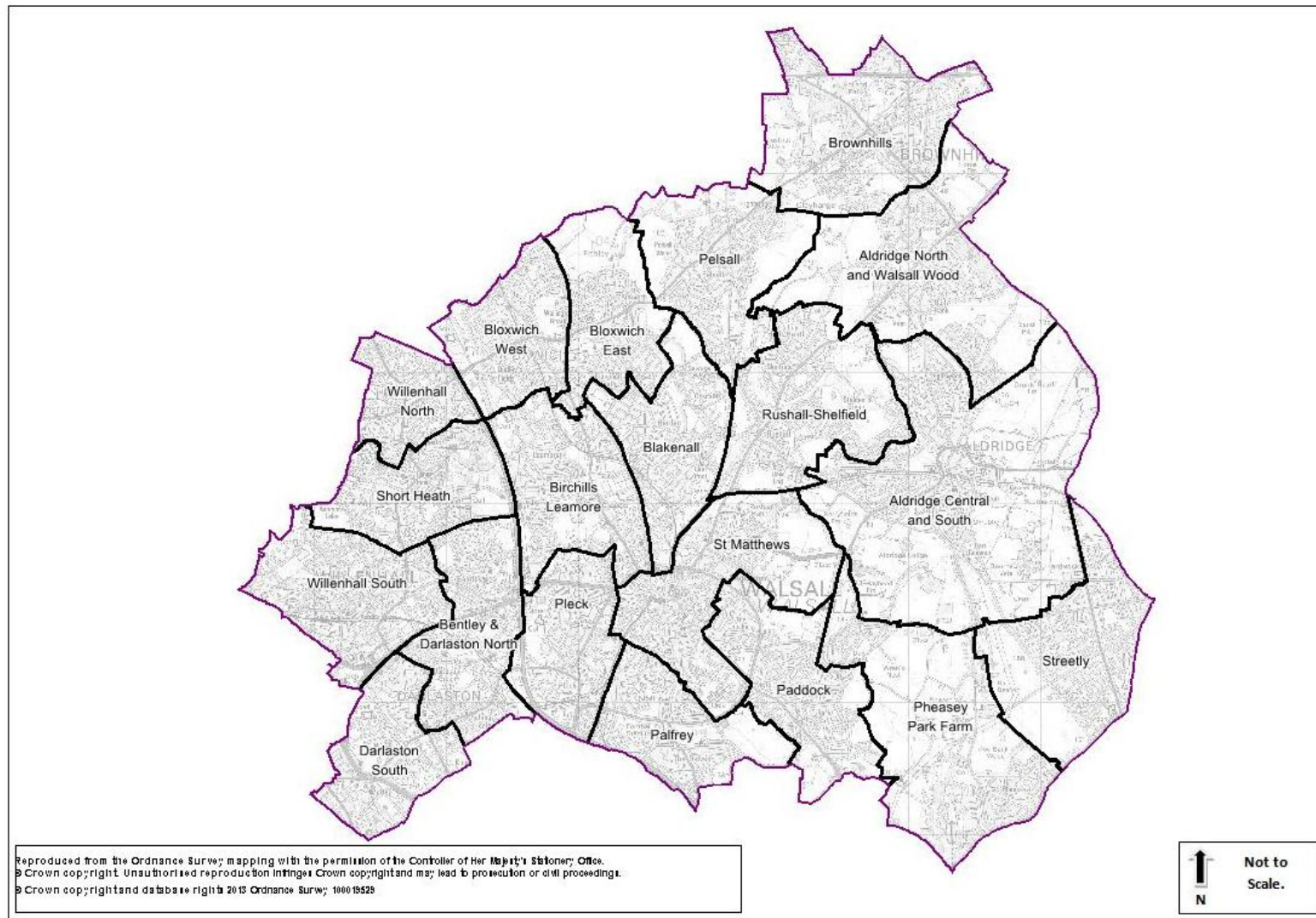
- 1) Homes for Our Communities including General Housing, and, Accommodation for Gypsies, Travellers and Travelling Showpeople
- 2) Providing for Industrial Jobs and Prosperity
- 3) Strengthening Our Local Centres
- 4) Open Space, Sport and Recreation including Community and Indoor Sports Facilities, and, (b) Education, Training and Health Facilities
- 4) Environmental Network
- 6) Historic Environment
- 7) Waste Management
- 8) Minerals

Land for utilities infrastructure was considered as part of the process but as no land is being allocated for this type of infrastructure it has not been included in this draft plan. The preferred options document explains this in further detail and we would welcome any comments in regards to this topic.

Each chapter contains maps of the entire Borough showing information relating to the particular topic. We have also provided separate maps of individual wards to show how all the matters for the different topics relate to each other at a local level. Map 1.2 below shows the 20 wards that make up Walsall.

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**Map 1.2: Wards in Walsall**



### **1.3 The Planning Context**

The SAD 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 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.

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) sets targets and policies which the SAD looks to implement on a local level.

### **1.4 The SAD Process**

Following the publication of this document, comments will be collated and used to inform the next stage of the SAD process - Publication. The flow diagram below sets out the three key stages in which stakeholders and communities can have their say on the AAP and SAD.



**Figure 1.1: Flow diagram setting out the three key stages on consultation**

The implications of each policy or proposal 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. 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 will incorporate 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 Options Appraisal Report published alongside this consultation document.

### **1.5 Key evidence consulted**

A list of key evidence is provided on the Council website at [www.walsall.gov.uk/planning\\_2026](http://www.walsall.gov.uk/planning_2026)

## 2 Objectives

### 2.1 Objectives for the Site Allocation Document

A key purpose of the SAD is to allocate sites that deliver the vision and objectives of the BCCS. The SAD, therefore, has its own objectives that align with BCCS but provide a local dimension to delivering the BCCS vision:

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 protect and enhance the built environment through the protection of heritage assets and the promotion of 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 existing waste management facilities and identify opportunities for new facilities, in employment areas and in other suitable and accessible locations in Walsall, to meet needs in the most sustainable ways; and
10. To identify and safeguard mineral resources of national and local importance and identify suitable sites and areas for mineral and production of secondary and recycled materials whilst protecting the environment.

### **SAD Objectives Question**

Do you: a) Support the objectives b) Support the objectives with suggested changes  
c) Disagree in principle with the objectives d) Disagree with the objectives wording

Please give reasons for your answers and where possible provide evidence and suggested changes.

## 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 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.

#### 3.2

#### **SAD Policy HOU1: Land Allocated for New Housing Development**

The sites listed in Table HOU1 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.

**Table HOU1**

<b>SITE NAME or ADDRESS</b>	<b>REFERENCE</b>	<b>DWELLINGS</b>
Clothier Street	HO1	48
Somerford Place (former Dorsetts Scrapyard)	HO11	26
Pinson Road (Little London School)	HO14a	31
Garages on North side of Croft Street, Willenhall	HO14b	1



New Road, Willenhall (former car showroom)	HO16	9
Field Street (Gilberts' Club)	HO20	26
Kendrick Place and Castle View Road, Moxley	HO23	38
Goscote Lodge Crescent (Site B)	HO27	327
Dolphin Close (Goscote Site C)	HO28	19
Goscote Lane Copper Works	HO29	395
Silver Street, Brownhills	HO30	157
Wilkes Avenue (Bentley Home)	HO36	37
Bentley Road North (corner of King Charles Avenue)	HO37	19
Wolverhampton Road West (rear of 179)	HO38	5
Joyson Street (site of former Kings Hill JMI School)	HO39a	17
Joyson Street	HO39b	5
Riding Way	HO40	14
Hatherton Liberal Club	HO41a	6
Mill Street, Walsall (former scrap yard)	HO41b	12
Watling Street (land north of Kings Deer Road)	HO43	15
Poplar Avenue (east)	HO44	23
Former Beechdale School (Open Space)	HO45	66
Noose Crescent (former Lakeside School)	HO46	59
Former Three Crowns School	HO47	8
Rear of 16 High Road, Lane Head	HO53	29
Walsall Road, Walsall Wood	HO58	51
Hollyhedge Lane (east side) (30 to 32)	HO60a	33
Hollyhedge Lane (east side) (28)	HO60b	24
Hollyhedge Lane (east side) (former Bradford Coal Wharf)	HO60c	52
Orange Tree, 20 Wolverhampton Road	HO60d	4

Canalside Close	HO61	15
Former Metal Casements	HO62	95
Hollyhedge Lane (west side)	HO65	14
Former Harvestime Bakery, Raleigh Street	HO66a	88
Walsall Iron and Steel	HO66b	17
Festival Avenue (end of street)	HO71	10
Festival Avenue	HO72	24
Former Mary Elliott School, Brewer Street	HO87	62
Woodwards Road (former garage and vehicle storage yard)	HO93	24
New Invention Methodist Church, Lichfield Road, New Invention	HO117	14
Walsall College Shelley Campus, Scarborough Road	HO120	32
Allen's Centre	HO124	22
Essington Lodge	HO125	23
Field Road Education Development Centre	HO126	25
Daw End School	HO128	41
60 Walsall Road, Willenhall	HO137a	24
Fletchers Lane (1 and 2)	HO137b	2
3 Fletchers Lane	HO137c	3
Bloxwich Rd Blakenall Lane	HO147	20
British Lion Works, Forest Lane	HO150	60
Eagle Public House, Cresswell Crescent	HO154	17
Former Autocraft, Walsall Road, Walsall Wood	HO157a	20
Motor City, 117b Walsall Road, Walsall Wood	HO157b	4
Jubilee House, Walsall Road, Walsall Wood	HO157c	16
Former Tannery P.H., Burrowes Street, Walsall	HO160	12

Former Works Site C/O Cemetery Road, Villiers Street, Willenhall	HO162a	14
Villiers Street (AJM Buildings)	HO162b	9
Formerly Select Windows, Walsall Road, Walsall Wood	HO163	27
Howdles Lane/ Castle Street, Brownhills	HO168a	40
Gladstone House, 45 Castle Street, Brownhills	HO168b	6
Land at 232 Lichfield Road, Willenhall	HO173	23
Land at Bentley Road North, Walsall	HO176	144
Land at Berkley Close and Cottle Close, Rear of 31-59 Edinburgh Avenue, Bentley	HO177	16
Carl Street	HO179	30
Land at Churchill Road and Kent Road to the rear of 2-14 Kent Road and 201-205 Churchill Road, Bentley, Walsall	HO180	26
Land at Former Caparo Works, Between the Wyrley and Essington Canal, Miner Road, Green Road and Old Birchills, Walsall	HO181	310
Land at Servis UK LTD, Darlaston Road, Wednesbury, Walsall	HO182	224
Bentley Moor Club, Bentley Drive, Walsall	HO185	10
Lichfield Road, Little Bloxwich	HO194	10
Lichfield Road Willenhall (Petrol Station: 272-274)	HO195	21
R/O Pinson Road	HO201	15
Site at Corner of Edison Road, and Arkwright Road, Walsall, Beechdale	HO205	11
Site of the Cavalcade P.H., Stroud Avenue, Willenhall	HO207	23
Land at Stencill's Farm, North of Mellish Road (area outside Green Belt)	HO208	24
The Dolphin P.H., Goscote Lane, Walsall, WS3 1PD	HO210	18

The Hawthorns, Highgate Drive, Walsall, WS1 3JW	HO211	13
Wolverhampton Road West (former Petrol Station and former Lane Arms Pub)	HO217	29
George Carter Pressings LTD, Clothier Road, Willenhall, WV13 1BG	HO221	27
194 Darlaston Road, Wednesbury WS10 7TG (former Alucast)	HO302	17
Land (Including Factory Complex AP (UK)) At Heathfield Lane West, Darlaston	HO303	304
Between 114 and 120 and 122A and 127 Watling Road/ Roman Close Brownhills	HO304	10
Cricket Close Allotments and Tennis Courts	HO305	54
Darlaston Multi-Purpose Centre Site	HO306	35
Former Royal Navy Club, 120 Elmore Green Road	HO307	10
Gordon House (TA Centre), Sutton Road	HO308	22
Narrow Lane House and Neighbourhood Office Site	HO310	14
Pleck Working Men's Club	HO312	11
Royal British Legion Club, Broad Lane Gardens, Bloxwich	HO313	25
Rushall Mews, New Street, Walsall WS4 1JQ	HO314	35
Site of John Wooton House & Great Croft House Wesley Road Darlaston	HO315	11
The Green, Darlaston (Premier Aftercare)	HO316	11
Former Warreners Arms, High Road, Brownhills	HO317	58
Springside, 2 Spring Lane, Pelsall WS4 1AZ	HO318	16
Burway Garage	HO320	28
Willenhall Coachcraft, 348 Wolverhampton Road West WV13 2RN	HO321	33

Rowley View, Moxley	HO322	22
1 Woodside Close, Walsall, WS5 3LU	HO323	14

**SAD HOU1 Question**

**Do you support/ disagree with:**

**(a) Policy wording**

**(b) Proposed sites**

**(c) The total number of sites required**

**Do you have suggestions for any other sites that might be suitable for residential development? (note that sites submitted previously that we have chosen not to allocate are listed in the supporting documents to this consultation)**

**Please give reasons for your answers and where possible provide evidence and suggested changes. If you are suggesting additional sites, please indicate if you know whether the owner would be willing for the site to be developed for this purpose.**

**3.2.1 Justification Summary**

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). 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.

We do not just want to ensure a sufficient number of new homes are provided to meet needs. We also want to ensure that a high quality of 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.

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.

### **3.2.2 Evidence**

- Black Country Core Strategy
- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment and Housing Land Supply Update.
- Employment Land Review
- Green Space Strategy
- DTZ Site Viability and Deliverability Study

### **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 which has already succeeded in delivering several hundred new affordable homes in recent years.

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 certain for potential investors over the future use of the land.

### **3.2.4 Monitoring**

- LOI HOU1a: Number of additional dwellings completed (net)

## **3.3**

### **SAD Policy HOU2: Development of Other Land for Housing**

The provision of housing on other previously developed sites not listed in Table HOU1 will be encouraged provided:

- a) The site is not allocated or safeguarded for other uses in this Plan;
- b) 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.
- c) Residential development would not conflict with any national or local designation relating to the site itself, or adjoining land or buildings;
- d) 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 Black Country Core Strategy and take account other policies of this Plan;
- e) Residential development would not unacceptably constrain the use or development of any adjacent site for its allocated or identified use;
- f) The proposal is acceptable in terms of other policies of this Plan.

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.

### **SAD HOU2 Question**

**Do you support/ disagree with the proposed policy wording?**

**Do you have suggestions for any sites that might be suitable?**

**Please give reasons for your answers and where possible provide evidence and suggested changes. If you are suggesting additional sites, please indicate**

**if you know whether the owner would be willing for the site to be developed for this purpose.**

### **3.3.1 Justification Summary**

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. 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 just 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
- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment and Housing Land Supply Update.
- Employment Land Review
- DTZ Site Viability and Deliverability Study

### **3.3.3 Delivery**

Housing on former employment land and small sites not identified under policy HOU1 is expected to be delivered primarily by the private sector.

### **3.3.4 Monitoring**

- LOI HOU2a: Proportion of new dwellings that are on previously developed land.
- LOI HOU2b: Net density of new residential developments.



### 3.4

#### **SAD Policy HOU3: Affordable Housing and Housing for People with Special Needs**

Affordable housing will be required on all sites of 15 dwellings or more where this is financially viable, in accordance with BCCS Policy HOU3. The detailed arrangements for the working of this policy will be set out in a supplementary planning document.

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.

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.

#### **SAD HOU3 Question**

**Do you support/ disagree with the proposed policy wording?**

**Do you have suggestions for any sites that might be suitable?**

**Please give reasons for your answers and where possible provide evidence and suggested changes. If you are suggesting additional sites, please indicate if you know whether the owner would be willing for the site to be developed for this purpose.**

#### **3.4.1 Justification Summary**

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 some aspects of national policy on the issues relating to affordable housing. These 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.

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
- Annual Monitoring Reports

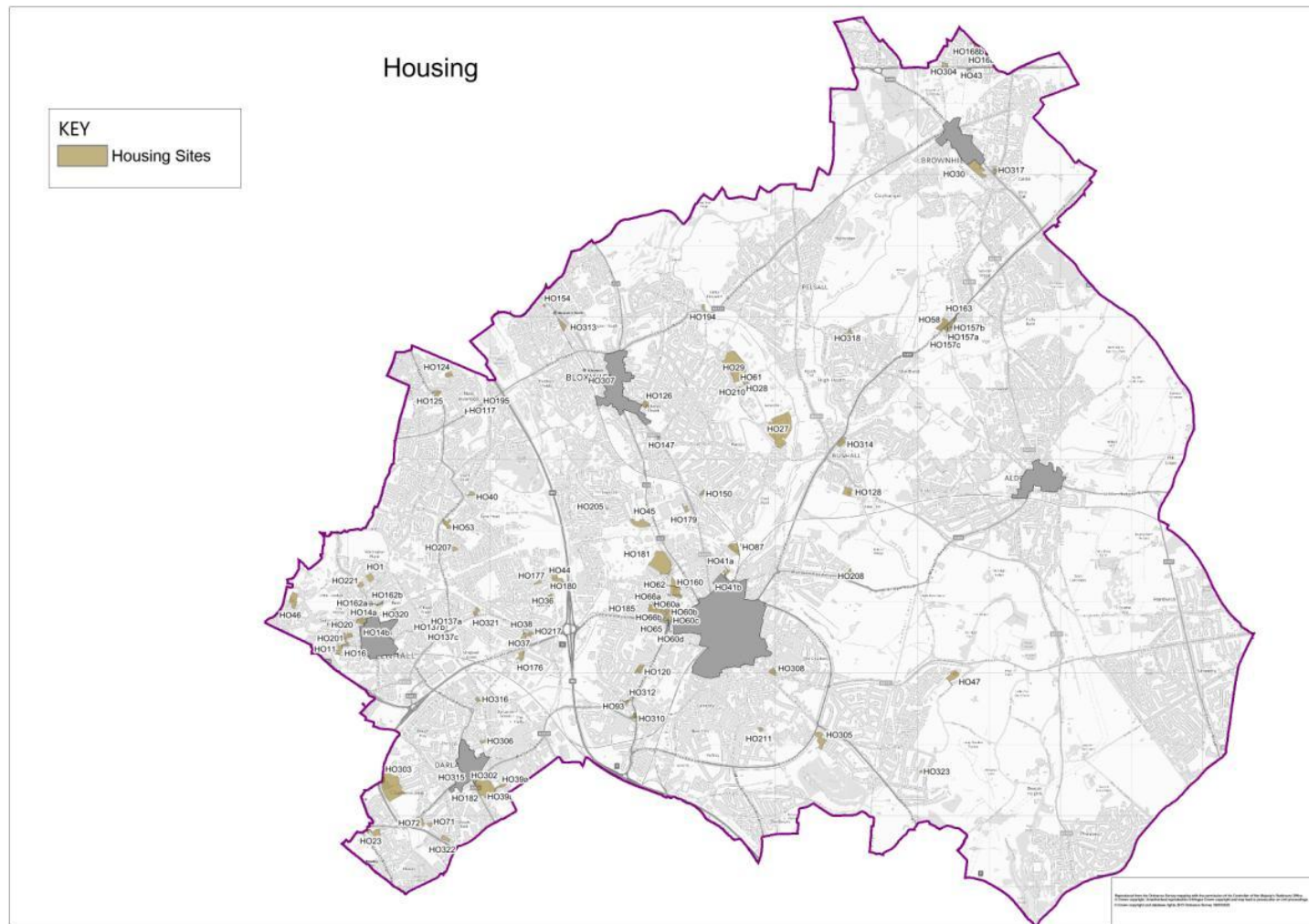
#### **3.4.3 Delivery**

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**

- LOI HOU3a: Proportion of new dwellings that are affordable as defined in the NPPF
- LOI HOU3b: Number of new bed spaces in specialist housing



**Map 3.1: Housing Allocations**

### **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. 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.

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 or permanently, 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. However, both the Government’s Planning Policy and the BCCS require the needs of showpeople to be addressed.

Both 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.

Work carried out for the former Regional Spatial Strategy 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.

### 3.6

#### **SAD Policy GT1: Accommodation for Gypsies and Travellers and Travelling Showpeople**

The sites listed in Table GT1a 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 sites for any other purpose will be opposed unless it can be demonstrated that there are alternative sites elsewhere in the borough that are deliverable and developable as accommodation for these groups within the same timescale and that have at least the same capacity.

These sites, or any alternatives, shall have capacity for at least the numbers of new pitches or plots to be provided within the timescales as shown in Table GT1b.

Existing sites will also be safeguarded against redevelopment for alternative uses unless sufficient alternative sites have first been provided of at least the same capacity as that of the sites to be lost.

The new sites listed in Table GT1a have been identified in accordance with the criteria in Table GT2c. Any proposals for other new sites not listed below must also satisfy these criteria as well as other policies in the Development Plan.

**Table GT1a: List of Sites**

Existing Pitches Safeguarded	Traveller to be	Reference	Capacity (number of pitches)
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Willenhall Lane	GT1	19
Trentham Cottage	GT3	12
47A Guild Avenue	GT4	1
Railswood Nursery	GT7	1
<b>Existing Showpeople Plots to be Safeguarded</b>	<b>Reference</b>	<b>Capacity (number of plots)</b>
Toberland	GT15	14
Showmen's Guild Site	GT12	20
Goscote Lane	GT11	0 (storage area)
Oak Tree Farm	GT10	9
Bridge Farm	GT9	12
East of Goscote Lane	GT13	1
Lindon Road	GT14	1
Charlie Swann	GT46	9
<b>Existing Traveller Pitches with Temporary or Personal Permission to be Made Permanent</b>	<b>Reference</b>	<b>Capacity (number of pitches)</b>
Cartbridge Lane	GT5	4
The Paddock, Gould Firm Lane	GT6	4
<b>New Traveller Pitches</b> <i>Only 28 pitches are required</i>	<b>Reference</b>	<b>Capacity (number of pitches)</b>
Willenhall Lane	GT1	2 (conversion of community room)
Rear of 48-72 Foster Street, Blakenall	GT50	3
Goscote Lodge Crescent	HO27	15 (only a small part of the much larger general housing site would be used)

Dolphin Close (Goscote Site C)	HO28	10
Goscote Copper Works	HO29	15 (only a small part of the much larger general housing site would be used)
Poplar Avenue	HO44/ HO180	15 (two adjacent general housing sites)
Land East of Mill Street	HO49	5
Former Metal Casements	HO62	15 (suitability depends on treatment of limestone workings)
Darlaston Multi-Purpose Centre Site	HO306	15
Royal British Legion Club, Broad Lane Gardens, Bloxwich	HO313	15 (also potential for showpeople)
<b>New Showpeople Plots</b>  <i>30 plots are required. The capacity of each site would be greater if it was only used for residential</i>	<b>Reference</b>	<b>Capacity (number of plots)</b>
Mill Street	HO41	3
96 and 100 Lindon Road, Brownhills	GT45	2
Royal British Legion Club, Broad Lane Gardens, Bloxwich	HO313	4 (also potential for travellers)
Canalside Close	HO61	2
Somerford Place (former Dorsetts Scrapyard)	HO11	5
Jubilee House, Walsall Road, Walsall Wood	HO157c	3 (site currently occupied but this or adjoining quasi-retail uses may become available in future)

Former Walsall Wood	AUTOCRAFT, Road, Walsall	HO157a	1
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**Table GT1b: 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 by 2018	New Pitches/ Plots to be provided in 2018-2026
Gypsy and Traveller Pitches	20	33	8	24	4
Showpeople Plots	55	65	0	25	5

**Table GT1c: Site Criteria****Gypsy and traveller permanent residential pitches and travelling showpeople plots**

- a) 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;
- b) 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;
- c) 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
- d) The site should be located and designed to facilitate integration with neighbouring communities;
- e) 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, including in the case of travelling showpeople sufficient level space for outdoor storage and maintenance of equipment;
- f) 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).
- g) 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**

- 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.
- The site should provide safe and convenient access to road networks and be located so as to cause minimum disruption to surrounding communities;
- The site should be suitable as a place to live, particularly with regard to health and safety

#### **SAD GT1 Question**

**Do you support/ disagree with:**

- (a) Policy wording**
- (b) Proposed sites**
- (c) The total number of sites required**
- (d) The site criteria**

**Do you have suggestions for any other sites that might be suitable? (we have listed rejected sites and those submitted through the “Call for Sites” in the supporting evidence to this consultation)**

**Please give reasons for your answers and where possible provide evidence and suggested changes. If you are suggesting additional sites, please indicate**

**if you know whether the owner would be willing for the site to be developed for this purpose.**

### 3.6.1 Justification Summary

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 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.

However, apart from the addition of two private sites for individual families, and the refurbishment of the Council's site, which resulted in a small number of additional pitches, no additional traveller sites have been developed in Walsall since adoption of the BCCS. Although the BCCS does not indicate targets over the full period of the rest of the document, which runs to 2026, we consider it is more important to make progress on allocating sites to meet the need already identified in the BCCS than to await a full assessment of need over a longer period and the wider area of the Black Country of beyond.

The targets in the BCCS were derived from a Gypsy and Traveller Accommodation Assessment (GTAA) carried out in 2008 that used a survey of the existing sites and community to estimate future needs. The document took account of specific changes that were expected to happen, such as new pitches that were already committed, as well as projections of likely future need derived from standard formulae for household growth and mortality in a similar way to those used for the settled community. It is therefore possible to use these formulae, and knowledge about what has since actually happened on sites, to produce at least an interim update of the GTAA for Walsall alone and to estimate future needs beyond 2018.

Much of the need identified in the 2008 GTAA was intended to address an existing shortage of sites. The SAD aims to allocate sufficient additional sites to meet this shortage. Provided these sites are delivered by 2018, the only additional need arising beyond then should be that required to address household growth in the same way as for the wider community. The most recent estimates of future household growth for the population at large are the ONS 2012-based household projections that cover the period to 2037. For Walsall, these projections indicate a growth in households of 5.4% over the period between 2018 and 2026. For traveller pitches, this implies an increase from 65 pitches in 2018 to 69 pitches by 2026, a net change of 4 pitches. For showpeople, the total number of plots would need to increase from 90 to 95.

The 2008 GTAA used an annual household growth rate of 3% to estimate need over the period to 2018. This figure was based on the example set out in CLG guidance. However, there was no evidence that this rate was appropriate for the community in the Black Country. We consider that it is now more appropriate to use a growth rate that is not only of more recent origin but also reflects the rate of the local population. However, in view of the very small number of households involved, any estimates need to be treated with caution. The factors that affect future household need, such as mortality and birth rates, may not be the same for traveller families as for the wider population.

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.

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

[http://cms.walsall.gov.uk/index/environment/planning/planning\\_policy/local\\_plans/evidence.htm](http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_plans/evidence.htm)

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.

A full list of potential sites, including those that have been rejected, and those which might be suitable for gypsies and travellers or travelling showpeople, or both, has been produced as a background document.

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.

For Gypsy and traveller sites, potential layouts are provided in the CLG good practice guide available at

<https://www.gov.uk/government/publications/designing-gypsy-and-traveller-sites-good-practice-guide>

This guide recommends 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 250-500m<sup>2</sup> per pitch for gypsy and traveller sites (20 to 40 per hectare), and at least 4000m<sup>2</sup> 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.

### **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)

### **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**

- LOI GT1: Number of traveller pitches and showpeople plots provided.



## **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 2015 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 Core Strategy 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.

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)
- Core Strategy paragraphs 4.7 (for high quality ) and 4.17 (for local quality)
- UDP saved policy JP7.



## 4.2

**Policy IND1: Existing High Quality Industry**

The land listed in Table EMP1 and shown on the Policies Map is allocated and safeguarded for High Quality industry. The provisions of Core Strategy 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)
IN5.6	Heathyards, Maybrook Estate, Brownhills	6.6
IN9.1	Vigo Place (Occupied Stock) Aldridge	3.4
IN10.1	Wharf Approach, Aldridge	14.9
IN10.3	Atlas Works, Stubbers Green Rd Aldridge*	3.1
IN11	Tintagel Way, Aldridge	4.6
IN13.1	Azzurri/Rotometrics, Aldridge Rd, Aldridge*	2.9
IN26	S Staffs Water HQ, Green Lane, Walsall	3.6
IN28	T K Maxx HQ, Green Lane Walsall	6.4
IN49.2	Network Rail Training Centre, Corporation Street, Walsall	1.6
IN52.1	Walsall Enterprise Park, Regal Drive, Pleck, Walsall	9.2
IN56.1	RAC/Middleton Paper, Brockhurst Crescent, Walsall.	5.4
IN70.1	Noose Lane (Aspray), Willenhall	1.3
IN78.1	Longacres	11.8
IN79.2	Yodel Yard & HQ, Armstrong Way	2.3
IN82.1 IN82.2	Wellmans Rd Warehouses, Willenhall; Midland Rd, Darlaston	10.9
IN83	The Crescent, Willenhall	0.9
IN91.3	Junction 10 Business Park, Bentley Mill Way , Darlaston	1.5
IN93.1	Axcess 10, Bentley Road North, Darlaston	7.4



IN97	Acerinox/Eurofoods, Heath Rd, Darlaston	4.3
IN107.1 IN107.2 IN107.4	Park Lane North; Universal Point; Adj Ikea, James Bridge, Darlaston	6.6
IN118.1	Woods Bank Trading Estate, Woden Rd West, Darlaston	5.7
IN120.1	Southern Way, Moxley, Darlaston	7.0
	<b>Total HQ</b>	<b>121.4</b>
<p>*Site in Green Belt.</p> <p>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).</p>		

The policy framework dealing with Existing High Quality sites is contained in Core Strategy policies EMP1 and EMP2. Existing High Quality sites are those that have been assessed as meeting several of the criteria set out in Core Strategy 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 vacant. This land is required to meet the Core Strategy minimum target for high quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

#### **Policy IND1 Question**

**Do you:**

- a) Support the policy**
- b) Support the policy with suggested changes**
- c) Disagree in principle with the policy**
- d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

### 4.3

#### **Policy IND2 – Potential High Quality Industry**

This land is allocated and safeguarded as Potential High Quality Industry. The provisions of Core Strategy policy EMP2 and saved UDP policy JP8 will apply. Non high quality industrial uses will be discouraged except where it can be shown not to impinge adversely on the overall quality of the area. Proposals for non industrial uses will not be permitted.

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

The potential high quality occupied sites and areas are:

Reference	Site/area name	Size (hectares)
IN5.5	Maybrook	2.0
IN9.2	Merchants Way (occupied stock)	1.8
IN9.4	Vigo Place/Brickyard Rd	0.9
IN12.1	Middlemore Lane	19.5
IN12.3	FMR Cutlers Garage	0.8
IN12.4	Middlemore Lane/Dumblederry Lane	2.2
IN12.5	FMR Rail Sidings off Middlemore Lane Aldridge	2.2
IN12.9	Westgate North	0.7
IN12.10	Adj Linley Lodge	0.6
IN12.13	Westgate, Aldridge	12.7
IN12.14	Geddes Packaging, Middlemore Lane Aldridge	1.7
IN12.15 IN12.16	Hills Construction, Westgate; Westgate East	4.0

IN27.3	Green Lane/Newfield Close	9.6
IN54.1	Bescot Cres Sites	6.8
IN54.2		
IN54.3		
IN57	Brockhurst Crescent Sites; Transaxle	5.2
IN262		
IN61	Maple Leaf	7.8
IN78.3	Midacre; Adj Blakemore's, Longacres, Willenhall; Rose Hill	5.7
IN78.4		
N78.12		
IN78.13	PSM, Longacres (adj Hooty's)	1.7
IN88	Holland Industrial Park, Bentley Rd Sth, Darlaston	7.2
IN91.1	Bentley Mill Close & Longmore Ave	3.7
IN91.2		
IN92	Aspect 2000, Bentley Mill Way, Darlaston	3.2
IN100.1	Lemforder & Atlas Works	6.3
IN104.2	Woodwards Rd/Reservoir Place	2.1
IN104.3	E of Reservoir Rd, Walsall	1.9
IN117	FMR Railway Line Woden Rd West, Darlaston	1.1
IN120.2,	Western Way Moxley; Credential	8.8
IN120.9		
IN120.4	Rickards Haulage, Moxley, Darlaston	1.4
IN247	Bentley Green, Darlaston	0.3

The potential high quality vacant sites over 0.4ha are:

Reference	Site/area name	Size (hectares)
IN5.1	N of Maybrook /Clayhanger Rd, Brownhills	1.3
IN5.4	Maybrook/Lindon Rd (FMR Unalco), Brownhills	0.8
IN9.3	Merchants Way (Vacant site), Aldridge	0.4

IN10.2	Adj Shaylors Wharf Approach Aldridge	0.8
IN12.11	Westgate North/Linley Lodge, Aldridge	0.7
IN12.2	FMR GKN (vacant premises), Middlemore lane, Aldridge	6.0
IN12.6	FMR Jack Allen Site, Middlemore Lane Aldridge	1.9
IN12.8	FMR Mckechnie Brass Middlemore Lane Aldridge	6.3
IN13.2	Aldridge Park, Airfield Drive, Aldridge	1.4
IN27.1	FMR Calor Gas Site, Green Lane, Walsall	0.8
IN27.2	North of Newfield Close	2.1
IN52.2	Walsall Enterprise Park West	0.8
IN52.3	Walsall Enterprise Park North	0.4
IN56.2	Adj to Middleton's, Bescot Cres, Walsall	0.4
IN58	Reedswood Way, Walsall	4.1
IN63	Tempus 10 North, Wolverhampton Rd, Walsall	1.8
IN64	Tempus 10 South, Wolverhampton Rd, Walsall	1.6
IN70.2	Aspray (FMR Geo Carter), Park Lane, Willenhall	1.3
IN78.2	N of Westacre, Longacres, Willenhall	0.6
IN78.6	FMR PSL International, Longacres, Willenhall	1.5
IN84	Central Point, Willenhall Rd, Darlaston	2.3
IN91.4	FMR Pickfords (freestanding vacant premises)	0.7
IN93.2	Axcess 10 East, Bentley Rd Nth, Darlaston	1.1
IN98.1	FMR Junction Works, Cemetery Rd, Darlaston	1.3
IN98.2	FMR Railway Tavern, James Bridge, Darlaston	0.4
IN99.2	Station St/Heath Rd	0.4
IN104.1 104.4	FMR IMI Works, Reservoir Rd, Walsall	13.7
IN105	Parallel 9-10	2.9
IN107.3	Adj Ikea, Park Lane, Darlaston	0.9
IN109	Boxpool Site	1.7
IN110	James Bridge Gasholders & South of Gasholders	8.1
IN118.2	Rear of Woods Bank Trading Est Woden Rd West	1.2

	Darlaston	
IN120.6	Moxley Rd Darlaston	0.4
IN120.8	FMR Wesson Car Park, Western Way, Moxley, Darlaston	1.3
IN205	Bentley Mill Way East	2.4

	Total Occupied Potential High Quality land	121.9
	Total vacant potential high quality sites	73.8
	Total potential high quality land	195.7

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 Core Strategy policies.

#### **Policy IND2 Question**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

#### 4.4

#### **Policy IND3 – Retained Local Quality Industry**

This land is allocated and safeguarded as Local Quality Retained Industry because it meets the criteria set out in the Core Strategy paragraph 4.14. The provisions of Core Strategy 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 Core Strategy policy EMP3 and ensure that the stock does not fall below the minimum requirement set out in Core Strategy 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.

The Core Strategy policy framework dealing with Local Quality sites is contained in Core Strategy policy EMP3. As EMP3 notes, Local Quality employment land provides for a greater variety of industrial related uses than high quality land. This

land is required to meet the Core Strategy minimum target for local quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

Local Quality occupied sites and areas are:

Reference	Site/area name	Size (hectares)
IN1.1, IN1.2 IN1.4 IN1.5 IN1.6 IN1.7	Newtown, Brownhills	18.4
IN2.2 IN2.3 IN2.5 IN2.6	Coppice Side & Apex Rd, Brownhills	19.3
IN5.2	Clayhanger Rd, Brownhills	0.8
IN5.3	Lindon Rd Brownhills	4.0
IN9.5 IN9.9 IN9.11 IN9.12 IN9.18 IN9.19 IN9.20 IN9.21	Northgate/Brickyard Rd/Coppice Lane, Aldridge	52.6
IN9.15 IN9.17	Stubbers Green Road Sites, Aldridge	6.3
IN12.7	Beacon Trading Estate Aldridge	2.2
IN17.3, IN17.4	Leamore Lane/Fryers Rd Industrial Area Bloxwich	36.4

IN18.1		
IN19.1		
IN19.4		
IN22	Rowbottom Close Bloxwich	3.8
IN23	Vulcan Industrial Estate, Leamore Lane, Walsall	1.7
IN25	British Car Auctions, Walsall	3.6
IN29	Carl Street/Bloxwich Rd, Walsall	5.5
IN30	West of Green Lane sites Walsall	2.9
IN31		
IN32.1	Green Lane/Stockton Close, Walsall	9.3
IN32.3		
IN38	District Business Park Birchills Street, Walsall	1.1
IN48.1	Pleck Rd Sites, Walsall	7.4
IN48.2		
IN48.3		
IN48.6		
IN48.7		
IN49.1	Long St/Queen St, Walsall	15.2
IN49.3		
IN49.4		
IN49.2	Frederick Street, Walsall*	3.9
IN49.5		
IN51.1	Wednesbury Rd/Corporation St, Walsall	5.6
IN51.2		
IN54.4	Bescot Triangle South	2.3
IN54.6	Bescot Compound, Bescot Rd, Walsall	0.5
IN62	J Hill & Sons, Wilverhampton Rd West, Walsall	1.35
IN67	Ashmore Lake sites, Willenhall	35.5
IN68.1,		
IN68.2		
IN68.11		

IN68.12		
IN69.4		
IN70.3	Wednesfield Rd, Willenhall	2.1
IN71.3	O B Metals, Watery Lane, Willenhall	0.5
IN72.1	Assa Abloy, Willenhall	2.8
IN79.3	Bilston Lane, Willenhall	1.9
IN79.1	Vinculum Way, Willenhall	1.4
IN81	Bilston Lane/Owen Rd , Willenhall	8.2
IN85	Queen St Darlaston	1.9
IN87	Willenhall Road Darlaston	1.9
IN94	EMR, Darlaston	9.8
IN95	Heath Rd North, Darlaston	4.6
IN96	Heath Rd South, Darlaston	14.2
IN99.1	Station St/Heath Rd, Darlaston	3.3
IN100.2	Central Darlaston Trading Estate	4.0
IN103.1	Chateau Pleck	1.7
IN113.1	Darlaston Rd West, Darlaston	5.2
IN119	101 Woden Rd West	0.2
IN120.7	Church St Moxley, Darlaston	0.6
IN121	Bull Lane (Maple Centre), Moxley, Darlaston	1.7
IN204	Walsall Rd Delves, Walsall	0.9
IN210	Stephenson Avenue Walsall	0.4
IN328	FMR Deeleys Castings, Leamore Lane, Walsall	2.5

The local quality retained vacant sites are:

Reference	Site name	Size (hectares)
IN2.1	Bullocks Rd Brownhills	1.5
IN2.4	Apex Rd Brownhills	0.8
IN9.8	Coppice Lane (FMR Bace), Aldridge	1.1
IN9.10	Joberns Tip, Longleat Rd, Aldridge	4.3



IN9.12	Adj Joberns Tip	1.9
IN9.13	Longleat Road West	0.2
IN9.14	Longleat Rd East	0.6
IN17.1	Focus 10 Willenhall Lane Bloxwich	3.5
IN17.2	Fryers Rd Bloxwich	3.5
IN18.2	Land Opp Mary Elliott School	0.5
IN32.2	Former Scrap Yard Alma Street	0.5
IN69.1	Adj Midland Chilled Foods, Stringes Lane, Willenhall	1.4
IN69.3	Adj Rainbow Business Park Willenhall	0.4
IN70.4	Land rear of Wednesfield Rd Willenhall	0.4
IN71.1	S of Watery Lane , Willenhall	1.0
IN71.2	N of Watery Lane, Willenhall	0.6
IN72.2	R of Assa Abloy	2.2
IN103.2	FMR IMI Sth of Canal	0.5

	Total occupied local quality retained land	308.9
	Total vacant local quality retained land	24.9
	Total local quality retained land	333.8

### Policy IND3 Question

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

## 4.5

### **Policy IND4 – Local Industry Consider for Release**

This land is allocated and safeguarded as local quality industry, but will be considered for release to other uses under the provisions of Core Strategy policy DEL2, and subject to need to ensure that the stock does not fall below the minimum requirement set out in Core Strategy policy EMP3. Future industrial development interest in this land will also be acceptable in principle, subject to saved UDP policy JP8 and any other appropriate detailed considerations. 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 policy requirements are satisfied, notably the need to ensure that any alternative use does not constrain existing industry. Proposals 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 Core Strategy policy CEN 6 and CEN7, and saved UDP policies S6 and S7).

Local Quality consider for release land is safeguarded under Core Strategy policies EMP3 and DEL2. This land is constrained by other uses, and could be suitable for other uses, provided that it is no longer needed for industry, and the alternative non-industrial uses proposed on any part of this land do not constrain any remaining adjoining industry; see DEL2 especially paragraphs 4-6. Most of this land is currently occupied, but there are a few vacant expansion sites that currently provide a buffer between industry and surrounding non-industrial uses.

The local quality Consider For Release sites are:

<b>Reference</b>	<b>Site name</b>	<b>Size (ha)</b>	<b>Potential Alternative (subject to DEL2)</b>
IN3	Lindon Rd North Brownhills	0.9	Housing
IN6	Hall Lane Walsall Wood	2.9	Housing
IN7	Sunnyside Farm Northgate Aldridge	1.5	Housing
IN8	Birch Lane Stonnall	1.6	Housing
IN12.12	Leighswood Rd Aldridge	0.4	Housing
IN14	Waterworks Farm Streetly	0.4	Housing
IN15	Enterprise Drive Streetly	0.6	Housing
IN16	Goscote Lane Ind Est Bloxwich	0.9	Housing

IN19.2	Croxstalls Rd Bloxwich	3.5	Housing
IN20.1 IN20.2 IN201 IN238 IN262	Small Bloxwich Sites	0.8	Housing
IN33	Northcote Street	2.7	Housing
IN35.1 IN36 IN37	Birchills Sites Walsall	0.9	Housing
IN39.1	North St Walsall	0.3	Housing
IN39.3 IN39.5 IN40.1 IN40.2 IN260	Stafford St Sites Walsall	2.8	Housing
IN43, IN44.1 IN44.2 IN44.4 IN230 IN236 IN264	Chuckery Sites Walsall	3.5	Housing
IN45 IN46.1 IN46.2 IN47 IN231 IN232	Caldmore Sites Walsall	2.0	Housing
IN48.4	Pleck Rd South Walsall	0.6	Housing
IN51	Meadow Street/Tasker St	0.8	Housing

IN53	St John's Rd Pleck Walsall	0.2	Housing
IN59	Bentley Lane Business Park	1.8	Housing
IN66	Ezekiel Lane Willenhall	4.6	Housing
IN69.2	St Anne's Industrial Estate Willenhall	0.7	Housing
IN70.5, IN70.7 IN70.8 IN75.1 IN245 IN249	Temple Bar Area	1.17	Housing
IN73.1 IN73.2 IN73.3, IN73.4 IN206 IN207 IN213	West Central Willenhall Sites	2.3	Housing
IN77.1, IN77.3 IN77.4 IN77.5 IN77.6 IN77.7 IN77.8 IN77.9, IN77.10 IN77.11 IN77.12 IN77.13 IN77.14 IN77.15	East Central Willenhall Sites	14.3	Housing

IN77.16			
IN77.17			
IN221			
IN222			
IN258			
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
IN113.1	Adj FMR Servis Darlaston Rd Darlaston	0.2	Housing
IN113.3	New Cross St Darlaston	0.1	Housing
IN124	Stafford Rd North & South Darlaston*	2.1	Housing
IN125	Addenbrooke St Darlaston	1.2	Housing
IN202	Field Close Bloxwich	0.3	Housing
IN209	King St Palfrey Walsall	0.2	Housing
IN214	West St Bloxwich	0.1	Housing
IN226	The Butts Sites Walsall	0.4	Housing
IN228			
IN229			
IN239	Park Lane/Wood St Darlaston	0.7	Housing
IN254	Pinfold St/Alfred St Darlaston	0.3	Housing
IN257	Providence Close, Leamore, Bloxwich	0.03	Housing
IN258	Lister St Willenhall	0.1	Housing
IN260	Croft St Walsall	0.3	Housing
IN263	Sneyd Lane Bloxwich	0.4	Housing
	Total Consider for Release stock	68.2	

\*Includes vacant parcel

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 Core Strategy policies.

#### **Policy IND4 Question**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

#### **4.6**

#### **Policy IND5 – New Employment Opportunities**

This land is proposed for allocation as a new potential high quality industrial opportunity in view of its good location and potential to attract inward investment. The provisions of Core Strategy policy EMP2 and saved UDP policy JP8 will apply. Non high quality industrial uses will be discouraged except where it can be shown not to impinge adversely on the overall quality of the area. Proposals for non industrial uses will not be permitted.

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. The sites below are proposed to be allocated as new industrial land. They are all well located within this corridor 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 Core Strategy minimum target for High Quality employment land (see DEL2 bullet point 5) and this is why no alternative use is permitted.

The new employment opportunities are:

<b>Reference</b>	<b>Site name</b>	<b>Size (ha)</b>
IN122	Former Moxley Tip, Moxley Road, Darlaston*	10.37
IN315	Cinema & Casino Bentley Mill Way, Darlaston	3.5
IN317	Millers Close, Bentley Mill Way, Darlaston	0.8
IN333	Former Willenhall Sewage Works, off Anson Rd, Willenhall	9.7
IN341	Land north of Hughes Road, Moxley, Darlaston**	4.37

	<p>Total new employment opportunities</p> <p>*proposals on this site will be expected to provide an element of leisure and recreation</p> <p>**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</p>	28.74
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### **Policy IND5 Question**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**





## 5 Strengthening Our Local Centres

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 Black Country Core Strategy (BCCS) is at the top and is covered by Walsall Town Centre Area Action Plan. This is followed by the 5 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.

### 5.1

#### Policy SLC1: Local Centres

The allocated Local Centres are shown on the SAD Policy 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 SLC2 and BCCS CEN5. Housing will be supported especially where centre uses are contracting provided that the retail/service function of the centre is not prejudiced.

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 S2 and BCCS CEN5**

**III) Is well integrated with the centre as in accordance with UDP 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		

### SAD Policy SLC1 Question

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

## 5.2

### 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 S2 and BCCS CEN5. In most cases, these opportunities will be suitable in principle for any kind of town centre use but where an opportunity is consider most suitable for a particular use this is set out in table below.

Centre	Development Opportunity	Suitable Use	Size Ha
LC1: Caldmore	LC1A: Thorpe Road and Spout Lane car parking	Formal car parking.	0.16
LC1: Caldmore	LC1B: Land behind West	Formal car parking or	0.28

	Bromwich Street	residential.	
LC2: Pelsall	LC2A: Public Toilets and 17-18 Norton Road	Town Centre use or residential.	0.03
LC2: Pelsall	LC2B: Land adjacent 33 High Street	Town Centre use below residential above.	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 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.	0.73
LC6: Coal Pool / Ryecroft	LC6B: Former Dartmouth House	Residential.	0.50

	Ryecroft Place		
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.	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 generous 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	A community facility and/or a	0.42

	Churchill Road and Queen Elizabeth Avenue	high quality residential scheme. Retail uses may be supported if there is a demand.	
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.	0.17
LC30: Birchills	LC30A: Land between 109a and 119 Hollyhedge Lane	Car parking to support the development opportunity opposite (LC30B).	0.02
LC30: Birchills	LC30B: 70 Hollyhedge Lane	Retail, Community use or medical use. Residential may be supported.	0.07
LC30: Birchills	LC30C: 43-44 Birchills Street	Residential and/or Retail, Community use or medical use.	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

### **SAD Policy SLC2 Question**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

### **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.

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 (Brierly 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.

### **5.2.2 Evidence**

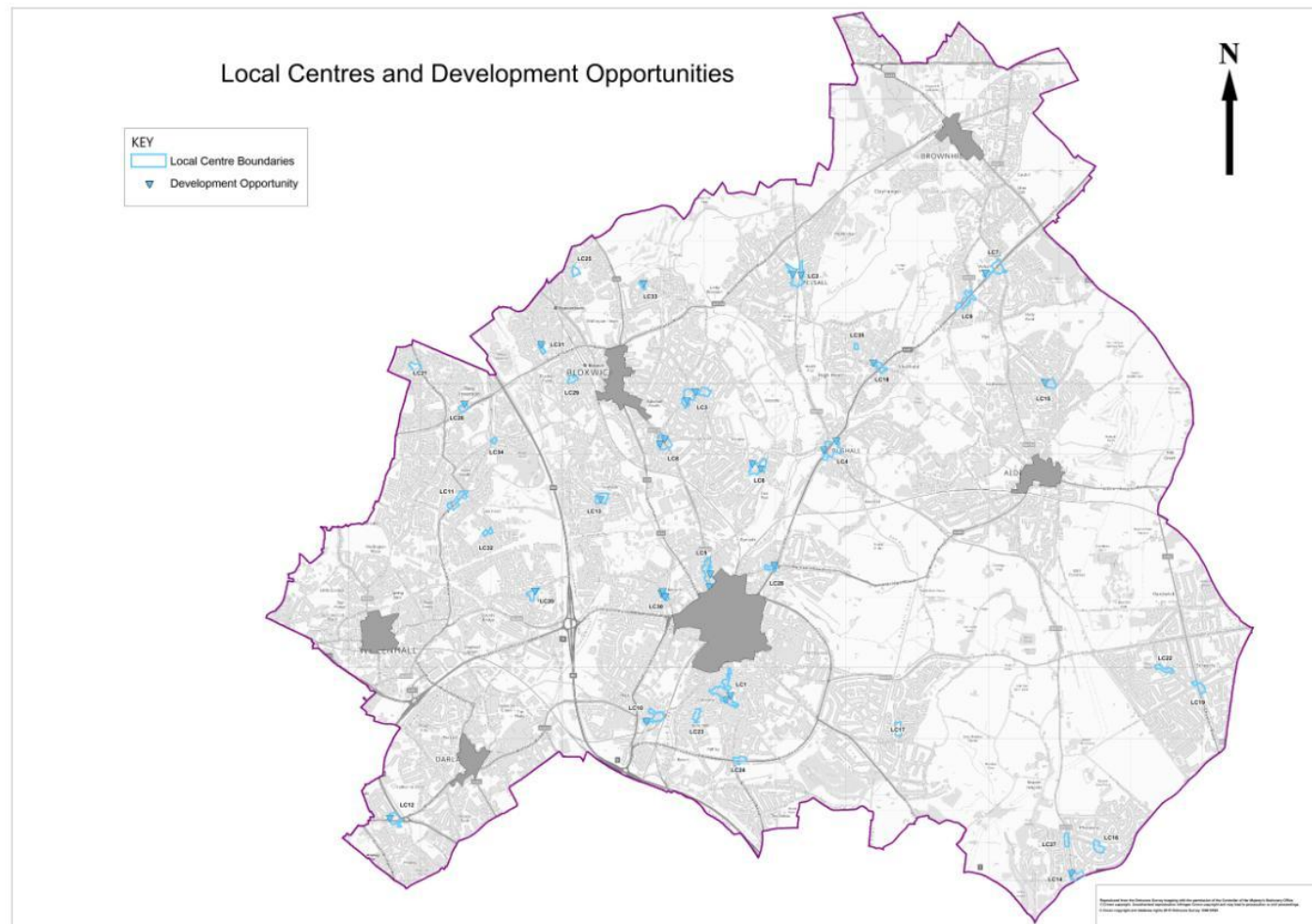
- Walsall Local Centres Study 2015
- Walsall ELR 2015

### **5.2.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### **5.2.4 Monitoring**

- LOI CEN5 Amount of additional floorspace for town centre uses within local centre.





## 6 Community and Leisure

### 6.1 Open Space, Sport and Recreation

Walsall has 535 open spaces covering an area of over 2,160 hectares which makes up 25% of the total area of the Borough. Much of Walsall's open space is natural and semi-natural, particularly in the northern and eastern parts of the Borough around Brownhills and Pelsall. Surrounding the more built up areas in the west of the Borough, generally there is less accessible open space, in Darlaston and Willenhall there are amenity green spaces, some of which offers opportunities for informal recreation, provide visual amenity, and can mitigate the effects of climate change, such as flood risk, seasonal drought, and heat island effects. However, there are open spaces throughout the Borough, particularly in the Darlaston and Willenhall areas, that are of poor quality, and are unlikely to offer the functions or environment to serve residents effectively without significant investment. Although open space in most areas, particularly in areas of deficiency, will be allocated for protection, in exceptional circumstances i.e. if it can be demonstrated the value of a particular site is so low that its retention as open space is not desirable; or economic circumstances exist which limit the Council's ability to provide or maintain levels of provision, the disposal of a site, or part of, will be considered acceptable.

### 6.2 UDP Open Space Sites

Under LC1: Urban Open Spaces of the UDP, 136 existing open space sites were allocated for protection, with a further 4 proposed under UDP Policy LC2: Proposed Open Space. Of the 140 open space sites allocated as open space the following have been affected:

SAD ID	UDP ID	Policy Ref	Site name	UDP Ha	Explanation
OS3053, OS3038, OS3004 (part)	5	LC1	Clayhanger Pools	8.78	Allocation altered/reduced to reflect residential curtilage
OS5051	35	LC1	Walstead Road West	1.51	Small loss (building footprint within site)
OS5007	43	LC1	Primley Avenue	3	Part of allocation lost to Industry allocation (IN104.4)
OS2089	47	LC1	Mill Street	0.67	Small loss to reflect boundary of adjacent site
OS2006	48	LC1	Brewer Street	0.71	Small loss to north for housing allocation (HO87)
N/A	76	LC1	Berkeley Close	0.29	Too small to allocate in the SAD <0.4ha
OS4008	80	LC1	Poplar Avenue / Bentley Lane	9.94	Loss of south part of site for housing allocation (HO180), and removed area of The Peoples

					Partnership Centre, Wing Close
<b>OS9003</b>	82	LC1	Wesley Road	0.93	Extended to include land up to properties of Ezekiel Lane
<b>OS9007</b>	86	LC1	Brereton Road	5.68	Loss of north part of site for housing allocation (HO117)
<b>OS9091</b>	96	LC1	Fibbersley	58.88	Alteration to reflect MOT testing station, caravan site and Fibbersley Park Primary School. Extended to include railway cutting and land fronting Watery Lane.
<b>N/A</b>	99	LC1	School Street	0.47	Existing housing site following planning approval 03/1790/RM/W5
<b>OS4017</b>	116	LC1	Broadwaters Road	1.35	Alteration to reflect domestic curtilage and Rowley View Nursery School Car Park
<b>OS4018</b>	117	LC1	Festival Avenue	0.68	Allocated for Housing (HO72)
<b>OS4021</b>	120	LC1	Lower Bradley Playing Fields	5.92	Alteration to reflect park & ride transport proposal
<b>OS4023</b>	123	LC1	George Rose Park	9.85	Alteration to reflect previous redevelopment of the site and residential curtilage
<b>OS4025</b>	125	LC1	Hughes Road	4.37	Allocated for Industry (IN341)
<b>OS7004</b>	126	LC1	Cricket Close	1.82	Allocated for Housing (HO305)
<b>OS9031</b>	129	LC1	Pimbury Road	0.36	Too small for allocation, remains as OS
<b>OS4027</b>	133	LC1	Pinfold St	0.86	Alteration to reflect car park of planning permission 09/0709/FL
<b>OS4042</b>	1.1	LC2.1	Moxley Tip, Moxley	7.75	Preferred option as an employment site. Lapsed planning permission for industry and housing, with an element of open space. Consider a site specific policy for the allocation.
<b>OS9067</b>	1.2	LC2.2	Beatwaste site, Bentley Lane, Willenhall	10.87	Allocated as OS
<b>OS6040</b>	1.3	LC2.3	Land at Goscote Road, Pelsall	6.27	Allocated as OS with the exception of an area with long standing use.

<b>OS4025</b>	1.4	LC2.4	Land North of Hughes Road, Moxley	1.55	Preferred option as an employment site. To create a combined opportunity with adjoining employment land on the other side of the boundary with Wolverhampton.
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### 6.3 Open Space, Sport and Recreation Site Choices

At the SAD Issues and Options stage a number of open space sites were identified as areas where alternative land uses were to be considered. The result of this process (preferred option) for each site is provided in the table below:

Open Space Choices Sites ID	SITE NAME	PREFERRED OPTION	COMMENTS
<b>OS2006</b>	Brewer Street	Open Space	
<b>OS2057 (now OS2089)</b>	Ryecroft / Green Lane Cutting	Open Space & Housing	SAD Housing windfall site (approx 0.2Ha), and removal of railway service yard
<b>OS2065</b>	Whateley Road Playing Fields	Open Space	Extended to include land to rear boundaries of Warner Road and Public Footpath WAL40
<b>OS3001</b>	Cherwell Drive	Open Space	
<b>OS3002</b>	Narrow Lane Redgra	Open Space	
<b>OS3017</b>	Pelsall Road Open Space	Industrial	IN2.1
<b>OS4006</b>	Poplar Avenue	Open Space	
<b>OS4008</b>	Poplar Avenue / Bentley Lane	Open Space & Housing	HO44 & HO180 (approx 0.8Ha)
<b>OS4018</b>	Festival Avenue	Housing	HO71 & HO72
<b>OS4021</b>	Lower Bradley Playing Fields	Open Space & Transport	T6 (approx 0.7Ha)
<b>OS4025</b>	Hughes Road	Industrial	IN341
<b>OS4042</b>	Moxley Tip	Industrial	IN122
<b>OS4056</b>	Darlaston Road Industrial Estate	Industrial	IN118.2
<b>OS5026</b>	Rear of Gasholders Site	Industrial	IN110
<b>OS5037</b>	Bescot Triangle	Open Space	
<b>OS6013</b>	Coop Sports Ground	Open Space	
<b>OS6022</b>	Grazing Land	Open Space	
<b>OS6035</b>	Stubber's Green	Open Space	
<b>OS6053</b>	Goscote Valley South: Pelsall Lane	Open Space	
<b>OS6055</b>	Harden Road North	Open Space & Housing	HO27

<b>OS7001</b>	Newquay Road Play Area	Open Space	
<b>OS7002</b>	Wood End Road Play Area	Open Space	
<b>OS7019</b>	Skip Lane	Open Space	
<b>OS7032</b>	Hill Hook	Open Space	
<b>OS8004</b>	Walsall Rugby Football Ground	Open Space	
<b>OS8006</b>	Odell Road Playing Fields	Open Space	
<b>OS8007</b>	Green Lane Open Space	Open Space	
<b>OS8035</b>	Beechdale JMI School	Housing	
<b>OS9002</b>	Pennine Way	Open Space & Housing	Planning application 13/0580/FL (approx 0.37Ha)
<b>OS9007</b>	Brereton Road	Open Space & Housing	HO117
<b>OS9029</b>	Fibbersley OS (SINC)	Open Space	
<b>OS9034</b>	Dovedale Avenue Allotments	Open Space	
<b>OS9047</b>	Allens Road Pit Mound	Open Space	
<b>OS9054</b>	Riding Way	Open Space & Housing	HO40 (approx 0.18Ha)
<b>OS9061</b>	Riverside Estate Open Space	Industrial	IN333
<b>OS9067</b>	Beatwaste Site	Open Space	
<b>OS9084</b>	Monmer Bridge OS	Open Space	

To summarise, of the 37 open space choices sites identified, 8 have been selected for alternative land uses which would result in the loss of each open space in their entirety. A further 7 sites will be reduced in size, in most cases only resulting in small reductions (<1Ha) with the exception of OS6055, which combined with other adjoining land use allocations create the preferred option.

#### 6.4 Open Space, Sport and Recreation sites to be allocated

Whereas LC1 and LC2 of the UDP allocate 142.5Ha of open space the accompanying list of open space sites to be allocated in the SAD (appendix ??) provides details of 453 sites and equates to 2152Ha of open space. Details provided include; site typology, generally these sites are greater than 0.4 Ha; however there are key smaller sites (e.g. PCYP). Although details of typology are provided, the SAD will designate open space generally in order not to limit a sites use to a particular role or function; this provides a necessary degree of flexibility given that there may be a need to address deficiencies of certain typologies in the future. Some open space sites, informal and formal, are within the Green Belt or other designations, those which are, are considered to be established and appropriate in their location.

### **SAD Policy OS1: Open Space, Sport and Recreation**

The Policies Map identifies sites within the open space network, generally greater than 0.4 hectares. However, there are other areas of open space, including those less than 0.4 hectare, which whilst not shown on the Policies Map as open space fall within scope of Policy OS1.

a) Development proposals which 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 proposals impact on open space.

b) Development proposals within the open space, sport and recreation network will be subject to saved UDP policies, these include LC3: Children's Play Areas, LC4: Allotment Gardens, LC5: Greenways, LC6: Sports Pitches, LC7: Indoor Sport including Health and Fitness Centres; and LC8: Local Community Facilities.

Development proposals that would reduce the overall value of the open space, sport and recreation network, or prejudice the functions listed within saved UDP Policy LC1 will be resisted.

#### **6.3.1 Policy Justification**

All open space is subject to the requirements of the NPPF (particularly paragraph 74), and includes existing open space sites regardless as to whether or not they have been formally designated on the SAD Policies Map.

The amount, location and quality of open space all are important factors towards improving the health and well-being of residents, and are key towards achieving sustainable development. The provision of suitable levels and standards of open space to serve new residential development, and the improvement of existing open space are key elements towards achieving the vision and spatial objectives of the BCCS.

#### **SAD Policy OS1: Question 3**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

### 6.3.2 Evidence

- NPPF
- BCCS
- Unitary Development Plan
- Green Space Strategy
- PPG17 Study
- Playing Pitch Strategy

### 6.3.3 Delivery

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### 6.3.4 Indicator

Provide 4.96 Ha (Green Space Strategy, 2012) of accessible open space per 1,000 population.

## 6.4 Saved UDP Policy

### **Proposal LC5: Greenways**

**(a) The Greenway network, as shown on the Proposals 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 Policy GP7) 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 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.**

#### **6.4.1 Policy Justification**

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.

The Greenway network shown on the Proposals 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 OS1: Question 3**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

#### **6.4.2 Evidence**

- NPPF
- BCCS
- Unitary Development Plan
- Green Space Strategy
- PPG17 Study

### **6.4.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### **6.4.4 Proposed New Indicator**

Target 100% - Proportion of planning permissions granted that do not reduce the extent of the existing greenway network.



## **6.5 Community and Indoor Sports Facilities,**

### **6.5.1 Saved UDP Policy**

#### **Proposal LC11: Land for Cemetery Extension, Bentley Lane**

**A site is proposed for the future extension of the cemetery at Bentley Lane, as shown on the proposals map.**

The land reserved on the Proposals 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 approval and a capital bid for funding has been developed for inclusion into the capital program.

## **6.6 Approach to Jargon Buster (refer to sports)**

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 dereliction 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.

### **Community and Indoor Sports Facilities Questions**

**a) Do you have any evidence of the need for any new or improved community or indoor sports facilities as a result of any new housing developments proposed? (see Chapter 3 for new housing locations) What type of facility should it be and where should this new facility be located?**

**b) Do you have any evidence of unacceptable pressure being placed on the capacity of current community or indoor sports facilities as a result of any new housing developments proposed? (see Chapter 3 for new housing locations) If so which facility and what evidence do you have to support this statement?**

**c) Are there any existing community or indoor sports that should be specifically designated for protection? Please submit evidence to support your suggestions.**

**d) What community and / or indoor sports facilities are lacking or would you like in a particular area? What evidence do you have of the demand for such a facility?**

**e) Are there any community or indoor sports facilities that you consider to no longer be needed or no longer viable and that should be redeveloped or re-used for other uses? Please give evidence to justify the position regarding the existing facilities and the nature of any alternative use or redevelopment.**

**Please give reasons for your answers and where possible provide evidence and suggestions for policies for the allocation of sites.**

#### **6.6.1 Evidence**

Walsall Site Allocation Document Issues and Options Report (April 2013)

- Walsall Sustainability Appraisal

## **6.7 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.

#### **Community and Indoor Sports Facilities Questions**

**a) Do you have any evidence of a requirement for new education, training or health facilities to serve existing needs? If so, what type of facility should it be and where should this new facility be located?**

**b) Will the existing education and health facilities be adequate to serve the new sites for housing and other uses that we are proposing in this document, or will these facilities need to be expanded?**

**c) Are there any proposals for Free Schools or other education, training and healthcare facilities that would result in the need to allocate a specific location for such a use?**

**d) Is there any education, training or health facility (besides those identified so far) that should be the subject of its own policy or allocation? If so, as well as referring to the facility in question, please explain why a policy is needed and what that policy should say.**

**.e) Is there any education, training or health facility that you consider to no longer be needed or no longer viable and that should be redeveloped or re-used for other uses? Please give evidence to justify the position regarding the existing facilities and the nature of any alternative use or redevelopment.**

**Please give reasons for your answers and where possible provide evidence and suggestions for policies for the allocation of sites.**

### **6.7.1 Evidence**

Walsall Site Allocation Document Issues and Options Report (April 2013)

- Walsall Sustainability Appraisal
- Walsall Joint Strategic Needs Assessment Refresh (2013)

[http://inside.walsall.gov.uk/index/public\\_health.htm](http://inside.walsall.gov.uk/index/public_health.htm)

### **6.9.1 UDP Policy LC10: Wolverhampton University, Walsall Campus, Broadway, Walsall**

The UDP included a policy (LC10) specific to the university's Walsall Campus. Its purpose was to mitigate the potential for conflict arising from development in the area as part of the universities 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.

The existing UDP Policy LC10:

- The Council will encourage the continued use and development of the Walsall Campus of the University (as indicated on the Proposals Map) as an important centre of Higher Education in the Borough.*
- Any proposals for additional development must be considered as part of an overall Master Plan for the campus prepared in full consultation*

with the local community and agreed by the Council. 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 under policies in Chapter 5 of this Plan.
- ii. The green and open aspect of the Campus as viewed from surrounding areas including Broadway, Delves Road and Highgate Drive is maintained by retaining existing substantial green corridors along frontages and by the sensitive siting of buildings within an attractive parkland setting. This necessitates retaining the designation of adjacent areas of Protected Urban Open Space off Highgate Drive.
- iii. All buildings and structures are of a high standard of design.
- iv. 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.
- v. 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.” (Walsall UDP, 2005 Pages 181-182)

The Council received, during the issues and options consultation, a representation suggesting that the policy required renewal. Following this Walsall requested proposed changes for consideration as part of the SAD from the respondent.

The following proposed update to LC10 is proposed having had regard to the comments received 23/06/2015.

### **LC10: Proposed Changes to Campus Policy**

**a) The Council will encourage the continued use and development of the Walsall Campus of the University (as indicated on the Proposals 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, including areas of trees, within the Campus in accordance with the NPPF and SAD Policy OS1 the Council is satisfied the open space affected is surplus to requirements.**
- iii. All buildings and structures are of a high standard of design.**
- iv. 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.**
- v. 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.**

### **SAD Policy LC10: Question 6**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

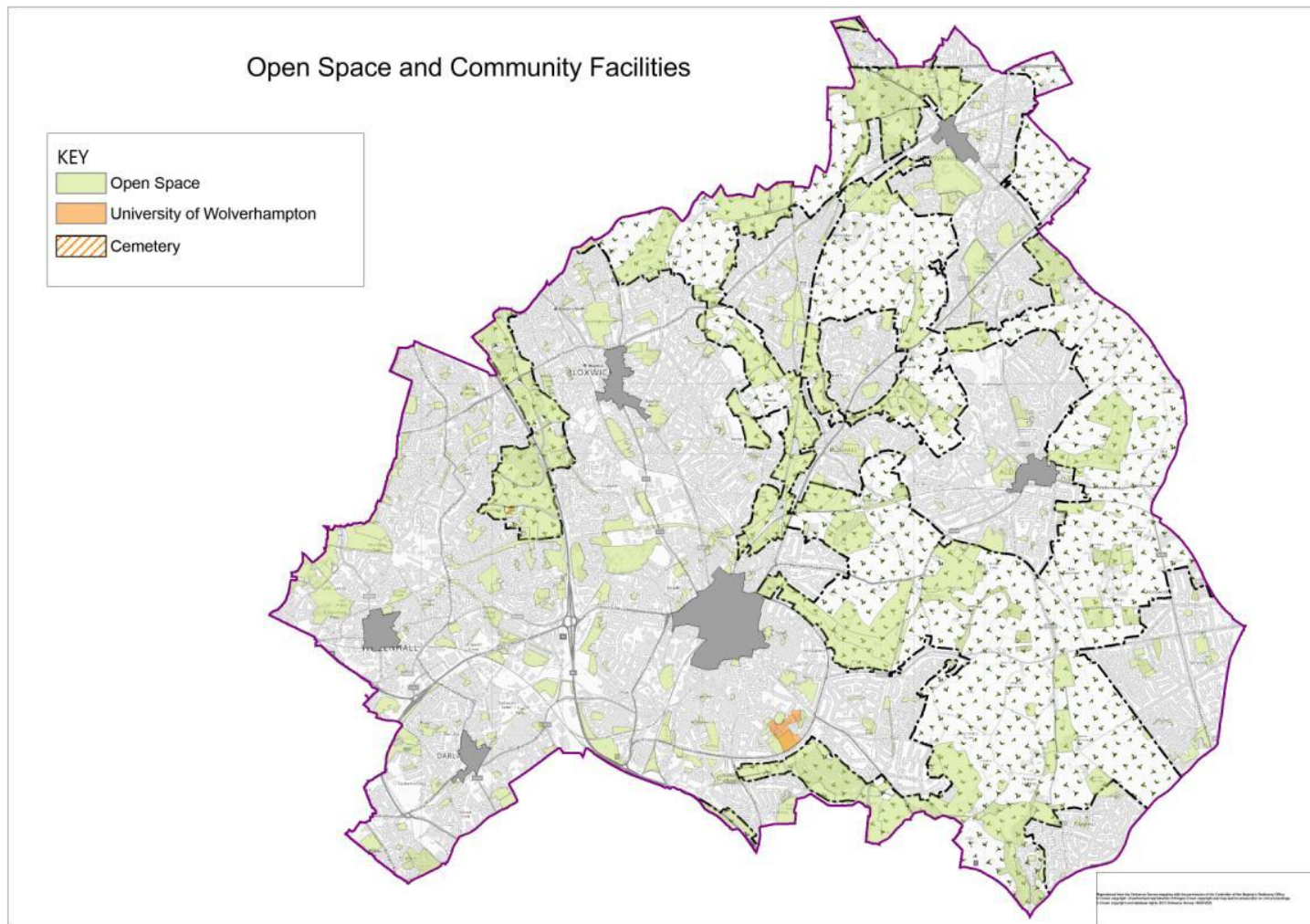
#### **6.9.1.a Policy Justification**

Given that the proposed policy alterations have been provided so 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 discuss the policy, and account for the outcome of the planning application should it be determined in the coming months.



The Council are supportive of the university and will continue to be so through the shaping and adoption of an updated policy that it considers to balance the needs of the university with the environment and amenity of local residents.

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**Map 6.1: Open Space and Community Facilities**

## **7 Environmental Network**

Walsall has an extensive Green Network consisting of formal and informal open space, Green Belt, and designated nature conservation sites such as; The Cannock Extension Canal Special Area of Conservation (SAC). The majority of Walsall's Green Network has been mapped and appears on the Draft 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 would provide an attractive environment over a large area for leisure and recreation, as well as improving the quality of the environment for other nearby land uses such as housing or business.

Walsall's Green Infrastructure consists of 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, lessen the impact of the urban heat island effect; and mitigate flood risk, as part of a multifunctional green infrastructure approach.

The mapping of the various components of the Green Network provides a basis from which to assess the network as a whole, and improve connectivity through the location and layout of proposed development.

### **7.1 Green Belt Boundary**

The boundaries of the Green Belt are shown on the Draft 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 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.**

### **7.1.1 Policy Justification**

The Black Country Core Strategy (BCCS), as a regeneration strategy, does not propose any alteration to the Green Belt boundary. 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 basis from which to promote urban regeneration by supporting a sustainable pattern of development.

In consideration of 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 boundary changes. Within the period covered by the BCCS the Council will not make any further incursions or alterations to the green belt, although it must be noted there are existing developments, and proposals allocated within the UDP (for example Proposal LC11: Land for Cemetery Extension, Bentley Lane see foot note <sup>2</sup>) that are within the Green Belt. It is also proposed to make two existing small traveller sites in the Green Belt, which currently have temporary or personal permissions, permanent: the difficulty in identifying sufficient suitable sites for travellers means that exceptional circumstances exist to justify this proposal. The Council considers this approach to be in accordance with the policy stance of the BCCS, and any development or redevelopment on Green Belt land will of course be subject to national, regional, and local Green Belt policy provisions.

### **SAD Policy GB1: Question 1**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

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<sup>2</sup> Foot note 1: The requirement for additional capacity at Willenhall Cemetery was established and allocated as part of the UDP proposal LC11. It is proposed to be included within the SAD Policies Map, and any planning application would have to be determined in accordance with the policies of the NPPF, BCCS and UDP.

### **7.1.2 Evidence**

- NPPF
- BCCS
- Unitary Development Plan
- Walsall ELR
- SHLAA

### **7.1.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

## **7.2 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. Consequently, 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. 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) When development is acceptable in principle, as an exception to inappropriate development according to the NPPF, or information is provided for consideration as to whether ‘very special circumstances’ exist. The Council will assess the impact of a proposal on the Green Belt in terms of 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.
- 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) 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.

### 7.2.1 Policy Justification

The protection of the Green Belt features within NPPF paragraph 17 as a core planning principle. According to NPPF (paragraph 80) “*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.”*

Generally development within the Green Belt is considered inappropriate, with the exception of that which is 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' are demonstrated that 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 agriculture purposes, some of which falls within the category of 'the *best and most versatile*'. Provision is made within paragraph 112 NPPF, and BCCS Policy CSP2 to protect the '*best and most versatile agricultural land*' (ALC 1, 2 and 3a) given its value as an economic and environmental resource.

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 to mitigate any impact to the openness of the Green Belt are attached to any planning permission.

Whilst the site allocation document does not propose any alteration to the Borough'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 uses, natural or environmental sites 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.

### **7.2.2 Evidence**

- NPPF
- BCCS
- Unitary Development Plan

### **7.2.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### **7.2.4 Replaced UDP policies**

- ENV1
- ENV2
- ENV4

### **7.2.5 Indicator**

- The extent to which the Green Belt is protected from inappropriate development will be a monitoring indicator for the UDP. The target will be 100% protection.



**SAD Policy GB2: Question 2**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

**7.3 Nature Conservation**

Nature conservation is concerned with the protection, management and enhancement of the natural environment. It is concerned not only with plants, animals and the habitats where they live but also the geological and other natural landscape features.

All Nature Conservation sites are shown on the Policies map along with a list of each site provided in appendix 2.

The following draft policy signposts and brings together the policies contained within the BCCS, particularly Policy CSP3 Environmental Infrastructure and ENV1 Nature Conservation with the saved policies of the UDP, particularly Policy ENV23 Nature Conservation and New Development, ENV24 Wildlife Corridors; and the Council's Supplementary Planning Document Conserving Walsall's Natural Environment.

**SAD Policy EN1: Natural Environment Protection, Management and Enhancement**

**Walsall Council will protect, manage and enhance nature conservation sites, habitats and assets, in accordance with BCCS policies CSP3, ENV1; UDP ENV23, ENV24; and the Council's Natural Environment Supplementary Planning Document.**

**a) For sites which are designated as Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Sites of importance for Nature Conservation, or Local Nature Reserve (LNR) development will not be permitted which might directly or indirectly harm the condition of a site.**

**b) For sites which are designated as Sites of Local Importance for Nature Conservation (SLINC) development will be resisted. However, in exceptional circumstances, development can be permitted if the applicant is able to demonstrate the strategic benefits of the development proposal clearly outweigh the importance of the site, and damage to species, habitats or**



**geological features is minimised. Any remaining impacts, including reduction in area, must be fully mitigated. Compensation will only be accepted in exceptional circumstances. A mitigation strategy must accompany relevant planning applications.**

**Applicants should have regard to any supplementary planning documentation relating to the Natural Environment produced by the Council.**

### **7.3.1 Policy Justification**

Walsall's Nature Conservation sites play an important role in helping species migrate and adapt to climate change. It is therefore very important to protect and increase the ability of landscapes and their ecosystems to adapt in response to changes in the climate 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.

### **7.3.2 Evidence**

- NPPF
- BCCS
- Unitary Development Plan
- EIG Phase 1 (2009)

### **7.3.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### **7.3.4 Indicator**

- No net reduction in the area of designated nature conservation sites through development.

### **SAD Policy EN1: Question 3**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

## 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, soils, recreation, cultural value, history and 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 appendix 2 once the latest data has been interpreted.

### **SAD Policy EN2: Ancient Woodland**

**In principle, development proposals which would adversely affect Ancient Woodland will be resisted, and will be assessed in accordance with saved UDP Policy ENV18.**

**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 to do so.**

#### 7.5.1 Policy Justification

Ancient Woodlands are recognised as an irreplaceable habitat, and is afforded a degree of protection within section 11 of the NPPF; and more specifically NPPF paragraph 118 in 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 development benefits would outweigh harm to Ancient Woodland.

#### 7.5.2 Evidence

- NPPF
- BCCS
- Unitary Development Plan
- EIG Phase 1 (2009)

### 7.5.3 Delivery

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

### 7.5.4 Indicator

- No net reduction in the area of ancient woodland through development.

#### **SAD Policy EN2: Question 4**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

## 7.6 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.

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 includes the Environment Agency's national flood zones for flooding from watercourses and the sea at the time of publication (national flood zones are subject to change). The most up-to-date flood zones at the time will instruct the application of policies relating to flood zones set out in the NPPF (any supporting technical guidance), and BCCS Policy ENV5. In addition, given the Council's new role as Lead Local Flood Authority there is likely to be other policy and guidance produced in due course.

### **SAD Policy EN3: Flood Risk**

**Development proposals will be determined in accordance with the NPPF and BCCS Policy ENV5.**

**In the event 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, and should meet the requirements of NPPF Paragraph 102, and related national planning guidance.**

- 1) The NPPF requires Flood Risk Assessments (FRAs) to be provided in support of planning applications for:**
  - i. All development proposals within Flood Zone 1 covering an area of 1 hectare or more.**
  - ii. All development in an area with critical drainage problems.**
  - iii. Development proposals in Flood Zones 2 and 3, including minor development and change of use.**
  - iv. All major proposals, with the exception of major proposals that are not affected by any source of flood risk and with a site area of less than 1 hectare.**

**The Council require that:-**

- 2) All major development proposals will incorporate a sustainable drainage system (SDS) to manage surface water runoff, unless the applicant can demonstrate it is inappropriate to do so.**
- 3) A drainage strategy based on SuDS principles, in accordance with NPPF, non-statutory technical standards for sustainable drainage systems and / or any other local standards or SPDs is required for all major proposals that are not affected by any source of flood risk and with a site area of less than 1 hectare.**

#### **7.6.1 Policy Justification**

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 the sequential test.

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.

**SAD Policy EN3: Question 5**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

**7.6.2 Evidence**

- NPPF
- Strategic Flood Risk Assessment for the Black Country (Level 1), Jacobs (2009)
- Walsall Council Preliminary Flood Risk Assessment, (2011)

**7.6.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers.

**7.6.4 Indicator**

- Number of planning permissions granted contrary to EA advice on flooding and water quality grounds. Target 0%
- Proportion of major planning permissions including appropriate SUDs. Target 100%

**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 along with BCCS Policies CSP3, EMP6, ENV4 and ENV26.

### **SAD Policy EN4: Canals**

**The Council will encourage the provision of secure moorings, other canal side facilities and environmental improvements that will enhance the attractiveness and recreational potential of the canal network. This will be done in accordance with BCCS Policy ENV4.**

**The Council will expect all development alongside and near the Canal to:**

- 1. 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.**
- 2. Protect or enhance the water quality, visual amenity, ecological, and built environmental value of the Canal network.**
- 3. Contribute towards the improvement and maintenance of the canal infrastructure and towpaths.**
- 4. Where possible, incorporate Green Infrastructure as part of development proposals that will compliment the Canal network environment by providing a natural setting and improving the ecological value of the network.**
- 5. 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.**
- 6. Where applicable, retain and incorporate surviving canal side buildings, structures and features of heritage value.**

**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 ground works, and sufficient water resources exist as to 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. The area also provides a focus for future development.

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.

**SAD Policy EN4: Question 6**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

**7.7.2 Evidence**

- Canals and River Trust Guidance
- EIG Phase 1 (2009)

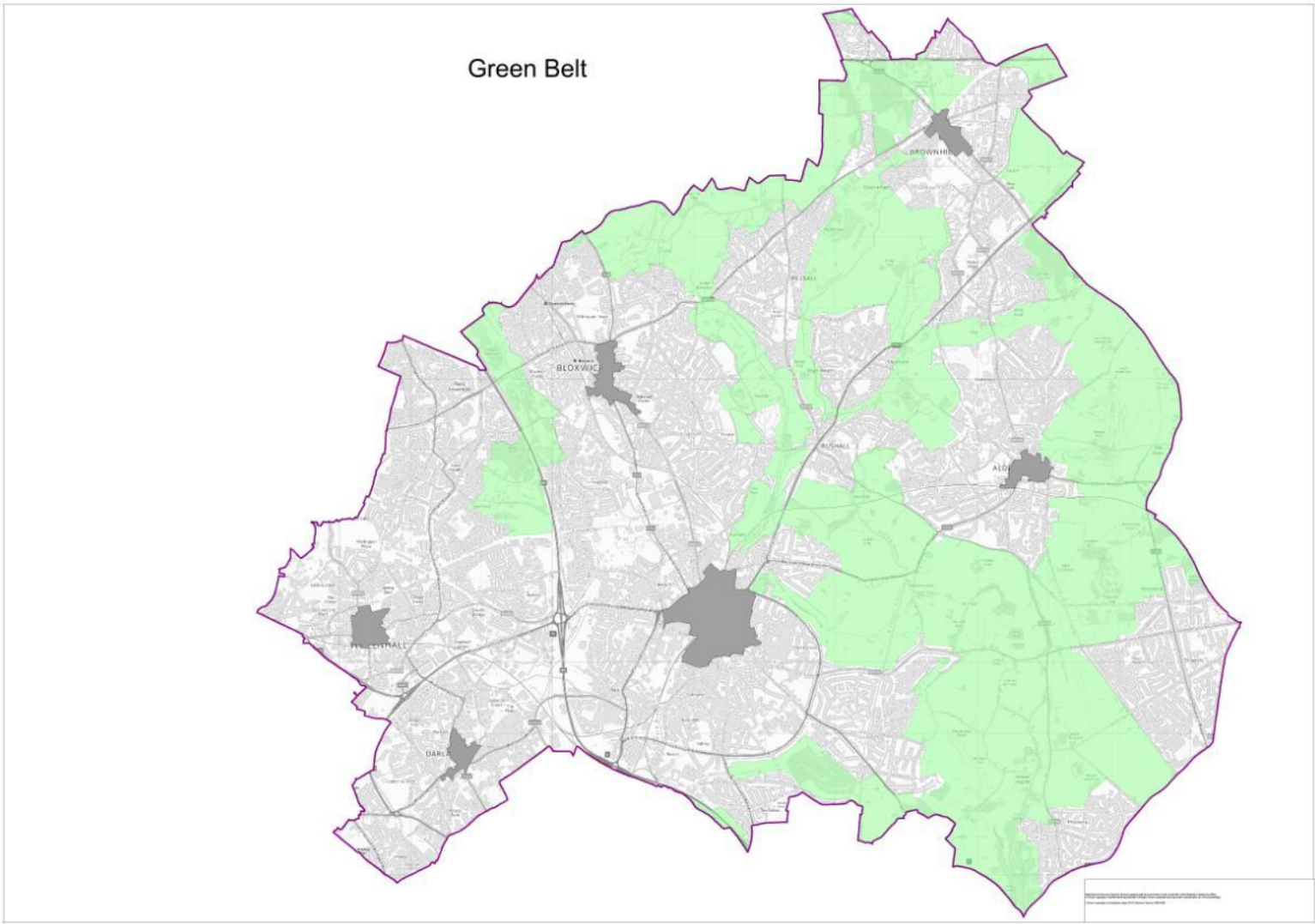
**7.7.3 Delivery**

- Through the appropriate consideration of planning applications and working with delivery agents/developers (Canals and Rivers Trust)

**7.7.4 Monitoring**

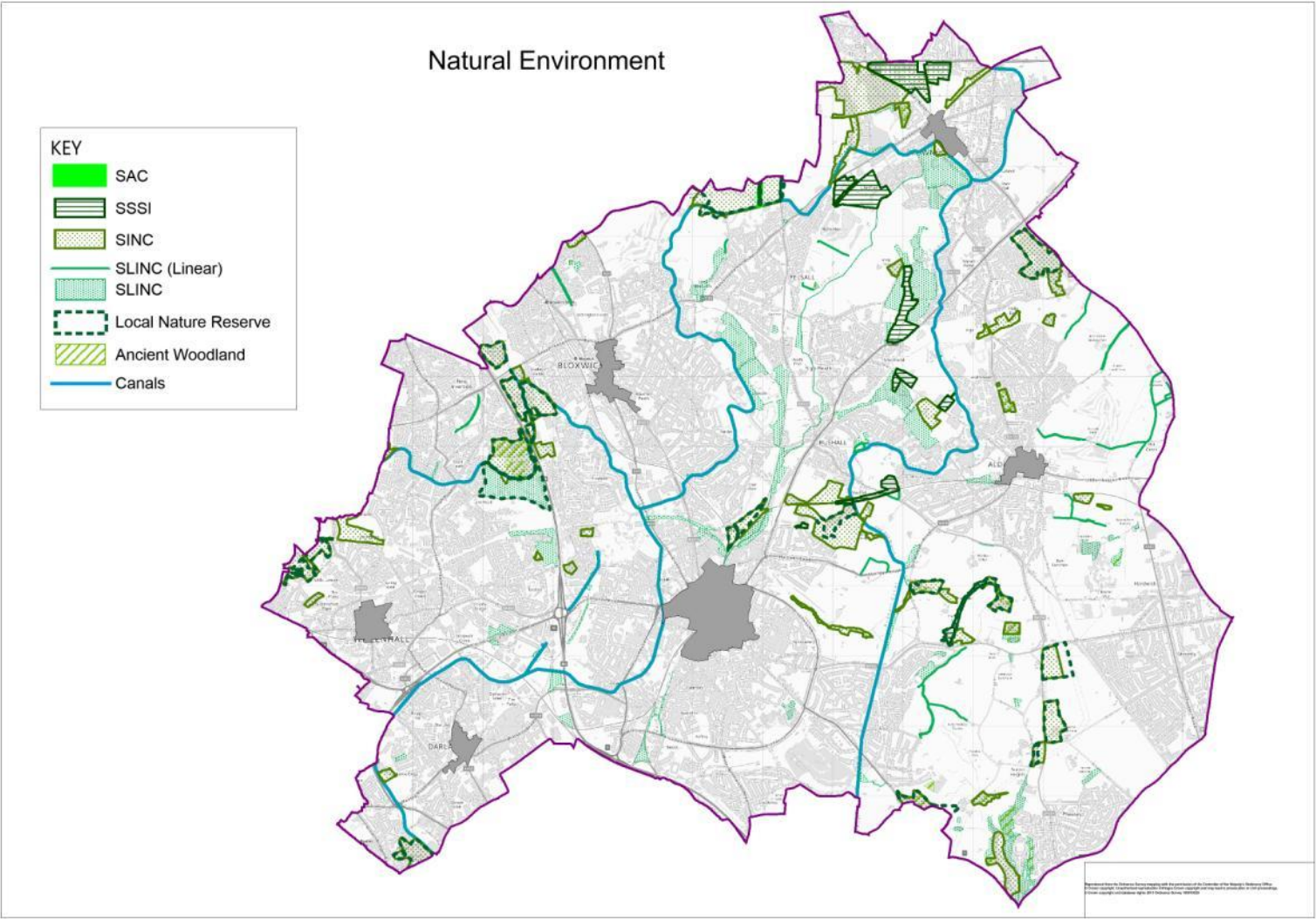
- Proportion of planning permissions granted in accordance with Canal and River Trust planning related advice.



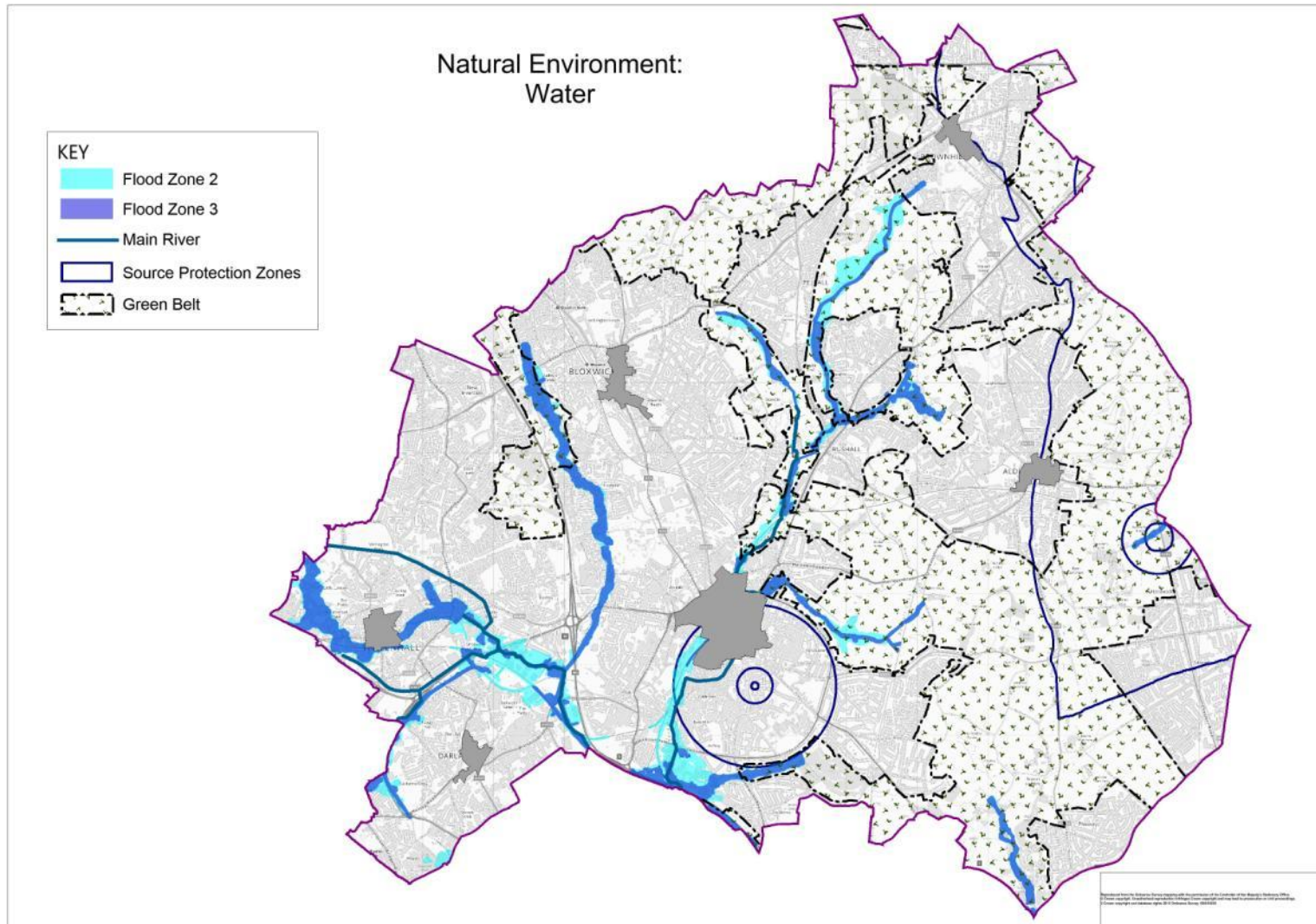


Map 7.1: Green Belt





**Map 7.2: Natural Environment Designations**



**Map 7.3: Natural Environment Flood Risk and Water Allocations**

## 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.

All 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.

## 7.9 Development in Conservation Areas

### **SAD Policy EN5: Development in Conservation Areas**

**The Council will determine whether a development preserves or enhances the character, setting and appearance of a Conservation Area in terms of the requirements set out in national guidance and:-**

- i) The degree of harm, loss or alteration to property which makes a positive contribution to the character and significance of the area.**
- ii) The impact of any new buildings on the heritage assets, special townscape and landscape features within the 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.**

**The Council will not grant Conservation Area Consent (CAC) for the demolition or substantial harm of property which makes a positive contribution to a Conservation Area or its setting 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; and**
- 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; and**
- iv) A mitigation strategy has been prepared to minimise harm and provide for an appropriate level of salvage and/or recording.**

**The Council will not permit development within Conservation Areas that incrementally erodes those special features which the Council wishes to preserve 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 un-Listed 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.

#### **SAD Policy EN5: Question 7**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

#### **7.9.2 Evidence**

- 

#### **7.9.3 Delivery**

## **7.9.4 Monitoring**

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.

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.

### **SAD Policy EN6: Highgate Brewery (IN47)**

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.

The area of Highgate Brewery is shown as IN47 on the Proposals Map. This policy covers the Grade II listed brewery, Centenary Gates and other Curtilage buildings.

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.

The Council will encourage the re-use of those buildings of special architectural or historic interest in accordance with Core Strategy Policy ENV2 and other Policies of the Local Plan.

New built development other than that which is normally appropriate in the 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.

**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.**
- III. The preservation and enhancement of the character of the Highgate Conservation Area.**
- IV. Ensuring any additions to the site do not detract from the character of the listed Highgate Brewery site.**
- V. 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.**
- VI. Protection of the Water Source Protection Zone centred on the site.**

**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 included in the Listing Description which means, under the Listed Buildings and Conservation Areas Act (1990), (amended) that they must be considered as part of the Listed Building and are subject to the same constraints etc. 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 (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.

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.

### **SAD Policy EN6: Question 8**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**

#### **7.10.2 Evidence**

- 

#### **7.10.3 Delivery**

#### **7.10.4 Monitoring**

- LOI ENV2
- Highgate returning to use as a Brewery or other viable industrial/ employment use
- The site not being added to the Heritage at Risk Register
- Applications taking account of all the issues and constraints

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

Great Barr Hall and Estate is one of the few Grade II\* listed buildings and is the largest single area of historic importance in the Borough, as well as one of the largest sites with nature conservation interest. For these reasons, it is the subject of a specific policy which seeks to safeguard the future of this asset, as well as providing for an element of 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 and its registered park and garden are on the 2014 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.



## **SAD Policy EN7: Great Barr Hall and Estate and St. Margaret's Hospital**

The area of Great Barr Hall and Estate and St. Margaret's Hospital is shown on the Proposals Map.

In considering proposals within this area, the Council will particularly take into account:-

- 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 and the historic landscape, and wider setting of the Registered Park and Garden and Conservation Area.
- II. Green Belt policies.
- III. Government guidelines for the protection of agricultural land, the setting of Listed Buildings and Registered Parks and Gardens, nature conservation, development in Conservation Areas, and the future use of major developed sites in the Green Belt.

The Council will encourage the re-use of those buildings of special architectural or historic interest in accordance with Core Strategy Policy ENV2 and other Policies of the Local Plan.

New built development other than that which is normally appropriate in the Green Belt will be limited to the replacement of footprint of existing buildings. Such development will be restricted to locations considered to be environmentally acceptable which have no greater impact on the openness of the Green Belt, and to a footprint and height not exceeding that of the buildings to be replaced. 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.

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 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. 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.

VI. Public transport access to the site which complies with the standards in UDP Policy T12.

Developers must demonstrate how schemes will provide for controlled public access to the Estate without detriment to the nature conservation interest, landscape quality and amenity of the site.

The Council will ensure that the issues relating to the future of this Estate are considered in a comprehensive and long term manner. To this end, a phasing and implementation plan will be prepared by the Council, developers and all interested parties. Any proposals for enabling development to secure the restoration of Great Barr Hall and Estate including provision for future maintenance and management will be assessed against the guidance in the Historic England (formerly English Heritage) Statement "Enabling Development and the Conservation of Significant Places".

### **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 has been produced to link the different factions within the landscape in order to produce an overriding approach for the heritage assets, nature conservation sites and their setting as a whole as there are likely to be further undesignated heritage assets relating to the Hall and Park within this wider landscape.

There are still uncompleted conditions outstanding from the redevelopment of St Margaret's Hospital which need to be carried over into the Draft Plan. These include provision for a bus service in line with UDP Policy T12.

Great Barr Hall is one of the few Grade II\* listed buildings in Walsall and the Grade II Registered Park forms the core area of the Hall's parkland. The whole area is covered by a conservation area. Both Great Barr Hall and the Registered Park are on the Heritage at Risk register

### **7.11.2 Evidence**

- 

### **7.11.3 Delivery**

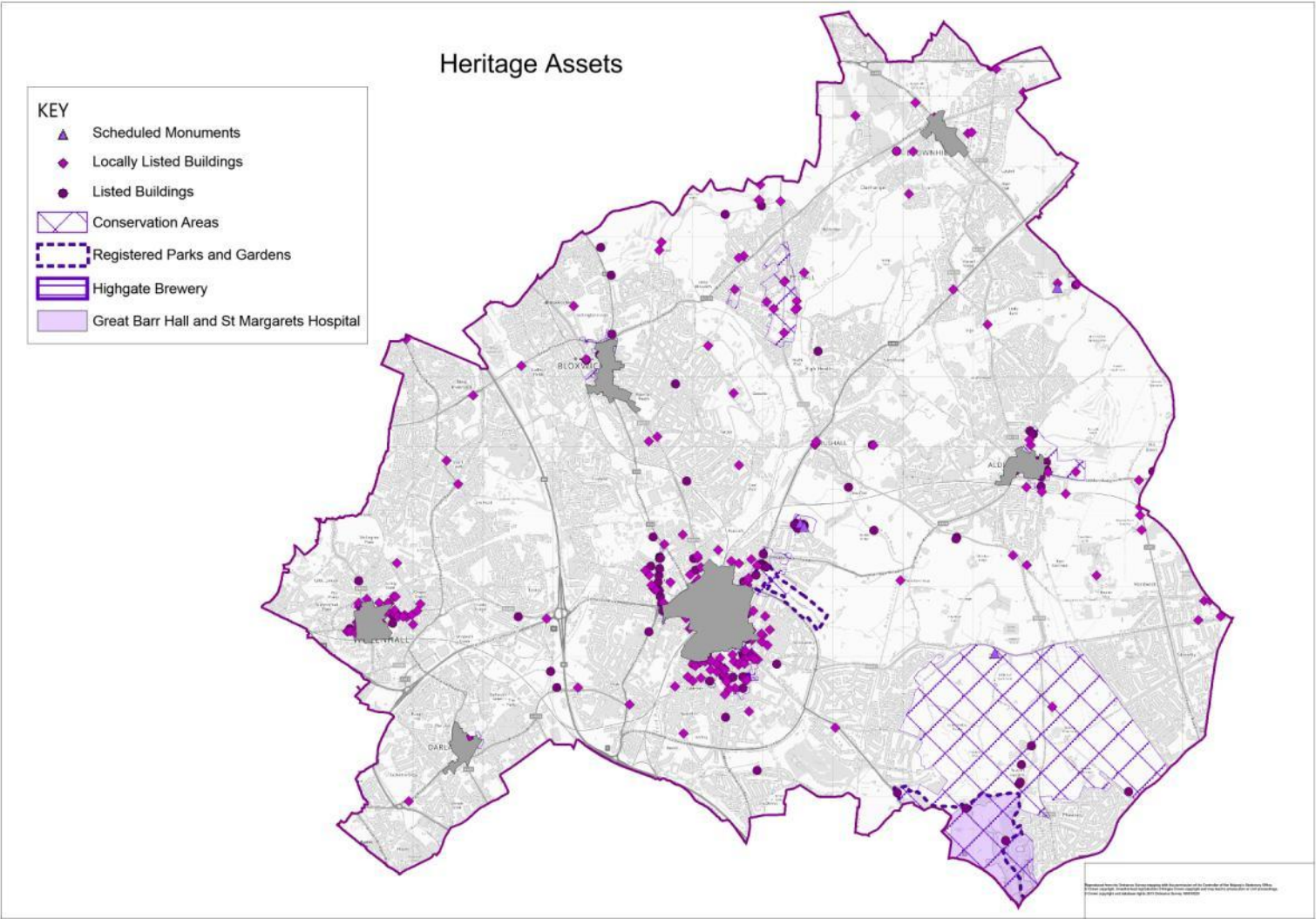
#### **7.11.4 Monitoring**

- LOI ENV2
- Completion of outstanding conditions from residential development (e.g. public transport)
- Down grading of risk level or removal from buildings at risk register

#### **SAD Policy EN7: Question 9**

**Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree in principle with the policy d) Disagree with the Policy wording, or e) Disagree with site(s)/proposed uses selected.**

**Please give reasons for your answers and where possible provide evidence and suggested changes.**



Map 7.4: Heritage Assets

## 8 Sustainable Waste Management

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 (Policies WM1 and WM3). This was based on an analysis of current waste management capacity and projected future waste management needs. The requirements identified in the BCCS take into account the need to reduce the amount of waste sent to landfill, in line with the targets in European Directives. Meeting the BCCS requirements will mean that by the end of the plan period, Walsall will have sufficient waste recovery infrastructure to process 75% of the waste generated by local households and businesses.

As well as setting targets for delivery of new waste infrastructure, the BCCS identifies existing waste management facilities (Strategic Sites) that should be safeguarded from changes of land use or from development nearby of land uses that are not compatible (Policy WM2). It also gives broad guidance on how and where new facilities are expected to be developed (Policy WM4), and provides guidance on managing the waste that arises as a result of new development (Policy WM5).

The main role of the SAD is to help deliver Walsall's share of the BCCS waste management requirements, by identifying suitable locations where the facilities we need can be developed, and by allocating deliverable sites for specific types of facility, where appropriate. The SAD will also be expected to prevent loss of existing waste management capacity as far as possible by safeguarding existing waste infrastructure and in particular, Strategic Sites. It is proposed that the SAD will include the following policies aimed at meeting these requirements.

## 8.1 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. 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**

**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**

- 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
- 300,000 tonnes per annum of additional capacity for recovery of energy from pre-treated residual household and commercial and industrial waste;
- 10,000 tonnes per annum of additional capacity for sorting and transfer of non-hazardous waste from households and businesses.

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**

No 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.

**Waste Disposal**

**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.**

**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.**



**SAD Policy W1 Question:**

**a) Do you agree that the Preferred Option identifies indicative waste management requirements that are appropriate for Walsall?**

**b) Do you agree that the requirements identified in the Preferred Option will contribute appropriately towards the requirements for the Black Country identified in the BCCS?**

**Please give reasons for your answers, and if you are suggesting alternative targets or additional targets, please provide supporting evidence.**

**8.1.1 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. 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.

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).

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

- Reduce waste and make best use of the unavoidable waste that arises;



- Manage waste without harming health or causing unacceptable harm to the environment and amenity of local communities;
- Contribute towards European targets for landfill reduction and recycling;
- 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.

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;
- 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.

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.

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.

### **8.1.2 Evidence**

- 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
- Black Country Core Strategy – Waste Monitoring Update (June 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (forthcoming) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapter 2.

### **8.1.3 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.

### **8.1.4 Indicators**

Delivery of indicative targets in the policy (TPA = tonnes per annum):

- 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 of new non-hazardous waste sorting and transfer capacity; and
- New capacity for recycling of construction and demolition waste and contaminated soil treatment.

## **8.2 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**

**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**

**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, and proposals to relocate an existing waste management site, where they comply with the guidance in BCCS Policy WM4.**

**Such proposals will also be assessed against the criteria in BCCS Policy WM2, which include consideration of potential land use conflicts and impacts on amenity. 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 BCCS and "saved" UDP policies on the environment.**

#### **Strategic Waste Sites**

**The following Strategic Waste Sites are identified as symbols on the SAD Policies Map and on Figure x:**

- **WS1: Former Bace Groundworks Site, Coppice Lane, Aldridge**
- **WS2: Former Branton Hill Landfill and Recycling Site, Aldridge**
- **WS3: Credential Environmental, Western Way, Moxley**
- **WS4: G & P Batteries, Crescent Works, Darlaston**
- **WS5: EMR, Bentley Road South, Darlaston**
- **WS6: Veolia Empire Works, Stubbers Green Road, Aldridge**

- **WS8: Fryers Road Transfer Station and HWRC, Bloxwich**
- **WS9: Biffa Aldridge MRF, Westgate, Aldridge**
- **WS10: Highfields South Landfill Site, Walsall Wood**
- **WS11: Veolia Darlaston, Hollands Industrial Park, Darlaston**
- **WS13: Metal & Waste Recycling, Jute Works, Pleck**
- **WS14: Merchants Way HWRC, Aldridge**
- **WS15: Vigo/ Utopia Treatment Plants, Walsall Wood**
- **WS16: Ashmore Lake Scrapyards, Willenhall**
- **WS17: A B Waste, Bescot Triangle South, off Bescot Road, Walsall**
- **WS18: Envirosol, Collier Close, Coppice Side Industrial Estate, Brownhills**
- **WS19: Walsall Council Environmental Depot, 300 Pelsall Road, Brownhills**
- **WS20: Interserve Recycling Centre, Brickyard Road, Aldridge**

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**

Other Existing Waste Sites are shown on the SAD Policies Map and on Figure x 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.

#### **SAD Policy W2 Question:**

- a) **Do you agree with the Preferred Option approach towards development at or near Walsall's existing waste management sites?**
- b) **Have we identified all of the existing waste management sites in Walsall on the Draft Policies Map?**
- c) **Are there any existing waste management sites identified on the Draft Policies Map that should not be safeguarded?**
- d) **Do you agree with the Strategic Sites we have identified?**

**Please give reasons for your answers, and if you are suggesting an alternative approach or commenting on specific sites, please provide supporting evidence.**

### 8.2.1 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.

The above changes are explained in more detail in Table 8.1 below.

**Table 8.1: Strategic Waste Sites**

<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>Site Name/ Location</b>	<b>Facility Type</b>	<b>Planning Status at 31.03.15</b>	<b>Operational Status at 31.03.15</b>
WS1	WSWa1	Former Bace Groundworks, Coppice Lane, Aldridge	Inert CD&EW Recycling Site	Planning Permission	Closed, no new planning permissions for change of use, Waste Sites Viability & Delivery Study (2015) confirms there is potential for new waste management use
WS2	WSWa2	Former Branton Hill Landfill and Recycling Site, Aldridge	Inert Landfill and Inert CD&EW Recycling Site	Planning Permission (Landfill), Lawful Use (Recycling), also Planning Permission for relocation of recycling site within the permitted quarry	Non-operational – closed in 2013, limited landfill capacity remaining, site recently marketed therefore potential for operations to resume
WS3	WSWa3	Credential Environmental, Western Way, Moxley	Specialist Tyre Treatment Facility	Planning Permission	Operational
WS4	WSWa4	G & P Batteries, Crescent Works, Darlaston	Specialist Battery Recycling Facility and Transfer Station	Planning Permission – separate permissions for battery recycling and transfer station Within Darlaston LDO 2015 area but not within Subzone A	Operational

<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>Site Name/ Location</b>	<b>Facility Type</b>	<b>Planning Status at 31.03.15</b>	<b>Operational Status at 31.03.15</b>
WS5	WSWa5	EMR Darlaston, Bentley Road South	Metal Recycling Site (MRS) and Specialist Fridge Recycling Facility	Planning Permission Within Darlaston LDO 2015 area and within Subzone A.	Operational
WS6	WSWa6	Veolia, Empire Treatment Works, Aldridge	Hazardous Waste Treatment and Transfer Facility	Planning Permission	Operational
WS8	WSWa8	Fryers Road Transfer Station and HWRC, Bloxwich	LACW Waste Transfer, Sorting and Bulking Facility and Civic Amenity Site	Planning Permission	Operational
WS9	WSWa9	Aldridge MRF (Biffa), Westgate	Material Recycling Facility (MRF)	Lawful Use	Operational
WS10	WSWa10	Highfields South Landfill Site, Walsall Road, Shelfield	Non-Hazardous Landfill and Landfill Gas Plant	Planning Permission – separate permissions for landfill and landfill gas plant	Operational

<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>Site Name/ Location</b>	<b>Facility Type</b>	<b>Planning Status at 31.03.15</b>	<b>Operational Status at 31.03.15</b>
WS11	WSWa11	Veolia Darlaston, Hollands Industrial Park, Darlaston	Paper and Card Recycling Facility and General Waste Transfer Facility with Treatment	Planning Permission Within Darlaston LDO 2015 area but not within Subzone A.	Operational
WS13	WSWa13	Metal & Waste Recycling, Jute Works, Pleck	Metal Recycling Site (MRS)	Believed to be Lawful Use	Operational
WS14	WSWa14	Merchants Way HWRC, Aldridge	Civic Amenity Site	Planning Permission	Operational
WS15	WSWa15	Vigo/ Utopia Treatment Plants, Coppice Lane, Walsall Wood	Landfill Leachate Treatment Plant, Landfill Gas Plant	Planning Permission – separate permissions for leachate treatment plant and landfill gas plant	Landfill closed in 2010 and final restoration underway, leachate treatment and landfill gas plants will remain operational for as long as required (leachate treatment plant also serves WS10 Highfields South)



<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>Site Name/ Location</b>	<b>Facility Type</b>	<b>Planning Status at 31.03.15</b>	<b>Operational Status at 31.03.15</b>
WS16	WSWa16	Ashmore Lake Scrapyards, Springvale Street/ Sharesacre Street, Willenhall	Cluster of scrap yards and waste transfer facilities	Planning Permission and Lawful Use – several sites, each with separate permissions/ CLEUDs	Operational
WS19	-	Walsall Council Environmental Depot, 300 Pelsall Road, Brownhills	Storage Depot for Waste Collection Vehicles and Green Waste	Planning Permission – separate permissions for depot and extension area	Operational
WS20	-	Interserve Recycling Centre, Brickyard Road, Aldridge	Material Recycling Facility (MRF) - mainly for CD&EW	Planning Permission	Operational

Source: Updated version of Table 8.5, Walsall SAD Issues & Options Report (April 2013), using evidence from annual monitoring of planning permissions.

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 Figure x rather than as sites with boundaries. The Strategic Waste Sites shown on the maps are listed in Table 8.1 below, and the Other Existing Waste Sites are listed in the Appendices to the SAD Preferred Options Document.

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."

### **8.2.2 Evidence**

- 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
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (forthcoming) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapter 5.

### **8.2.3 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.

#### **8.2.4 Indicators**

100% of planning applications for development on or near to Strategic Waste Sites and Other Existing Waste Sites to comply with BCCS and SAD policy requirements, including provision of justification for loss of existing waste facilities, and evidence that potential land use conflicts will be effectively managed.

### **8.3 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**

**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 be expected to demonstrate that the proposed operations would not be harmful to health, the environment or amenity, and that any potentially harmful effects or land use conflicts likely to arise will be effectively managed.**

##### **New Waste Treatment and Transfer Facilities – Previously-Developed Land**

**The Council will support the development of enclosed waste treatment and transfer facilities on the following Potential Waste Sites:**

- **WP2: Land at Fryers Road, Bloxwich**
- **WP11: Cemetery Road, Darlaston**
- **WP12: Aspect 2000, Bentley Mill Way, Darlaston**

- **WP13: Former McKechnie's Site, Middlemore Lane/ Dumblederry Lane, Aldridge**
- **WP14: Newfield Close, Bloxwich**
- **WP15: Casino/ Cinema, Bentley Mill Way, Darlaston**
- **WP16: Former Wesson Site, Bull Lane, Moxley**
- **WP17: Axxess 10 East, Bentley Road North, Darlaston**
- **WP18: Phoenix 10 (Former James Bridge IMI/ Tip Sites), Pleck**

As these sites are designated as Industrial Sites in the SAD (see Chapter 4) they are identified as Potential Waste Sites on the Policies Map and on Figure x by way of symbols. Planning applications for new waste infrastructure on these sites should have regard to the guidance in Table 8.2 below, and should demonstrate how the specific constraints and opportunities identified in the SAD Appendices have been addressed.

Enclosed waste treatment and transfer facilities will be supported on other Existing High Quality, Potential High Quality, Retained Local Quality and Consider for Release Industrial Sites identified on the SAD Policies Map where they comply with SAD Policies IND1 – IND4, and would contribute towards the requirements in SAD Policy W1. Table 8.3 below 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 the guidance in BCCS Policy WM4 and Table 8.3 where the proposal would complement the surrounding land uses, and would not compromise the delivery of other planned developments, including industrial development.

Applicants proposing unenclosed waste treatment and transfer operations on industrial sites and other previously-developed land must also demonstrate that enclosure of the operations within a building is not feasible.

#### **New Waste Treatment and Transfer - Open Land**

No 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 site. Table 8.4 below identifies the types of facilities that may be supported on different types of open site, where justified.

The Council will only support proposals for permanent waste treatment and transfer facilities on open sites where there is adequate distance separation from "sensitive receptors." Applicants must also demonstrate that enclosure of the operations within a building is not feasible.

**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 the date by which time the operations must cease, the types of operations permitted, the plant and equipment to be used, the tonnages of waste that may be imported, and the after use of the site. Proposals should demonstrate compliance with SAD Policy W4 where they also involve disposal of the treated waste onto or into the land.**

**SAD Policy W3 Question:**

- a) Do you agree that the Potential Waste Sites we have identified are potentially suitable for new enclosed treatment and transfer facilities?**
- b) Do you have any comments on the Preferred Option for enclosed waste treatment and transfer facilities?**
- c) Do you have any comments on the Preferred Option for waste treatment and transfer facilities on open sites?**

**Please give reasons for your answers, and if you are suggesting an alternative approach or commenting on specific sites, please provide supporting evidence.**

### **8.3.1 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 has 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.

The viability and deliverability of new enclosed waste treatment and transfer facilities on the sites identified was tested through the Sites Viability and Delivery Study (2015), which concluded that development was likely to be deliverable on each of the sites identified in the policy. Table 8.2 below identifies the types of facility that could be developed on each site and the potential annual throughput capacity, based on the findings of the Waste Sites Viability and Delivery Study. Further details of the potential of these sites, including the environmental and physical constraints and potential opportunities, are set out in the SAD Appendices.

The purpose of identifying Potential Waste Sites is to draw them to the attention of waste operators who may be seeking a new site in the area, and to demonstrate that there are sufficient opportunities in Walsall to deliver the waste infrastructure requirements identified in Policy W1. It is not expected that new waste infrastructure can or should be developed on every site identified in the policy – and indeed it is more likely that most of them will be developed with other employment 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 recovery 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.

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. Table 8.3 below identifies the types of enclosed waste management facilities likely to be suitable on each category of industrial land in Walsall. Applicants seeking to develop a waste treatment or transfer facility on an industrial site not identified in the policy will be expected to have regard to the guidance in this table, as well as the guidance in BCCS Policy WM4, and to justify any departures from the location guidance provided.

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.

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**Table 8.2: Potential Waste Sites - Waste Treatment and Transfer**

<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>SAD Industrial Site Ref</b>	<b>Site Name</b>	<b>Facility Type(s)</b>	<b>Estimated Maximum Annual Throughput Capacity (tonnes per annum)</b>	<b>Current Planning Status at 31.03.15</b>
WP2	WP2	IN17.2	Land at Fryers Road, Bloxwich	Material Recovery and Energy Recovery (gasification)	Up to 300,000	Planning Permission (13/0725/WA)
WP11	N/A	IN98.1 IN98.2	Cemetery Road, Darlaston	Enclosed Waste Recovery/ Treatment/ Transfer	Up to 100,000	Put forward for various uses (including waste) in response to second “call for sites” in 2013 (CFS63).
WP12	N/A	IN92	Aspect 2000, Bentley Mill Way, Darlaston	Enclosed Waste Treatment	More than 100,000	Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).



<b>SAD Waste Site Ref</b>	<b>BCCS Waste Site Ref</b>	<b>SAD Industrial Site Ref</b>	<b>Site Name</b>	<b>Facility Type(s)</b>	<b>Estimated Maximum Annual Throughput Capacity (tonnes per annum)</b>	<b>Current Planning Status at 31.03.15</b>
WP13	N/A	IN12.14	Former McKechnie's Site, Middlemore Lane/ Dumblederry Lane, Aldridge	Enclosed Waste Treatment	More than 100,000	Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).
WP14	N/A	IN27.1, IN27.2, IN27.3	Newfield Close, Bloxwich	Enclosed Waste Treatment	More than 100,000	Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).
WP15	N/A	IN315	Casino / Cinema, Bentley Mill Way, Darlaston	Enclosed Waste Treatment	More than 100,000	Planning Permission for leisure uses. Identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).
WP16	N/A	IN120.3	Former Wesson Site, Bull Lane, Moxley	Enclosed Waste Treatment	More than 100,000	Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).

SAD Waste Site Ref	BCCS Waste Site Ref	SAD Industrial Site Ref	Site Name	Facility Type(s)	Estimated Maximum Annual Throughput Capacity (tonnes per annum)	Current Planning Status at 31.03.15
WP17	N/A	I93.2	Axcess 10 East, Bentley Road North, Darlaston	Enclosed Waste Treatment/Transfer	Up to 100,000	Planning Permission for Class B2 unit.  Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).
WP18	N/A	IN104	Phoenix 10 (Former James Bridge IMI and Tip Sites), Pleck	Enclosed Waste Treatment	More than 100,000	Industrial site identified as having potential in Walsall Site Allocation and CIL Deliverability & Viability Study (2015).

Source: Policy WM3 (Table 17) of Black Country Core Strategy 2011, Walsall SAD Issues & Options Report (April 2013), Table 8.7, Walsall Council Planning Register, Walsall Site Allocation and CIL Deliverability & Viability Study (forthcoming), DTZ in association with Wardell Armstrong – Part 3: Waste Sites Viability and Delivery Study, Chapters 5 and 7.

**Notes on Table 8.2:**

- I. All of the above sites form part of Walsall's industrial land portfolio and are identified as Industrial Sites on the Policies Map – Industrial Site References have been provided in the Table.
- II. The sites have all been assessed against the criteria in BCCS Policy WM4 and SA and the results are summarised in the SAD Appendices and in the SA Report.
- III. The types of waste management facility and estimated annual throughput capacity in the table are as identified in the Waste Sites Viability and Delivery Study – see Sources identified above.
- IV. Where sites are subject to specific waste management proposals or have been promoted by the land owner this is indicated in the Current Planning Status column.

**Table 8.3: Industrial Land in Walsall – Potentially Suitable Waste Operations**

Existing and Potential High Quality	Local Quality	Consider for Release
Material Recycling Facility (MRF)	Material Recycling Facility (MRF)	Transfer Station/ Skip Hire
In-Vessel Composting (IVC)*	In-Vessel Composting (IVC)*	Vehicle Dismantler
Anaerobic Digestion (AD)	Anaerobic Digestion (AD)	End of Life Vehicle (ELV) Depollution
Combined Technologies - Mechanical Biological Treatment (MBT) and Mechanical Heat Treatment (MHT)	Metal Recycling Site (MRS)	Scrap Yard
Energy Recovery Facility	Combined Technologies - Mechanical Biological Treatment (MBT) and Mechanical Heat Treatment (MHT)	Open Storage
Small-Scale Biomass Power Plant	Energy Recovery Facility	N.B. The Council is most likely to support temporary operations on Consider for Release sites.
Advanced Thermal Treatment (pyrolysis and gasification)	Small-Scale Biomass Power Plant	
Household Waste Recycling Centre (HWRC)	Advanced Thermal Treatment (pyrolysis and gasification)	
Ancillary Facilities at	Hazardous Waste	

Industrial Sites	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) Depollution  Scrap Yard  Open Storage  Ancillary Facilities at Industrial Sites	
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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.

### Footnote to Table 8.3:

\*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.

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 Waste Sites Viability and Delivery Study but the study concluded that as the preferred method of treatment is currently in-situ treatment, there is unlikely to a market for a dedicated facility. The 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 concluded that none

were without potential obstacles to their viability and deliverability. It was therefore not recommended that any of them should be allocated in the SAD (see Minerals Chapter for further details).

As it is not possible to identify any suitable specific sites for open air waste treatment and transfer operations in Walsall, Table 8.4 below provides general guidance on types of operations that may be suitable for development on different categories of open land, subject to addressing any potential impacts on health, the environment and amenity. As noted in the Issues & Options Report (April 2013) some of the types of operations identified in the table may not be subject to planning control.

The policy also recognises that some types of open air operation are likely to be temporary. Where this is the case, and the waste management operations are for a specific purpose (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 8.4: Open Land in Walsall – Potentially Suitable Waste Operations**

<b>Green Belt</b>	<b>Urban Open Space</b>	<b>Vacant Previously Developed Land</b>
Disposal of clean inert waste soils onto or into land, where required for landscaping, land remediation and habitat creation	Disposal of clean inert waste soils onto or into land, where required for landscaping, land remediation and habitat creation	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 quarrying activities	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, to infill and stabilise voids created by historic mining and quarrying activities	Disposal of inert wastes onto or into land, for the purpose of infilling of other voids such as railway cuttings	Disposal of inert wastes onto or into land, for the purpose of infilling of other voids such as railway cuttings
Recycling of construction and demolition waste at quarries for the purpose of pre-treating waste prior to disposal in the quarry void	Treatment/ remediation of contaminated soils, either in-situ or at dedicated	Re-use and recycling of construction and demolition wastes at

<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>“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>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.

### 8.3.2 Evidence

- 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
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 5 (July 2015), Amec Foster Wheeler

### **8.3.3 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.

### **8.3.4 Indicators**

100% of planning applications for new waste treatment or transfer facilities to be suitably located in line with BCCS and SAD policy

## **8.4 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**

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. 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.

#### **Disposal of Waste at Existing and Former Quarries**

The Council will support proposals for the disposal of pre-treated waste at the following existing/ former quarries identified in the BCCS:

- **WP1: Aldridge Quarry, Birch Lane, Aldridge (inert only)**
- **WP6: Sandown Quarry, Stubbers Green Road, Aldridge (non-hazardous)**

**As these sites are also designated as Permitted Mineral Sites they are identified as Potential Waste Sites on the Policies Map by way of symbols.**

**Infilling operations at these sites will be subject to phasing plan which forms part of the approved restoration programme for the quarry.**

**Disposal of waste at other quarries 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 and SAD Policies M2 and M3 on the restoration of quarries.**

#### **Disposal of Waste onto or into Land**

**Disposal of waste is currently underway at the following site:**

- **WP5: North Walsall Cutting, Reedswood**

**The location of this site is shown on the Policies Map as a symbol. Infilling of this site is expected to be completed early within the plan period.**

**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 former mining and quarrying voids, railway cuttings, land remediation, site preparation or landscaping, in order to prepare the site for a beneficial end use. Proposals for disposal of waste onto and into land will be subject to phasing plan for the infilling operations, to be agreed between the Council and the applicant.**

**The Council may also impose Conditions on any grant of permission, specifying the end date for the infilling operations, the tonnages of waste to be imported and/ or disposed of, the submission of further details relating to on-site pre-treatment of waste (see SAD Policy W3), the phasing of the infilling operations, landscaping, and after-care where required, and the proposed end use of the site.**

#### **Disposal of Waste by Incineration or Chemical Treatment**

**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 operations are enclosed within a building and it has been demonstrated that recovery of the waste is not feasible.**

**All proposals for waste disposal must demonstrate that the operations proposed would not be harmful to health, the environment or amenity, and that any potentially harmful effects likely to arise will be effectively managed.**

#### **SAD Policy W4 Question:**

- a) **Do you agree with the Preferred Option for disposal of waste at quarries,**



**including the Potential Waste Sites identified?**

- b) Do you have any comments on the Preferred Option for disposal of waste onto land?**
- c) Do you have any comments on the Preferred Option for disposal of waste by incineration?**
- d) Do you have any other comments on the Preferred Option for waste disposal?**

**Please give reasons for your answers, and if you are suggesting an alternative approach or commenting on specific sites, please provide supporting evidence.**

#### **8.4.1 Policy Justification**

The BCCS identifies two proposals for waste disposal in Walsall which are expected to be delivered over the plan period, at Aldridge Quarry and Sandown Quarry in Aldridge (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. These sites are therefore identified as Potential Waste Sites for waste disposal in the SAD. 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.

A significant number of objections were received to the Option for inert landfill at Aldridge Quarry (Site WP1), even though the current working conditions for the quarry 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 Housing and Minerals Chapters for further information about these proposals).

Another Option identified at Issues & Options stage for non-hazardous landfill at Atlas Quarry (WP9) has now been rejected for two reasons, firstly, that the site is unlikely to come forward for restoration within the plan period anyway, 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 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.

The Waste Sites Viability and Delivery Study did not consider options for waste disposal, but identified that this is the least desirable outcome for waste, being at the bottom of the “waste hierarchy.” Nevertheless, national policy guidance advises that

when planning for future waste management requirements, adequate provision should be made for waste disposal (NPP for Waste, para. 3).

Table 8.5 below provides an update on the sites identified in the draft policy for waste disposal. These are the two sites identified in the BCCS, and the North Walsall Cutting, which are the only sites the Council has been able to identify where waste disposal operations are happening/ likely over the plan period. The Preferred Option is therefore to identify these sites as Potential Waste Sites in the SAD.

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.

Most waste disposal operations 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.

Historically, infilling with waste has been the usual method of restoring quarries, which become operational landfills once mineral extraction ceases. 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 SAD Minerals policies). It is anticipated that if new mineral extraction sites come forward, 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 Policy W4 has also 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.

**Table 8.5: Potential Waste Sites – Waste Disposal**

<b>SAD I&amp;O Ref</b>	<b>BCCS Waste Site Ref</b>	<b>Site Name</b>	<b>Facility Type(s)</b>	<b>Waste Type(s)</b>	<b>Estimated Void Space (cubic metres)</b>	<b>Current Planning Status at 31.03.15</b>
WP1	WP1	Aldridge Quarry	Inert Landfill	Pre-Treated Inert Wastes	600,000	Former sand and gravel quarry which ceased operating in 2008. Current working conditions (BC61247P) require restoration by infilling with inert waste, phasing programme for infilling partly approved in 2003. ROMP due in 2016, notices served on operator and land owners.
WP3	WP6	Sandown Quarry	Non-Hazardous Landfill	Quarry Wastes, Possibly also other Pre-Treated Inert and Non-Hazardous Wastes	3,000,000	Current working conditions (BC40528P 09/1730/MI) imply restoration will be by infilling with quarry waste but may allow alternatives. This is still an active clay extraction site and no restoration programme has yet been submitted.
WP5	N/A	North Walsall Cutting	Infilling of Former Railway Cutting	Pre-Treated Inert Wastes	80,000	Planning permission granted 2010 (09/1342/FL), modifications to phasing approved 2014 (14/1919/FL). Infilling underway.

Source: Policy WM3 (Table 17) of Black Country Core Strategy 2011, Walsall SAD Issues & Options Report (April 2013), Table 8.7, Walsall Council Planning Register.

### 8.4.3 Evidence

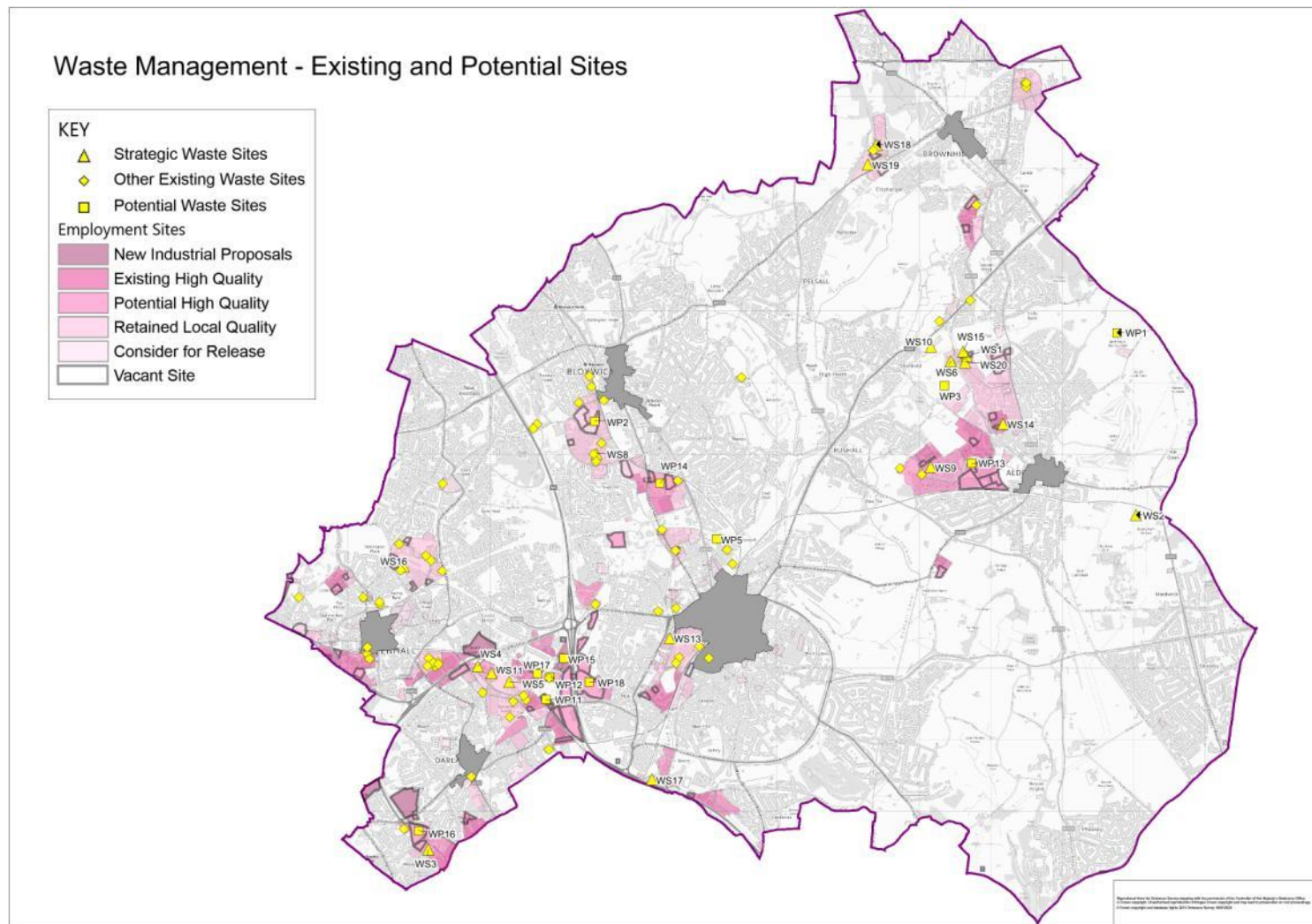
- Black Country Core Strategy - Waste Planning Study (May 2009), Atkins
- Black Country Core Strategy - Waste Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 5 (July 2015), Amec Foster Wheeler

### 8.4.3 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.

### 8.3.4 Indicators

100% of planning applications for new waste disposal facilities to be suitably located in line with BCCS and SAD policy



**Map 8.1: Waste Management Sites**

## 9 Sustainable Use of Minerals

This chapter deals with Walsall's mineral resources and how they should be managed, such as identifying the mineral resources and mineral infrastructure that should be safeguarded, and identifying areas where mineral extraction should take place. It also considers what policy measures need to be put into place to control the impacts of mineral extraction, so that it does not cause unacceptable harm to health, the environment, local communities, other businesses and infrastructure, and does not compromise wider objectives to improve the attractiveness of the borough.

### 9.1

#### **SAD Policy M1: Safeguarding of Mineral Resources**

##### **Minerals Safeguarding Area (MSA)**

A minerals safeguarding area (MSA) 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:

- Sands and gravels – Bedrock (Kidderminster Formation) and Superficial
- Brick clays – Etruria, Keele and Clent Formations and Enville Member
- Surface Coal and associated minerals including fireclays
- Limestone
- Dolerite

The maps in Appendix 1 show where each of these minerals can be found.

##### **Non-Mineral Development within the MSA**

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 this is the case, such as in the situations described in BCCS Policy MIN1.

**SAD Policy M1 Question:**

- a) Do you agree with the Preferred Option approach towards safeguarding mineral resources in Walsall?**
- b) Do you agree with the extent of the minerals safeguarding area (MSA) shown on the draft Policies Map?**
- c) Do you agree with the extent of the mineral resource areas identified on the maps in Appendix 1 for sand and gravel, brick clay, surface coal, limestone and dolerite?**

**Please give reasons for your answers, and if you are suggesting alternatives, please provide supporting evidence.**

**9.1.1 Policy Justification**

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 (see NPPF paragraph 144).

The draft 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 policy 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.

**9.1.2 Evidence**

- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS
- Black Country Core Strategy – Minerals Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council – Chapter 9
- Walsall Council Local Plan Monitoring Reports (Authorities’ Monitoring Reports – AMRs) – 2013 and 2014 AMR (forthcoming)

- 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

### **9.1.3 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. Applicants for development falling within the BCCS Policy MIN1 thresholds will also be expected to provide evidence in support of their approach towards minerals safeguarding.



## 9.2

**SAD Policy M2: Safeguarding of Minerals Infrastructure****Mineral Infrastructure Sites – Mineral Development**

The boundaries of the following Mineral Infrastructure Sites are shown on the Policies Map:

- **MI1: Former Bace Groundworks Site, Coppice Lane, Aldridge\***
- **MI2: Branton Hill CLEUD Relocation Site, off Chester Road, Aldridge\***
- **MI3: Hope Construction Depot, Fairground Way, Walsall+**
- **MI4: Bescot Triangle South, off Bescot Road, Walsall\***
- **MI5: Express Asphalt Darlaston, Downs Road, Willenhall**
- **MI6: B & B G Morris, Willenhall Industrial Estate, off Eastacre, Willenhall**
- **MI7: Interserve Recycling Centre, Brickyard Road, Aldridge\***
- **MI8: Lafarge Readymix Birmingham, off Fenchurch Close, Walsall**

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.

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.

**Mineral Infrastructure Sites – Non-Mineral Development**

Proposals to change the use of a Mineral Infrastructure Site to a non-mineral land use (including a vacant site with a lawful use for processing or bulk transport of minerals) should be supported by evidence justifying the change of use.

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.

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.**

**\*These are aggregates recycling facilities which are also identified as Strategic Waste Sites – see SAD Policy W2**

**+ This is a rail-linked cement distribution depot with planning permission for expansion to include a concrete batching plant which was under construction @ March 2015**

### **SAD Policy M2 Question:**

- a) Do you agree with the Preferred Option approach towards safeguarding Mineral Infrastructure in Walsall?**
- b) Do you agree that we should safeguard the Mineral Infrastructure Sites identified on the Policies Map?**
- c) Are there any other mineral infrastructure sites that should be safeguarded in the SAD?**

**Please give reasons for your answers, and if you are suggesting an alternative approach or commenting on specific sites, please provide supporting evidence.**

### **9.2.1 Policy Justification**

Please note that all of the Mineral Infrastructure Sites identified in the draft policy have a valid planning permission or lawful use for the operations being carried out. See Table 1 below for details of the sites identified in the policy.

Four of the sites are also Strategic Sites for waste as they are for recycling construction and demolition waste into aggregates (MI1, MI2, MI4 and MI7). Two of the sites are currently vacant (MI1 and MI2) but no alternative land use proposals have come forward hence it is proposed to safeguard them in the absence of any alternative land use.

Of these, Site MI2: Branton Hill CLEUD Relocation Site is an outstanding 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 as the Preferred Option for the recycling activity on this site. The same permission covers the proposed new haul road directly off the Chester Road and the new recycling facility cannot be implemented until the new haul road is built. Therefore, the site identified on the Policies Map includes the new haul road.

**Table 1: Mineral Infrastructure Sites**

<b>SAD Mineral s Site Ref</b>	<b>BCCS Ref</b>	<b>Site Name/ Location</b>	<b>Infrastructure Type</b>	<b>Planning Status @ 31.03.15</b>	<b>Operational Status @ 31.03.15</b>
MI1	MI1	Former Bace Groundworks Site, Coppice Lane, Aldridge	Aggregates recycling	Planning Permission	Non-Operational (Vacant Site)
MI2	-	Branton Hill CLEUD Relocation Site, off Chester Road, Aldridge	Aggregates recycling	Unimplemented Planning Permission	Non-Operational (Vacant Site)
MI3	MI9	Hope Construction Depot, Fairground Way, Walsall	Rail-linked cement distribution facility, RMX concrete plant	Planning Permission	Depot – Operational RMX Plant – Under Construction
MI4	-	Bescot Triangle South, off Bescot Road, Walsall	Aggregates recycling	Planning Permission	Operational
MI5	-	Express Asphalt Darlaston, Downs Road, Willenhall	Coating plant	Planning Permission	Operational
MI6	-	G & BG Morris, Willenhall Industrial Estate, off Eastacre, Willenhall	Secondary aggregates processing	Planning Permission	Operational
MI7	-	Interserve Waste Recycling Centre, Brickyard Road,	Aggregates recycling	Planning Permission	Operational

		Aldridge			
MI8	-	Lafarge Readymix Birmingham, off Fenchurch Close, Walsall	RMX concrete plant	Planning Permission	Operational

Source: Updated version of Table 9.1a of SAD Issues & Options Report (April 2013), based on BCCS Table MIN1, Appendix 7, Walsall Council planning register and mineral sites monitoring.

### 9.2.2 Evidence

- A Survey of Current Mineral Reserves in the Black Country: Published Report (March 2007), Scott Wilson
- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS
- Black Country Core Strategy - Minerals Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- 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
- Walsall Council Planning Register

### 9.2.3 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 the Mineral Infrastructure Sites identified. This will include proposals submitted by mineral operators to upgrade, expand, change or relocate existing mineral operations.

**9.3****SAD Policy M3: Secondary and Recycled Aggregates****Secondary and Recycled Aggregate Production – Existing Sites**

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**

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.

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.

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.

\*See Mineral Infrastructure Sites MI1, MI2, MI4, MI6 and MI7. Policy M2 applies to proposals to upgrade, expand, modify or relocate existing operations at these sites.

**SAD Policy M3 Questions:**

- a) Do you agree with the Preferred Option approach towards secondary and recycled aggregates production in Walsall?
- b) Are there any sites you would like to suggest for development with new secondary and recycled aggregate production facilities?

Please give reasons for your answers, and if you are suggesting an alternative approach or suggesting new sites, please provide supporting evidence.

### 9.3.1 Policy Justification

- Evidence from national surveys and recent surveys in the West Midlands shows that there is very little scope for production of aggregates from secondary sources (such as by-products produced at quarries and industrial by-products) in Walsall, and that the main source of “alternatives” will be aggregates recycled from C&D waste;
- Evidence from national surveys shows that a significant amount of C&D waste recycling takes place on-site rather than at “fixed” facilities for processing the waste into aggregates, and that a high proportion of the material generated from this source is of relatively low grade, used mainly for capping and filling;
- Evidence on “need” for construction and demolition waste recycling facilities has not changed substantially since the BCCS was prepared – the latest evidence of trends, from estimates of production nationally, suggest that annual tonnages of waste arising from this stream have not changed significantly since 2004;
- 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);
- Minerals Study concluded that none of the identified sites were 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;
- Draft Policy M3 is therefore an “enabling policy” to be used as the basis for assessing any new proposals that come forward, including any revised proposals for recycling on the Mineral Infrastructure Sites identified in draft Policy M2.

### 9.3.2 Evidence

- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS
- Black Country Core Strategy - Minerals Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9
- Walsall Council Local Plan Monitoring Reports (Authorities’ Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)

Annual Monitoring Reports - West Midlands Aggregates Working Party

West Midlands Metropolitan Area Local Aggregates Assessment (forthcoming), West Midlands Metropolitan Authorities

Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapter 2.

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

Walsall Council Planning Register

### **9.3.3 Delivery**

Restoration programmes for existing permitted sites and new mineral extraction proposals will be delivered by the relevant mineral operators and/ or land owners. It will be the Council's role to monitor compliance with approved working conditions for each site, 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.

**9.4****SAD Policy M4: Sand and Gravel Extraction – Permitted Sites**

There are currently two permitted sand and gravel extraction sites in Aldridge. Mineral extraction has ceased at both sites, and they are expected to be restored by the end of the plan period. The following policies will apply to future proposals for restoration of these sites.

**MP1: Aldridge Quarry**

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.

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:

- Stabilisation of quarry slopes, which are now in an unstable condition;
- Infilling to be with imported pre-treated inert waste to previous ground levels, unless an alternative method of restoration is agreed by the Council;
- Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after use;
- Soil stored in bunds to the south of the site to be removed and used in capping and landscaping, on completion of infilling phases;
- Potential impacts on nearby residential areas and business park from increased noise, dust and HGV movements arising from restoration works;
- Potential impacts on surrounding agricultural land;
- Potential impacts on highway network and highway safety from haulage of imported infill material to the site;
- Potential risks to water quality within the Groundwater SPZ; and
- 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.

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.

### **MP2: Branton Hill Quarry**

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.

There is currently no approved restoration programme for the 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:

- Completion of infilling of any remaining voids with pre-treated inert waste;
- Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;
- 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;
- Potential impacts on nearby residential areas and businesses from increased noise, dust and HGV movements arising from restoration works;
- Potential risks to Branton Hill SINC while final restoration and landscaping of the rest of the site is underway;
- Potential risks to safety arising from overhead power line;
- Potential risks to water quality within the Groundwater SPZ;
- Requirement for an appropriate surface water management strategy;
- After uses for permitted areas to be as follows:
  - Branton Hill SINC– both sites (area of wetland habitat and area of relict hedgerow) to be retained and managed for nature conservation;
  - 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;
  - 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.**

**Restoration programmes for both of the above sites will also be expected to address any other potentially harmful effects on health, the environment or local amenity not specifically identified above, in accordance with BCCS Policy MIN5 and national policy guidance on minerals.**

#### **SAD Policy M4 Question:**

- a) Do you agree with the Preferred Option approach towards Permitted Sand and Gravel Extraction Sites in Walsall?**
- b) Do you agree with the proposed policy for Aldridge Quarry?**
- c) Do you agree with the proposed policy for Branton Hill Quarry?**

**Please give reasons for your answers, and if you are suggesting an alternative approach, please provide supporting evidence.**

#### **9.4.1 Policy Justification**

The main priority for both sites is to ensure 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 (NPPF paragraphs 143 and 144). Both sites are in the Green Belt, therefore the end use will have to be “appropriate” land use that maintains “openness” – redevelopment with new housing, industry, etc. will not be acceptable.

The policy has been drafted to set out the key requirements to be addressed in future restoration programmes for both sites, should the land owners/ future operators wish to submit such proposals. As we have retained control over the Aldridge Quarry situation it should be possible for the Council to secure restoration of this site but the situation with Branton Hill is much less clear and the price of restoration is likely to be a grant of permission for a southern extension to the quarry (see Policy M5).

#### **9.4.2 Evidence**

- A Survey of Current Mineral Reserves in the Black Country: Published Report (March 2007), Scott Wilson
- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS
- Black Country Core Strategy - Minerals Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities

- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Annual Monitoring Reports - West Midlands Aggregates Working Party
- West Midlands Metropolitan Area Local Aggregates Assessment (forthcoming), West Midlands Metropolitan Authorities
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 6 (July 2015), Amec Foster Wheeler
- Walsall Council Planning Register

#### **9.4.3 Delivery**

Restoration programmes for existing permitted sites and new mineral extraction proposals will be delivered by the relevant mineral operators and/ or land owners. It will be the Council's role to monitor compliance with approved working conditions for each site, 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

### **SAD Policy M5: Sand and Gravel Extraction – New Sites**

The BCCS identifies two Areas of Search in Walsall around existing permitted sites, where further sand and gravel extraction may take place within the plan period. These areas are shown on the Policies Map and are as follows:

**MXA1: Birch Lane (BCCS Reference MA1)**

**MXA2: Branton Hill (BCCS Reference MA2)**

In accordance with BCCS Policy MIN2, progress on restoration of previously-worked sites (see also SAD Policy M4), and evidence that further mineral extraction would not have unacceptable impacts on groundwater or the capacity of the local highway network, will be important material considerations for new mineral extraction proposals in these areas. Other specific requirements for each area are set out below.

#### **MXA1: Birch Lane**

As well as the issues identified in BCCS Policy MIN2, the main issues that applicants will be expected to address are as follows:

- Accessibility and potential impacts on highway safety;
- Potential impacts from increased HGV movements on capacity of A452 Chester Road, A461 Walsall Road and Shire Oak Junction;
- Potential impacts on nearby residential areas and businesses;
- Potential impacts on surrounding agricultural land and holdings;
- Potential impacts on Stonnall Road Hedge and Lazy Hill Road Hedge SLINCs and related ecological networks;
- Potential impacts on local landscape character; and
- Potential impacts on archaeology.

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.

#### **MXA2: Branton Hill**

The proposals for a new access road to serve Branton Hill Quarry have changed since the BCCS was adopted. Any grant of planning permission for further mineral working in this area will therefore now 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.**

**Further to this and the other issues identified in BCCS Policy MIN2, the main issues that applicants will be expected to address are as follows:**

- **Potential impacts on nearby residential properties, businesses and community facilities;**
- **Potential impacts on Public Rights of Way linking A452 Chester Road to Branton Hill Lane and Daniel's Lane (Ald36, Ald37 and Ald38);**
- **Potential risks to safety from overhead power line and pylons;**
- **Potential impacts on surrounding agricultural land and holdings;**
- **Requirement for an appropriate surface water management strategy;**
- **Potential impacts on Branton Hill SINC and Bourne Pool SLINC and related ecological networks;**
- **Potential impacts on local landscape character; and**
- **Potential impacts on archaeology.**

**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.**

#### **Sand and Gravel Extraction – Other Areas**

**The Council may support proposals for sand gravel extraction outside the Areas of Search where the conditions identified in BCCS Policy MIN2 are met. Such proposals will be expected to address any harmful effects on health, the environment or local amenity, in accordance with BCCS Policy MIN5 and national policy guidance on minerals.**

**SAD Policy M5 Question:**

- a) Do you agree with the Preferred Option approach towards New Sand and Gravel Extraction Sites in Walsall?
- b) Do you agree with the proposed policy for the Birch Lane Area of Search?
- c) Do you agree with the proposed policy for the Branton Hill Area of Search?
- d) Are there any other areas or sites where sand and gravel extraction should take place within the plan period?

Please give reasons for your answers, and if you are suggesting an alternative approach, or are suggesting new areas or sites, please provide supporting evidence.

**9.5.1 Policy Justification**

The BCCS identifies two Areas of Search for sand and gravel extraction in Walsall, based around the existing permitted Aldridge and Branton Hill sand and gravel quarries (see SAD Policy M4). The Areas of Search are Birch Lane (MA1) and Branton Hill (MA2) and their broad extent is shown on the BCCS Minerals Key Diagram. See Table A2 of Appendix 2 for details of the proposed Areas of Search.

Policy M5 has therefore been drafted on the basis that the only areas we are specifically identifying in the SAD for sand and gravel extraction are the two Areas of Search identified for sand and gravel extraction in BCCS Policy MIN2.

We identified proposed boundaries for the two BCCS Areas of Search in the 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.

**9.5.2 Evidence**

- A Survey of Current Mineral Reserves in the Black Country: Published Report (March 2007), Scott Wilson
- Black Country Joint Core Strategy – Minerals Study (May 2008), RPS
- Black Country Core Strategy - Minerals Background Paper 2 and Appendices (February 2010), Black Country Authorities
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 9

- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Annual Monitoring Reports - West Midlands Aggregates Working Party
- West Midlands Metropolitan Area Local Aggregates Assessment (forthcoming), West Midlands Metropolitan Authorities
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 6 (July 2015), Amec Foster Wheeler
- Walsall Council Planning Register

### **9.5.3 Delivery**

Restoration programmes for existing permitted sites and new mineral extraction proposals will be delivered by the relevant mineral operators and/ or land owners. It will be the Council's role to monitor compliance with approved working conditions for each site, 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.

**9.6****SAD Policy M6: Brick Clay Extraction – Permitted Sites**

Five permitted brick clay extraction sites are identified on the SAD Policies Map. Two are active quarries which are supplying adjacent brickworks, two are former quarries which are undergoing restoration, and one is a “dormant” site where clay extraction has not yet started. The following policies will apply to future proposals for mineral extraction and restoration at these sites.

**MP2: Atlas Quarry**

Atlas Quarry 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 a current application to extend the quarry (14/0619/CM).

The Council will support 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, in accordance with BCCS Policies MIN3 and MIN5 and national policy guidance on minerals.

There are significant reserves of clay remaining at Atlas Quarry, which will increase further if permission is granted to extend the quarry. Restoration of Atlas Quarry is not expected to begin until after the end of the plan period. In the event that revised proposals for restoration of the existing quarry or expanded quarry are brought forward while this policy remains in effect, they will be expected to address the following issues:

- Restoration to be achieved by infilling of quarry void with inert wastes and/or water;
- Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;
- Potential impacts on nearby residential areas and businesses from noise, dust and HGV movements arising from restoration works;
- Potential impacts on Stubbers Green SINC, Dumblederry Farm SLINC, Anchor Brook Valley SLINC (and/ or any new habitats provided to compensate for their loss, harm or deterioration in accordance with existing planning permissions) and related ecological networks;
- Requirement for an appropriate flood risk assessment and surface water



management strategy, including maintenance of Anchor Brook channel;

- After use to be publicly accessible open space comprising 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.

#### **MP6: Highfields South**

Clay extraction ceased at Highfields South in 2013. Although there are permitted reserves of clay remaining, mineral extraction is not expected to resume again within the plan period.

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). 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:

- Restoration to be achieved by infilling of quarry void with inert and non-hazardous wastes only;
- Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;
- Measures to address potential impacts on nearby residential areas and businesses from noise, dust, odours and HGV movements arising from restoration works;
- Requirement for an appropriate surface water management strategy including maintenance of Vigo Brook channel around perimeter of site;
- 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.

#### **MP7: Sandown Quarry**

Sandown Quarry currently supplies the adjacent Sandown Brickworks (MB3) and is expected to continue in production until towards the end of the plan period. The quarry is operating under working conditions approved in and 1996 2010 (BC40528P and 09/1730/MI/M1). There are around 10 years of reserves remaining in the quarry at current extraction rates.

There is currently no approved restoration programme for the whole quarry. A restoration programme will be expected to be submitted to the Council for approval not later than June 2020, in accordance with the existing

**working conditions relating to working plans, and will be expected to address the following issues:**

- **Restoration to be achieved by infilling of quarry void with inert wastes and/or water;**
- **Standard of restoration, landscaping and aftercare to be of sufficient quality to support the proposed after uses;**
- **Potential impacts on nearby residential areas and businesses from noise, dust and HGV movements arising from restoration works;**
- **Potential impacts on Stubbers Green Bog SSSI, Swan Pool and The Swag SSSI, Daw End Branch Canal SLINC, and related ecological networks;**
- **Potential risks from hazardous and toxic wastes deposited into the adjacent former Empire/ Butterley site;**
- **Requirement for an appropriate fluvial flooding and surface water management strategy;**
- **After use to be publicly accessible open space comprising wetland, woodland and grassland habitats complementary to the habitats already existing in the surrounding area, accessed from Stubbers Green Road.**

**The Council will also consider proposals for new stockyards on part of the permitted area subject to evidence justifying the retention of Sandown Brickworks in operation after the quarry closes (see SAD Policy M7).**

#### **MP8: Vigo/Utopia**

**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).**

**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 much of the plan period.**

#### **MP9: Highfields North**

**Highfields North is classified as a “dormant” site because it is subject to an old mineral permission (EB593) 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.**

**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:**

- **Details of new vehicular access to working area;**
- **Updated information on estimated total reserves, annual production rates and the brickworks to be supplied with clay exported from the site;**
- **Revised phasing plan for expanded quarry showing extent of working areas and gradients of quarry slopes at end of each working phase;**
- **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;**
- **Details of arrangements for diversion of Public Right of Way linking A461 Walsall Road to Green Lane (Bro41);**
- **Assessment of impacts on nearby residential properties, businesses and community facilities;**
- **Assessment of potential impacts on surrounding agricultural land and holdings;**
- **Hydrological assessment and surface water management strategy;**
- **Assessment of impacts on Jockey Fields SSSI and SLINC, 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, and provision of replacement habitats of equivalent value to compensate for eventual loss of SSSI and parts of SLINC;**
- **Evaluation of impacts on local landscape character, and landscape strategy for each working phase;**
- **Desk-top evaluation of potential impacts on archaeology;**
- **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;**
- **Details of proposed after uses for the site, which may include:**
  - **Wildlife habitats, to comprise wetland habitats of equivalent quality and type to those currently present within the Jockey Fields SSSI;**
  - **Agricultural land;**

- **Horse grazing land;**
- **Publicly accessible open space, to be accessed from re-instated Public Right of Way (Bro41) via Walsall Road and Green Lane; and**
- **Subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.**

**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, as it is “Schedule 2 development, given that it would involve development in a “sensitive location.”**

#### **SAD Policy M6 Question:**

- a) Do you agree with the Preferred Option approach towards Permitted Brick Clay Extraction Sites in Walsall?**
- b) Do you agree with the proposed policy for Atlas Quarry?**
- c) Do you agree with the proposed policy for Highfields South?**
- d) Do you agree with the proposed policy for Sandown Quarry?**
- e) Do you agree with the proposed policy for Vigo/ Utopia?**
- f) Do you agree with the proposed policy for Highfields North?**

**Please give reasons for your answers, and if you are suggesting an alternative approach, please provide supporting evidence.**

#### **9.6.1 Policy Justification**

The policy is detailed because it includes specific requirements for each permitted site. The SAD policy cannot go any further than existing permissions, but it can set out the key requirements so that if any variation is sought the Council will have a basis for resisting any further erosion of controls or deterioration in environmental quality.

#### **9.6.2 Evidence**

- 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
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities

- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 7 (July 2015), Amec Foster Wheeler

### **9.6.3 Delivery**

Restoration programmes for existing permitted sites and new mineral extraction proposals will be delivered by the relevant mineral operators and/ or land owners. It will be the Council's role to monitor compliance with approved working conditions for each site, 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.

**9.7****SAD Policy M7: Brickworks**

There are 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**

The boundaries of the brickworks (including stockyards, storage areas and parking areas) are shown on the SAD Policies Map. The following policy will apply to proposals for supply of clay to these brickworks.

**MB1: Aldridge Brickworks**

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.

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 the issues outlined in SAD Policy M8 and the requirements of BCCS Policy MIN3 on the importation of brick clays.

**MB2: Atlas Brickworks**

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.

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.

with the existing working conditions for the quarry which appear to allow it to continue operating until 2042, without any dates being set for commencement and completion of final restoration?

**SAD Policy M7 Question:**

- a) Do you agree with the Preferred Option approach towards Brickworks in Walsall?**
- b) Do you agree with the proposed policy for Aldridge Brickworks?**
- c) Do you agree with the proposed policy for Atlas Brickworks?**
- d) Do you agree with the proposed policy for Sandown Brickworks?**

**Please give reasons for your answers, and if you are suggesting an alternative approach, please provide supporting evidence.**

**9.7.1 Policy Justification**

Current national policy guidance requires minerals planning authorities (where feasible) to identify a supply of clay to each brickworks in its area, sufficient to allow 25 years of production (NPPF paragraph 146). At the present time, none of Walsall's brickworks has a 25-year supply of permitted reserves of brick clay.

**9.7.2 Evidence**

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

Black Country Core Strategy 2011 (February 2011), Black Country Authorities

Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a

Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)

Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.

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

**9.7.3 Delivery**

Restoration programmes for existing permitted sites and new mineral extraction proposals will be delivered by the relevant mineral operators and/ or land owners. It

will be the Council's role to monitor compliance with approved working conditions for each site, 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.

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**9.8****SAD Policy M8: Brick Clay Extraction – New Sites**

Two Areas of Search and one potential Site Allocation are identified for brick clay extraction on the SAD Policies Map, as follows:

**MXA3: Stubbers Green - Area of Search (BCCS Reference MA5)**

**MXP3: Recordon Land – Site Allocation**

**MXA9: Land North of A461 - Area of Search**

The following policy will apply to proposals for mineral extraction in these areas.

**MXA3: Stubbers Green Area of Search**

The Stubbers Green Area of Search is identified in BCCS Policy MIN3. It includes the permitted Atlas and Sandown Quarries (SAD Sites MP2 and MP7), which are subject to a separate policy (see SAD Policy M7), and the Recordon Land (SAD Site MXP3 - see below). Proposals for further working within the existing permitted areas will be expected to address the requirements in SAD Policy M6. Proposals for working within the Recordon Land, which is not currently permitted, will be expected to address the requirements outlined below.

While there is unlikely to be any further scope for mineral extraction within the Stubbers Green Area of Search, over and above the existing permitted sites and the Recordon Land, the Council may support proposals for working in areas not covered by existing permissions where it can be demonstrated that harmful effects on health, the environment and local amenity will be effectively managed, in accordance with BCCS Policy MIN5.

The Council may also support proposals for deeper working at existing permitted sites, where it can be demonstrated that stable slope gradients can be maintained, and that there would be no adverse effects on ground conditions, such that it would prevent sites from being restored to a standard that would support appropriate beneficial end uses.

**MXP3: Recordon Land**

This site, within the Stubbers Green Area of Search (MXA3), is allocated for brick clay extraction. The site is adjacent to Atlas Quarry and is subject to a current application for an extension to the quarry (14/0619/CM). However, the site provides important wetland habitats and is designated as a Site of Importance for Nature Conservation (Stubbers Green SINC).

The Council will support proposals for mineral extraction on the Recordon Land where this would help to provide a 25 year supply to both Aldridge and

**Atlas Brickworks, in accordance with current national policy guidance, and provided that the loss of the SINC is adequately compensated for. Applications for clay extraction within this site will be expected to address the following issues:**

- **Phasing plan showing extent of working areas and gradients of quarry slopes at end of each working phase;**
- **Measures to mitigate impacts of mineral extraction on nearby residential properties and areas of open space;**
- **Assessment of impacts on Stubbers Green SINC and related ecological networks including Anchor Brook Valley SLINC, and a strategy for minimising loss or harm to these sites, including retention of existing habitats for as long as possible, and provision of replacement habitats of equivalent value to compensate for the eventual loss of the SINC;**
- **Requirement for an appropriate flood risk assessment and surface water management strategy, to include diversion of Anchor Brook;**
- **Details of impacts on local landscape character, including landscape plans for each working phase;**
- **Evidence demonstrating that proposals for restoration, aftercare and after-use will address the requirements outlined in SAD Policy M6.**

#### **MXA9: Land North of A461 Area of Search**

**An indicative Area of Search is identified on the SAD Policies Map to the north of the A461 Walsall Road. The proposed Area of Search, which is a new Area of Search not identified in the BCCS, is mainly in use for nature conservation, horse grazing and agriculture.**

**The area has been identified because it contains significant resources of Etruria Formation brick clays, and is a potential area for future mineral extraction. It is the only area in Walsall that has the potential to provide a 25-year supply to Sandown Brickworks, in accordance with current national policy guidance.**

**There is an existing “dormant” permission for clay extraction at Highfields North within the Area of Search (SAD Site MP9). As this is a permitted site, SAD Policy M7 provides guidance on the issues that should be addressed in any applications for modern conditions for working the site.**

**Applications for clay extraction outside of the permitted Highfields North site will be expected to demonstrate that harmful effects on health, the environment and local amenity will be effectively managed, in accordance with BCCS Policy MIN5. Such applications will also be expected to provide the following supporting information:**

- Evidence that working of clay within the permitted Highfields North site is not feasible or is not sufficient on its own to meet the future requirements of brickworks in Walsall;
- Details of the estimated reserves, annual production rates and the brickworks to be supplied with clay exported from the site;
- Details of new vehicular access to serve proposed working area;
- Phasing plan showing extent of working areas and gradients of quarry slopes at end of each working phase;
- Transport Assessment evaluating impacts on capacity of A461 Walsall Road and Shelfield and Shire Oak Junction, and details of improvements proposed to address impacts on highway capacity where required;
- Evaluation of impacts on Public Rights of Way linking A461 Walsall Road to Green Lane (Bro40 and Bro41), and proposals for diversion, where required;
- Assessment of impacts on nearby residential properties, businesses and community facilities;
- Assessment of potential impacts on surrounding agricultural land and holdings;
- Hydrological assessment and surface water management strategy;
- Assessment of impacts on Jockey Fields SSSI and SLINC, 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, and provision of replacement habitats of equivalent value to compensate for eventual loss of SSSI and parts of SLINC;
- Evaluation of impacts on local landscape character, and landscape strategy for each working phase;
- Desk-top evaluation of potential impacts on archaeology;
- 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;
- Details of proposed after uses for the site, which may include:
  - Wildlife habitats complementary to those currently present within the Jockey Fields SSSI and SLINC;
  - Agricultural land;
  - Horse grazing land;

- **Publicly accessible open space, to be accessed from re-instated Public Right of Way (Bro41) via Walsall Road and Green Lane; and**
- **Subject to approval by the Council, alternative land uses that maintain “openness” and are appropriate to the Green Belt location.**

**Where proposals would include mineral extraction within any part of the Jockey Fields SSSI, applicants are strongly advised to seek an EIA screening opinion from the Council before submitting an application as it would be “Schedule 2 development, given that it would involve development in a “sensitive location.”**

**Where proposals for mineral extraction would help to avoid or minimise loss or harm to the Jockey Fields SSSI and SLINC, for example, by including an agreement to revoke the existing “dormant” mineral permission at Highfields North EB593, this will be an important material consideration.**

#### **SAD Policy M8 Question:**

- a) **Do you agree with the Preferred Option approach towards New Brick Clay Extraction Sites in Walsall?**
- b) **Do you agree with the proposed policy for the Stubbers Green Area of Search?**
- c) **Do you agree with the proposed policy for the Recordon Land?**
- d) **Do you agree with the proposed policy for the proposed new Land North of the A461 Area of Search?**

**Please give reasons for your answers, and if you are suggesting an alternative approach, please provide supporting evidence.**

#### **9.8.1 Policy M8: Justification for Preferred Option**

Policy M8 has been drafted on the basis that the Preferred Option for the SAD is to identify two Areas of Search for brick clay extraction. However, the proposed new Area of Search Land North of the A461 is indicative only, and does not have defined boundaries, because there has not been sufficient time to consult with land owners to find out whether they would be willing to have such an area of search designated. The consultation process will hopefully give them the opportunity to have their say about the proposal, and if there are strong objections from land owners (other than

the owners of the Highfields North site) we can review the position after the consultation.

### 9.8.2 Evidence

- 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
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 5 (July 2015), Amec Foster Wheeler

### 9.8.3 Delivery

It is anticipated that new mineral extraction proposals within the Areas of Search/ at Recordon Land will be delivered by the relevant mineral operators and/ or land owners. It will be the Council's role to monitor compliance with approved working conditions for each site, 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.

## 9.9

### **SAD Policy M9: Coal and Fireclay Extraction**

The BCCS identifies Brownhills as an area containing significant surface coal and clay resources, and identifies a “dormant” permission for coal and clay extraction on land at Brownhills Common (SAD Site MP5). This site is subject to the same old mineral permission (EB233) as the former Birch Coppice Site (SAD Site MP3), where the final phase of restoration has still not been completed. The BCCS also identifies an indicative Area of Search for fireclay extraction nearby at Yorks Bridge (BCCS Reference MA6). The following policy will apply to proposals for mineral extraction in these areas.

**MP5: Land at Brownhills Common**

This site, shown on the SAD Policies Map, is classified as a “dormant” site because it is subject to an old mineral permission (EB233) which has not been implemented. The site forms part of an area of important heathland and wetland habitats, which has been designated as a Site of Importance for Nature Conservation (Brownhills Common and The Slough SINC).

As this is a “dormant” site, mineral working may not commence until a modern schedule of working conditions has been approved by the Council. In accordance with BCCS Policies MIN3 and MIN4, and to address other important local requirements, an application for modern working conditions for this site will be expected to include the following supporting information:

- Details of new vehicular access to working area;
- Updated information on estimated total fireclay and coal reserves;
- Proposed working programme for the site, including phasing plan showing extent of working areas and depth of working;
- 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;
- 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;
- 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);
- Assessment of impacts on nearby residential properties, businesses and areas of open space;
- Hydrological assessment and surface water management strategy;
- 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 or harm to these sites, including retention of existing habitats for as long as possible,
- Evaluation of impacts on local landscape character, and landscape strategy for each working phase;
- Desk-top evaluation of potential impacts on archaeology;

- **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;**
- **Details of proposed after uses for the site, which may include:**
  - **Wildlife habitats complementary to those currently present within the on Brownhills Common and The Slough SINC; and**
  - **Publicly accessible open space, to be accessed from re-instated Public Rights of Way (Bro 0.162, Bro 0.163, Bro 0.165 and Bro 0.168) via Coppice Lane, A452 Chester Road North and A5 Watling Street.**

#### **MC1: Swan Works and MP3: Birch Coppice**

The manufacture and supply of pot clay blends is currently being carried out at Swan Works, off Pelsall Road in Brownhills (SAD Site MC1). There are no restrictions on importation of clay to this site. The factory uses around 2,000 tonnes of fireclay per annum, plus smaller quantities of other clays.

As well as using imported clays, this factory currently has access to a small stockpile of fireclay extracted from the former Birch Coppice site (SAD Site MP3), which was subject to the same old mineral permission as Land at Brownhills Common. The clay stocking area occupies around a third of the permitted site area.

The continued retention of this clay stocking area is in breach of the approved restoration programme for the Birch Coppice site (BC40542P). The Council will take steps to progress the current application 04/2709/FL/M1 to extend the time allowed for retention of the stockpile, to ensure that it is removed and the site fully restored at the earliest opportunity.

#### **Yorks Bridge**

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. 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.

In the event that any proposal comes forward for coal and clay extraction in this area, BCCS Policies MIN3, MIN4 and MIN5 will apply. In addition, the Council will expect applicants to address the following issues:

- **Details of new vehicular access to working area;**

- **Updated information on estimated total fireclay and coal reserves;**
- **Proposed working programme for the site, including phasing plan showing extent of working areas and depth of working;**
- **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;**
- **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;**
- **Assessment of impacts on nearby residential properties, businesses and areas of open space both in Walsall and in adjoining areas of Staffordshire;**
- **Hydrological assessment and surface water management strategy;**
- **Screening Assessment of impacts on Cannock Extension Canal SAC demonstrating that the proposal would not harm the integrity of the SAC contrary to the Habitats Directive;**
- **Assessment of 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,**
- **Evaluation of impacts on local landscape character, and landscape strategy for each working phase;**
- **Desk-top evaluation of potential impacts on archaeology;**
- **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;**
- **Details of proposed after uses for the site, which may include:**
  - **Wildlife habitats complementary to those currently present within the on Brownhills Common and The Slough SINC; and**
  - **Publicly accessible open space to be accessed via existing pedestrian routes and new pedestrian access routes where necessary.**



**SAD Policy M9 Question:**

- a) Do you agree with the Preferred Option approach towards Fireclay and Coal Extraction in Walsall?
- b) Do you agree with the proposed policy for the “dormant” site at Brownhills Common?
- c) Do you agree with the proposed policy for Swan Works and Birch Coppice?
- d) Do you agree with the proposed policy for Yorks Bridge?

**Please give reasons for your answers, and if you are suggesting an alternative approach or commenting on specific sites, please provide supporting evidence.**

**9.91 Policy Justification**

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, a nationally scarce type of clay that occurs in association with coal seams.

However, there is a “dormant” permission for clay and coal working covering a site on Brownhills Common, which is subject to an old mineral permission from the 1950s, covering both this site and a site at Birch Coppice which was worked in the past (EB233). These permitted sites are therefore identified as permitted sites in the SAD (SAD Sites MP3 and MP5). There are outstanding issues around the restoration of Birch Coppice which need to be addressed in the SAD, and there is also a need to acknowledge that there is a “dormant” permission at Brownhills Common.

The issue of the revocation of the “dormant” permission at Brownhills Common has been raised by the Community Services and Environment and Scrutiny Panel, but officers have recommended against taking any such action and following a report in August 2013 it was agreed to defer any decisions until work on the SAD is more advance. The issue will probably have to be re-visited with the relevant Scrutiny Panel (N.B. Scrutiny Panels may be subject to change) following the Preferred Options consultation.

Policy M9 has been drafted on the basis that the Preferred Option for the SAD is to identify permitted sites for coal and clay extraction only, including the “dormant” permission at Birch Coppice.

### 9.9.2 Evidence

- 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
- Black Country Core Strategy 2011 (February 2011), Black Country Authorities
- Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a
- Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)
- Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.
- Walsall Council SAD & AAP Minerals Project: Review of Evidence Base for Minerals and Viability and Deliverability of Mineral Development Options, Chapter 5 (July 2015), Amec Foster Wheeler

### 9.9.3 Delivery

It is anticipated that new fireclay and coal extraction proposals and the completion of the restoration of Birch Coppice be delivered by the relevant mineral operators and/or land owners. 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.

## 9.10

### **SAD Policy M10: Energy Minerals - Unconventional Hydrocarbons**

It is unlikely that proposals for development associated with oil and gas exploration will come forward 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.

However, in the event that any PEDLs are issued during the plan period, planning applications for development relating to oil and gas exploration (including coal bed methane or shale gas) will be expected to demonstrate compliance with BCCS Policy MIN4 and current national policy guidance.

#### **SAD Policy M10 Question:**

**Do you agree with the Preferred Option approach towards Energy Minerals – Unconventional Hydrocarbons in Walsall?**

**Please give reasons for your answers, and if you are suggesting an alternative approach, please provide supporting evidence.**

#### **9.10.1 Policy Justification**

The BCCS includes an “enabling” policy for coal bed methane extraction (BCCS Policy MIN4) but the policy does not refer to shale gas extraction (aka “fracking”) as the BCCS pre-dates consideration of this issue. Although there has been a lot of publicity about this, the SAD & AAP Minerals Study has confirmed that there is little prospect of any oil and gas exploration or extraction in Walsall in the foreseeable future as no Petroleum Exploration Development Licences (PEDLs) have so far been issued by DECC, to allow exploration for oil and gas in OS grid squares within Walsall Borough.

In practice, nobody is allowed to prospect for oil and gas in Walsall without having such a licence 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. Nevertheless, as Walsall has significant coal resources lying deep under the ground, we cannot rule out that such 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 has been drafted on the basis that the Preferred Option for the SAD is to provide an “enabling” policy for coal and clay extraction elsewhere, and for exploration for oil and gas (including shale gas) linked to the existing BCCS policies.

### **9.10.2 Evidence**

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

Black Country Core Strategy 2011 (February 2011), Black Country Authorities

Walsall SAD Issues & Options Report (April 2013), Walsall Council - Chapter 8 and Appendix 8a

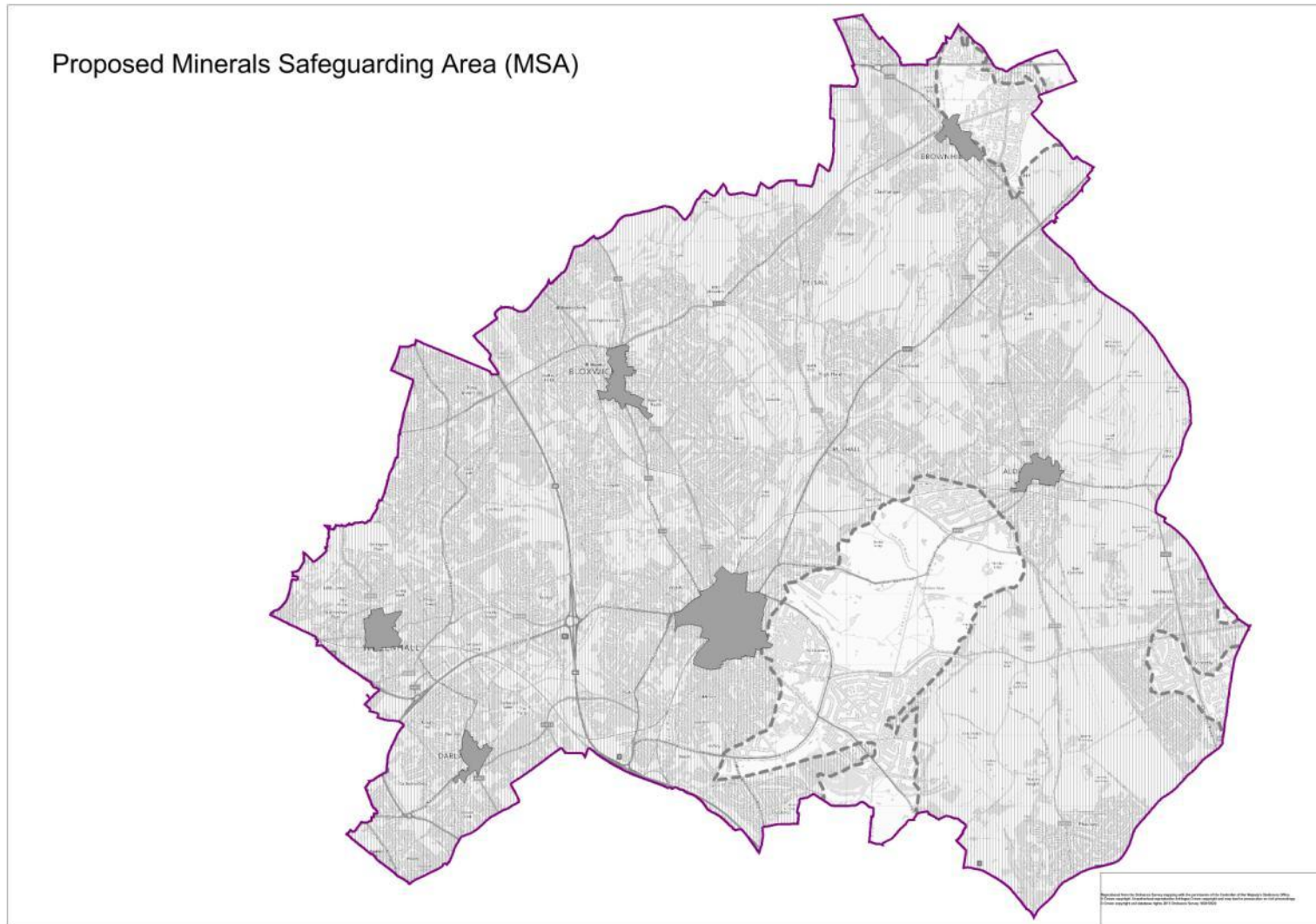
Walsall Council Local Plan Monitoring Reports (Authorities' Monitoring Reports - AMRs) - 2013 and 2014 AMR (forthcoming)

Walsall Site Allocation, CIL Deliverability and Viability Study (July 2015) by DTZ in association with Wardell Armstrong – see Part 3: Waste Sites Viability and Delivery Study, Chapters 4, 5 and 6.

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

### **9.10.3 Delivery**

It is 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. It will be the Council's role to monitor compliance with approved working conditions for each site, and ensure that where necessary, sites which have been subject to exploration are restored in a timely manner and to appropriate standards and after uses in accordance with the approved working conditions and restoration programmes.



**Map 9.1: Proposed Minerals Safeguarding Area**

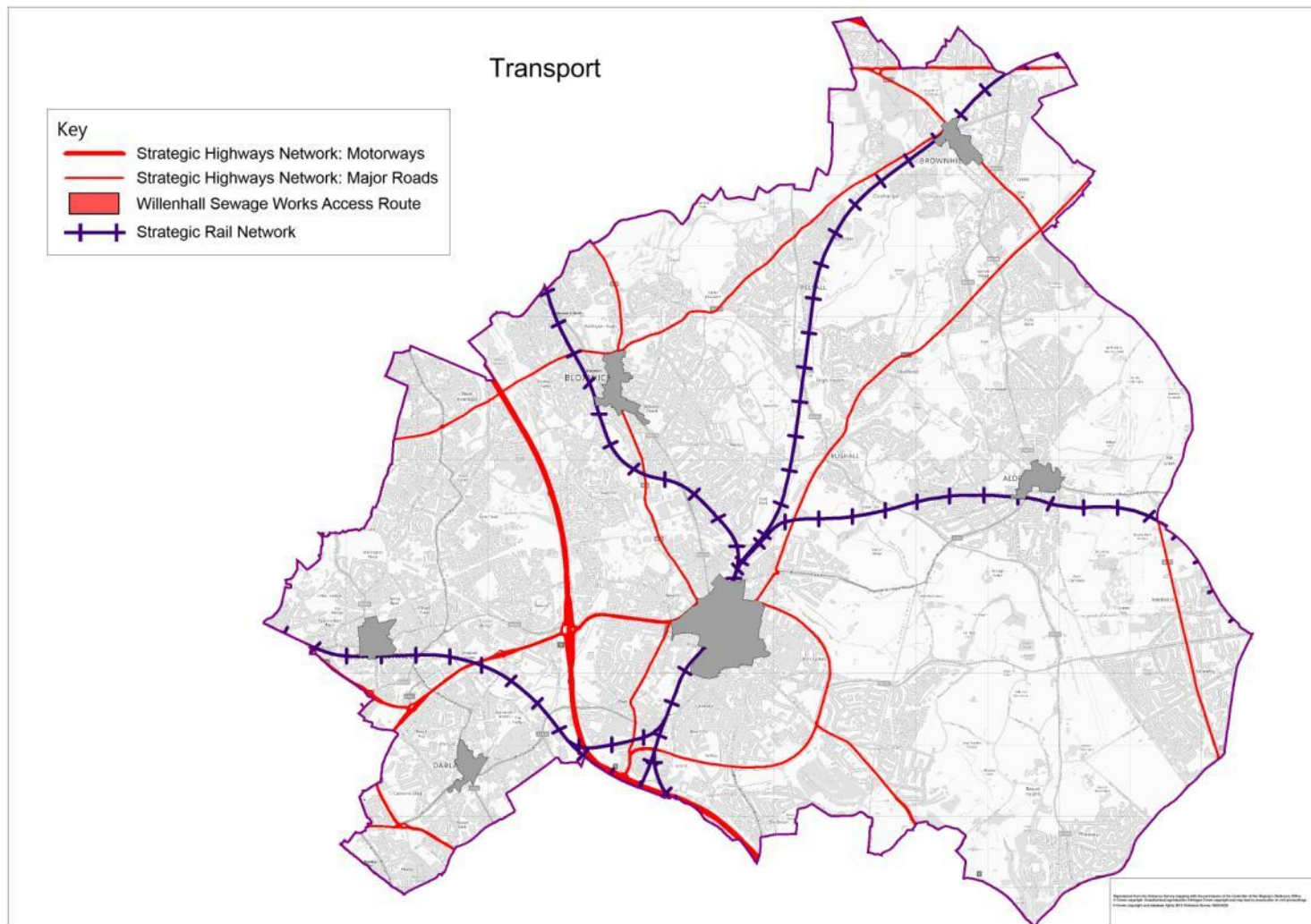


## 10 Transport

The Policy Map shows the strategic highway network and the existing rail network for information. Saved UDP policy T3 safeguards the currently disused Walsall – Brownhills rail alignment while Policy T5 safeguards land for the proposed access to the Former Willenhall Sewage Works, an industrial development opportunity.

<b>T3</b>	<b>Safeguarded rail network</b>	<b>T5</b>	<b>Highway Improvements (Access to Willenhall Sewage Works)</b>
<b>T4(a)</b>	<b>Strategic Highway Network</b>		





**Map 10.1: Strategic Transport Network**



## 11 Get Involved

We want our residents and other interested parties to inform the development of our plans. Your views (where possible, supported by evidence) are important, and the Council wants to receive them during the 8 week consultation period ....

You can view these documents and respond online by visiting **[www.walsall.gov.uk/planning\\_2026](http://www.walsall.gov.uk/planning_2026)**. Paper copies of the documents are also available to view at your local library.

### 11.1 What happens next?

Following the consultation period, a consultation report will be produced which will outline the comments which were received and how they have been used to inform the next stage of the SAD. This document will be available to view using the 'Planning 2026' tab as above.

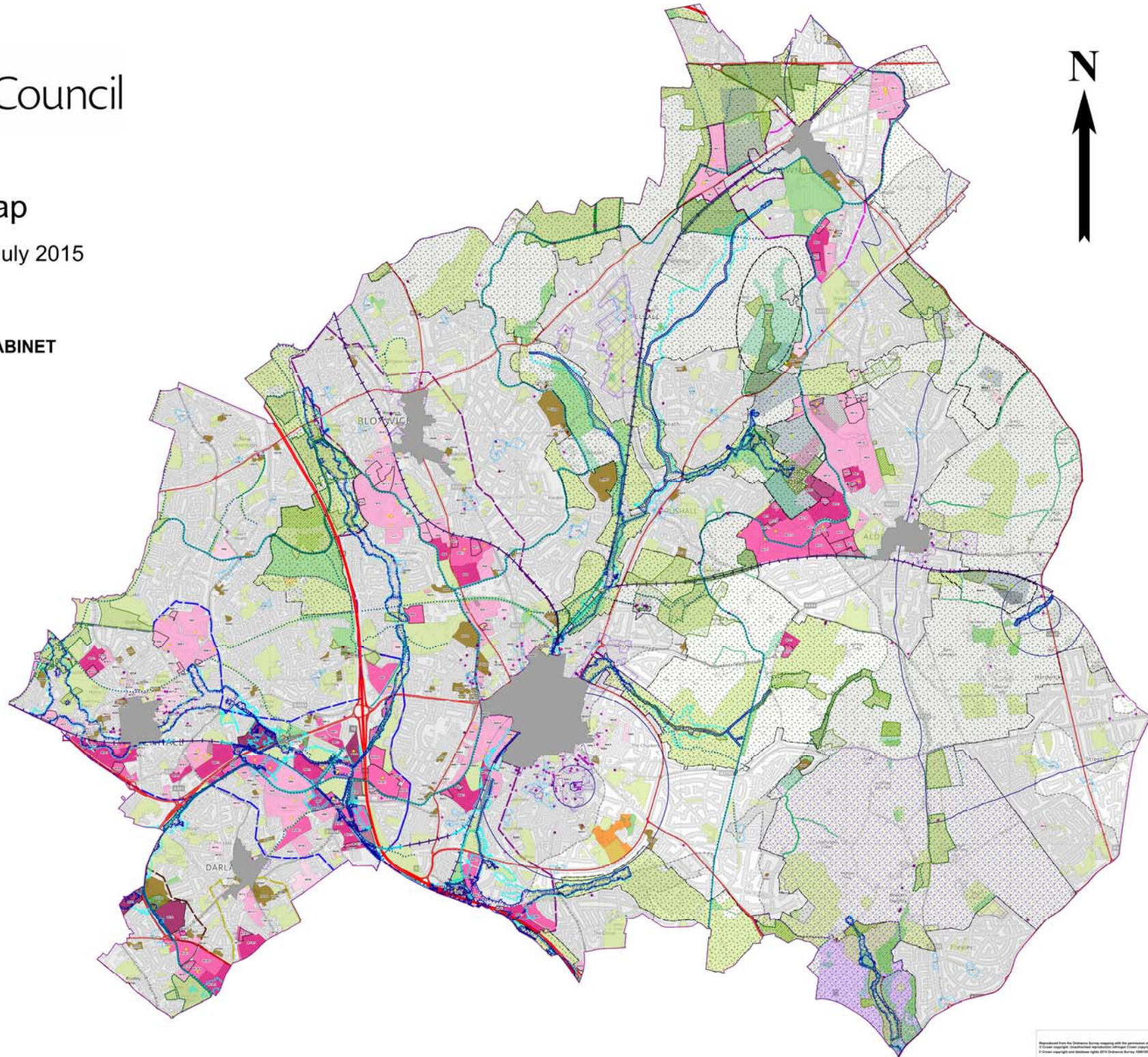
The responses received during consultation will be an important source of information which will be used to help shape the final version of the plan. This will be submitted to the Secretary of State and will be subject to an Examination by an independent Planning Inspector who will test the soundness of the Plan and produce a report setting out what changes, if any, are required.

Throughout the SAD process the Council will continue to collect evidence, react to currently unknown development proposals and evaluate the options. This will help to ensure that the emerging planning policy is up to date, robust and considered deliverable.



## SAD Preferred Options July 2015

**DRAFT PLAN FOR CABINET**  
**22 JULY 2015**



# **Walsall Town Centre Area Action Plan**

**Draft Plan**

**July 2015**

**Draft for Cabinet 22<sup>nd</sup> July 2015**

DRAFT

## List of Acronyms

AAP	Area Action Plan
BCCS	Black Country Core Strategy
CA	Conservation Area
CIL	Community Infrastructure Levy
ELR	Employment Land Review
EI	Environmental Infrastructure
HS2	High Speed 2 (high speed rail network)
IRFT	Intermodal Rail Freight Terminal
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
SPD	Supplementary Planning Document
UDP	Unitary Development Plan

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## Preface

1. This is the 'Draft Plan' document for the Preferred Options consultation stage for the preparation of the Town Centre Area Action Plan.
2. The purpose of the Preferred Options consultation is to show that Walsall Council is meeting legal requirements<sup>1</sup> by showing how it has considered the different options reasonably available for the preparation of the plan. However, this stage of consultation also enables the council to show the position it has reached in preparing the plan and to ask people about its proposed allocations and policies. This document takes the opportunity to present a draft plan based on the work done so far. This should help to make the latest thinking on allocations and proposals as clear as possible to try to make it easier to comment.
3. To see how the Council has reached this position on its allocations and policies, reference should be made to the 'Preferred Options' document. That document takes the same structure as this Draft Plan, but with more detail (*inserted in different coloured text*) to explain how the council has decided on its approach, including with reference to:
  - the representations received during the making of the plan so far;
  - the different options considered and how they were chosen (with reference to the various assessments undertaken to support the plan, especially the Sustainability Appraisal); and
  - the relationship to existing policies in the Black Country Core Strategy and the saved policies of Walsall's Unitary Development Plan (including whether UDP policies might be replaced).
4. It is the 'Preferred Options' document that is part of the formal process that the Council must go through to meet the requirements of the planning system. This Draft Plan is an illustration.

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<sup>1</sup> Under the Planning and Compulsory Purchase Act 2004 (as amended) <http://www.legislation.gov.uk/ukpga/2004/5/section/19>, The Environmental Assessment of Plans and Programmes Regulations 2004 <http://www.legislation.gov.uk/uksi/2004/1633/contents/made> and the The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) <http://www.legislation.gov.uk/uksi/2012/767/contents/made>.

# 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 when adopted it will be the basis on which planning and investment decisions within the area are made. **Chapter 2** sets out the boundary for the 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.

## 1.2 The Draft Plan

This is the Draft Plan which sets out what we think Walsall Town Centre AAP should include for you to comment on. A number of the policies relate to allocations or designations on the Draft AAP Policy Map and this should be considered alongside the Draft Plan.

In addition to this Draft Plan there is a Preferred Option document that provides the background to how we chose the preferred options included in this draft plan along with how the findings of the Sustainability Appraisal has impacted on the decision making process. It also provides an overview of the consultation responses from the first stage of the plan making process – Issues and Options – which was subject to public consultation in 2013, and how these have influenced the 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.

## 1.3 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) 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.

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) 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.

#### **1.4 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.

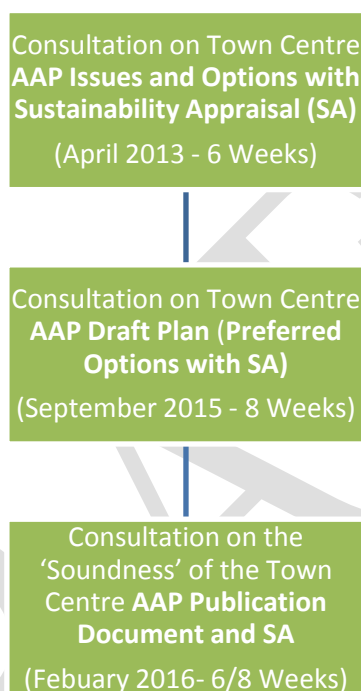
While there has been a considerable level of regeneration activity in the town centre in recent years, this has tended to focus on a small number of large scale projects. Whilst the delivery of these projects is important to the overall regeneration of the town centre, the Council does not yet have an 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.

### 1.5 The AAP Process

Following the publication of this document, comments will be collated and used to inform the next stage of the AAP process – Publication. The flow diagram below sets out the three key stages in which stakeholders and communities can have their say on the AAP and SAD.



**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. 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 will incorporate 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 Options Appraisal Report published alongside this consultation document.

### 1.6 Key evidence consulted

A list of key evidence is provided on the Council website at [www.walsall.gov.uk/planning\\_2026](http://www.walsall.gov.uk/planning_2026)

## **2. Walsall Town Centre**

### **2.1 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.**

#### **AAP Vision Question**

Do you: a) Support the vision b) Support the vision with suggested changes c) Disagree in principle with the vision d) Disagree with the vision wording

Please give reasons for your answers and where possible provide evidence and suggested changes.

### **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 creates 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. Protect areas and buildings of historical importance while delivering high quality sustainable design that is well integrated, provides a secure environment 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 environmental infrastructure and improvements that will deliver a range of benefits including better links with the Canal network and Walsall Arboretum,

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.

#### **AAP Objectives Question**

Do you: a) Support the objectives b) Support the objectives with suggested changes  
c) Disagree in principle with the objectives d) Disagree with the objectives wording

Please give reasons for your answers and where possible provide evidence and suggested changes.

## 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**

**The AAP Boundary is set out in the Town Centre AAP Policy 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.**

**It is important that all development within the centre is carefully integrated into the existing 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 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.

#### **Policy AAP1 Question**

Do you: a) Support the boundary b) Support the boundary with suggested changes c) Disagree with the boundary d) Support the policy e) Support the policy with suggested changes f) Disagree with the principle of the policy, or g) Disagree with the wording.

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### **2.3.2 Evidence**

- DTZ Viability and Deliverability Study 2015

#### **2.3.3 Delivery**

- Through the appropriate consideration of planning applications.

#### **2.3.4 Monitoring**

- LOI CEN1 Amount of additional floorspace for town centre uses within the Town Centre Boundary

### 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 Policy map, forms the main focus of activity in the centre and all development should look to protect and enhance its function as the heart of Walsall Town Centre. This will be achieved by:**

- a) Concentrating all new retail floorspace and investment within the Primary Shopping Area boundary.**
- b) Expecting all development within the Primary Shopping Area to provide an active and well designed frontage which positively contributes to the street scene. Any 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 (as in accordance with UDP Policy S7 and BCCS Policy CEN7). When proposals come forth 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.**

**d) Encouraging developments for other uses in Walsall Town Centre to improve connections to the Primary Shopping Area where possible and expecting any large development of any kind to show that there will 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. Focusing 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 current adopted PSA as set out in the UDP Town Centre Inset Map, to remove areas where retail is unlikely 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 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.

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.

**Policy AAPS1 Question**

Do you: a) Support the boundary b) Support the boundary with suggested changes c) Disagree with the boundary d) Support the policy e) Support the policy with suggested changes f) Disagree with the principle of the policy, or g) Disagree with the wording.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**3.1.2 Evidence**

- DTZ Viability and Deliverability Study 2015.

**3.1.3 Delivery**

- Through the appropriate consideration of planning applications.

**3.1.4 Monitoring**

- LOI CEN3 Amount of additional retail floorspace within the PSA.

**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**

The Council aims to deliver 4,400 sqm new comparison goods floorspace and 1,050 sqm new convenience goods (additional to existing commitments) by the end of 2026. This will be achieved by:

a) Focussing all new retail development in the Primary Shopping Area as required by Policy AAPS1.

b) Prioritising the development of sites identified on the AAP Policy Map for retail investment:

I. St Matthew's Quarter (TC01, TC02 and TC03)

II. Park Place (TC05)

III. Saddler's Shopping Centre (TC04)



**c) Ensuring new retail development provides large, flexible units to meet retailer requirements.**

**d) Encouraging convenience retailing and bulky goods, where possible, to be located in the Primary Shopping Area as in accordance with the sequential assessment (BCCS CEN7 and UDP S7). Where retail cannot be accommodated in the Primary Shopping Area the Council will expect the following sites to be considered in order:**

**I. Jerome Retail Park (TC19)**

**II. Crown Wharf (TC07)**

**III. Wisemore (TC55)**

**IV. Challenge Block (TC41)**

**V. Day Street (TC50)**

**Proposals will also be expected to show that there is no adverse impact on the vitality and viability of the town centre and planned investment. Where such proposals are permitted the effective use of planning conditions will be applied to minimise the impacts of the development on the centre.**

### **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). It is 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 new floorspace figures, whilst lower than previous BCCS targets, maintain and support the regeneration strategy by providing a realistic and deliverable figure. Accommodating forecast retail capacity on priority sites within the PSA is crucial to improving the health and performance of the centre. Convenience retail is the provision of everyday goods such as food and newspapers whereas comparison retail is the provision of items not obtained on a frequent basis such as clothes and household goods.

The priority sites selected in part a) of Policy AAPS2 have been selected as they are considered the most appropriate for reconfiguration and amalgamation to create larger units and accommodate retail investment.

Part a) of Policy AAPS2 sites:

<b>Site Reference</b>	<b>Site Name</b>	<b>Allocation</b>	<b>Justification</b>
TC01	Old Square Phase 2	Retail opportunities for investment/ reconfiguration	Shopping Centre within the PSA suitable for retail investment
TC02	Old Square Phase 3	Retail opportunities for investment/ reconfiguration	Shopping Centre within the PSA suitable for retail investment
TC03	Digbeth/ Lower Hall Lane	Retail opportunities for investment/ reconfiguration	Shopping Centre within the PSA suitable for retail investment. Has a current application for retail.
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

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. All applications for retail uses 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. It is however, recognised that there may be some need for large sites 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.

Part b) of Policy AAPS2 sites:

<b>Site Reference</b>	<b>Site Name</b>	<b>Allocation</b>	<b>Justification</b>
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
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
TC55	Wisemore	Retail opportunity for convenience/ bulky goods	Development opportunity site close to the PSA opposite to Tesco
TC50	Day Street car park	Retail opportunity for convenience/ bulky goods	Development opportunity that could accommodate the unit size required. Linkages to the PSA would need to be improved.
TC41	Challenge block	Retail opportunity for convenience/ bulky goods	Development opportunity that could accommodate the unit size required. Linkages to the PSA would need to be improved.

### Policy AAPS2 Question

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### 3.2.2 Evidence

- DTZ Viability and Deliverability Study 2015

#### 3.2.3 Delivery

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

#### 3.2.4 Monitoring

- LOI CEN3 Amount of additional retail floorspace within the PSA

### 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.

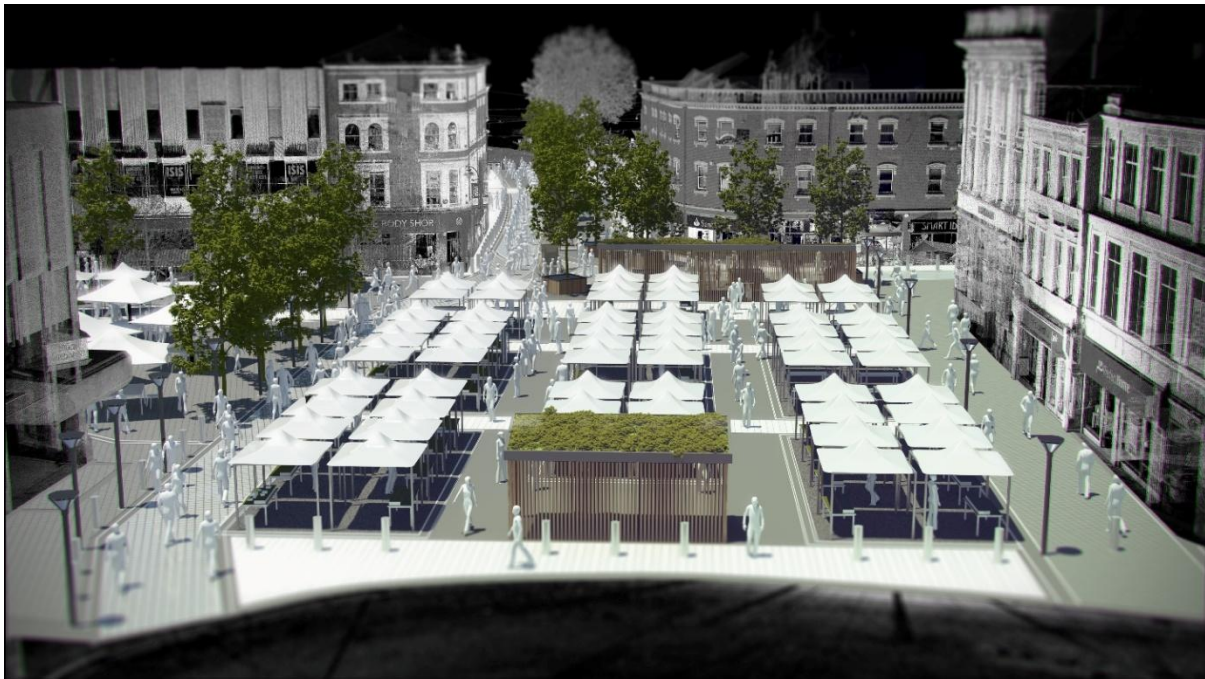


Figure 3.2 Visualisation of the new Walsall Market.

#### Policy AAPS3: The New Walsall Market

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 Policy Map.

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. 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.

#### 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. 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 Policy Map. The policy also recognises this investment and looks to ensure the market's attractiveness is maintained and increased in the future. 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.

**Policy AAPS3 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the boundary identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**3.3.2 Evidence**

- Information provided in support of planning application for the new market – reference 14/1871/FL

**3.3.3 Delivery**

- Through the implementation of the planning application and investment from the Council.

**3.3.4 Monitoring**

- New indicator – Take up of stalls.

## 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.

#### **Policy AAPB1: Office Developments**

**The Council aims to deliver of 73,000sqm 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 AAP13: Walsall Gigaport.**
- b) Identifying sites where town centre uses including office development is appropriate as shown by mixed use development opportunities on the AAP Policy Map.**
- c) Encouraging the re-use of upper floors and refurbishment of existing office stock especially in the areas identified on the AAP Policy Map.**
- d) Requiring applications for new office developments above 1,000sqm 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.

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 AAP13. Other sites may be suitable for offices and these have been represented by the mixed use development opportunities as shown on the AAP Policy Map. Any proposals for new office developments above 1,000sqm 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	Justification
TC06	Townend House	Opportunities for investment in office stock	Office tower that would benefit from refurbishment
TC24	Lower Hall	Opportunities for	Office building that would benefit

	Lane/ Newport Street	investment in office stock (also could form part of a mixed use development)	from refurbishment
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
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.

### Policy AAPB1 Question

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### 4.1.2 Evidence

- DTZ Viability and Deliverability Study 2015

#### 4.1.3 Delivery

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

#### 4.1.4 Monitoring

- LOI CEN3 Amount of additional office floorspace within the centre

### 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.

### 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 as shown on the AAP Policy Map as a Social Enterprise Zone. Within this area the following uses will be acceptable as part of social enterprise development:**

- i) Community and cultural uses**
- ii) Small scale office developments**
- iii) 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 destination 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 as set out in Policy AAP12 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.

#### **Policy AAPB2 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### **4.2.2 Evidence**

- LEP Social Enterprise Prospectus

#### **4.2.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through working with Social Enterprises and the LEP

#### 4.2.4 Monitoring

- New Indicator - Number of social enterprises active in Walsall Centre

### 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	Kirkpatricks, 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	Portland Street area (Eccles Foundry)
TC46	Portland Street area (north of Portland Street)
TC46	Portland Street area (John Street)
TC46	Portland Street area (Corner of Portland Street)
TC46 / 48	Portland Street (Garden Street) / 12 Portland Street

#### 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 the employment.

#### 4.3.2 Evidence

- Walsall ELR 2015
- DTZ Viability and Deliverability Study 2015

#### 4.3.3 Delivery

- Through the appropriate consideration of planning applications.

#### 4.3.4 Monitoring

- New indicator - Changes in the employment land supply within the centre in accordance with the policy

## 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 in Walsall town centre is crucial for the attractiveness of the centre. The centre currently lacks a major leisure facility and there is demand for more family friendly restaurants.

#### **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 AAP14: 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,**

**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. Much of Walsall's current offer is public sector-led such as Walsall Art Gallery or the Gala Baths and there is currently no large scale family commercial leisure facility. This policy looks to address this lack of provision through securing the delivery of a cinema 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 be however 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. The AAP Policy Map identifies a number of secondary development opportunities as set out in the Investment Chapter and many of these will be suitable for leisure developments.

#### **Policy AAPLE1 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

### 5.1.2 Evidence

- DTZ Viability and Deliverability Study 2015

### **5.1.3 Delivery**

- Through the appropriate consideration of planning applications.

### **5.1.4 Monitoring**

- LOI CEN3 Amount of additional leisure floorspace within the centre

## **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, Cultural and Community Facilities**

The centre is the most accessible location for key sport, cultural and community 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),
- 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, cultural and community 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.

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. Work commenced in May 2015 and is being phased to keep closedowns to a minimum; the project is scheduled to be complete by the end of 2015.

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 collections of Walsall Museum (currently inaccessible to the public), the Leather Museum and the Local History Centre and Archives will all be accessible at this location. The Heritage Lottery bid is due to go in on 6<sup>th</sup> August, and we will hear if we have been successful in November. This shows the Council is committed to such facilities remaining in the centre and this policy looks to encourage this approach.

#### **Policy AAPLE2 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.



### 5.2.2 Evidence

- DTZ Viability and Deliverability Study 2015

### 5.2.3 Delivery

- Through the appropriate consideration of planning applications, Council investment and appropriate funding streams.

### 5.2.4 Monitoring

- The loss of facilities in the centre LOI EMP6 – Loss of sub-regionally significant visitor or cultural facilities.

## 5.3 Hotel 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 Provision**

**The Council will support proposals for a hotel development within the town centre boundary. Areas that are considered most suitable for hotel provision are:**

- i) Sites near the Walsall Waterfront leisure development**
- ii) Sites near Walsall Railway Station**
- iii) Sites near or within the Gigaport area**
- iv) Sites near Walsall ring road.**

### 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. There is however, a lack of clear demand at present but it is



anticipated that future developments of office and leisure uses in the centre will trigger demand. 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 would provide the opportunity for a high quality scheme.
- 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 Walsall Waterfront, building on the leisure offer in this location.
- 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.
- Sites near the ring road outside of the Gigaport area could also be appropriate as they provide good access not only to the road but also to other uses.

**Policy AALE3 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the areas identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**5.3.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- Walsall Town Centre Characterisation Study 2015
- BCCS EIG Study

**5.3.3 Delivery**

- Through the appropriate consideration of planning applications.

**5.3.4 Monitoring**

- Number of hotel developments (RSS monitoring captures larger developments already)

## 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 promote it as a place for leisure and a destination in Walsall for visitors and residents.

### **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 and incorporate 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 contribute towards the improvement and maintenance of the canal infrastructure and towpaths.**
- e) Where possible, incorporate Green Infrastructure as part of development proposals that will compliment 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 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. The area also provides an opportunity for recreation and leisure as the setting to the New Art Gallery and other Waterfront developments. At the same time, providing 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.

**Policy AALE4 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**5.4.2 Evidence**

- DTZ Viability and Deliverability Study 2015

**5.4.3 Delivery**

- Through the appropriate consideration of planning applications, Council investment and appropriate funding streams.
- Partnership working with the Canal and River Trust (CRT) on specific canal schemes and planning applications.
- Developer contributions.

**5.4.4 Monitoring**

- LOI ENV4b – Proportion of planning permissions granted in accordance with Canal and River Trust planning related advice.

## 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**

**The town centre will be an inviting, safe and pleasant place to live. This will be achieved by:**

**a) Allocating the following sites for residential as shown on the AAP Policy Map**

- TC11 Kirkpatrick's, Charles Street**
- TC15 FE Towe Ltd, Charles Street**
- TC26 Former Shannon's Mill site,**

**b) Encouraging residential uses on other sites as part of mixed used developments, especially on upper floors of schemes,**

**c) 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,**

**e) Requiring schemes (other than the three sites allocated) that propose solely residential uses to demonstrate that the proposal supports and does not prejudice the centre's retail, commercial and leisure function,**

**f) Ensuring that all residential proposals 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,**

**iv) Sufficient protection against air (AAPI7b) and noise pollution (AAPI7c) through design and orientation of dwellings along with other appropriate measures.**

**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.**

**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.**

### **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 be 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.
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.
TC26	Former Shannon's Mill site	Allocated for housing and for Live/Work developments.	This is a former factory site. Prior to the loss of the previous building through fire, a planning permission was granted for the conversion of most of the building to residential use.

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 other forms of residential types 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. Many of the occupiers of such housing have limited mobility, so town centre sites that provide good access to services will be particularly suitable for them.

The higher levels of activity associated with town centres can have an impact on the living conditions of those 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 AAPI7b and BCCS ENV8 Air Quality.

**Policy AALV1 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**6.1.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- Walsall SHLAA 2014

**6.1.3 Delivery**

- Through the appropriate consideration of planning applications.

**6.1.4 Monitoring**

- LOI HOU1 – Net housing completions in the centre.

**6.2 Promoting Educational Facilities**

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 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 Policy Map.**

- TC47 North of Portland Street
- TC48 21 Portland Street



**This 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.**

**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.**

### **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 buildings 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 in the town centre including further education provision. The criteria provided are to ensure a high quality learning environment is created and that facilities are safe and accessible. Educational uses may be considered as a sensitive use in terms of air quality and developers will need to accord with policies AAP17b and BCCS ENV8 Air Quality.



Site Reference	Site Name	Allocation	Justification
TC45	Walsall College	Education	Existing educational use, unlikely to change
TC44	Walsall College Business and Sports Hub	Education	Educational facilities under construction , unlikely to change
TC47	North of Portland Street	Office Education	Site anticipated for expansion by Walsall College
TC48	21 Portland Street	Office Education	Site owned by Walsall College with consent for training workshop

### Policy AALV2 Question

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### 6.2.2 Evidence

- DTZ Viability and Deliverability Study 2015

#### 6.2.3 Delivery

- Through the appropriate consideration of planning applications and working with the College on schemes.

#### 6.2.4 Monitoring

- New indicator - Amount of new educational floorspace in the centre

### 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,**
- d) Supporting proposals for uses linked to the hospital where appropriate.**

### **6.3.1 Policy Justification**

There is a current proposal to relocate the Walk-in Centre from its current location in Digbeth (TC01) to a new location in the Saddler's Centre on Bridgeman Street, which is consistent with this policy. Health care 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 within close distance to the centre and there is 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 as a sensitive use in terms of air quality and developers will need to accord with policies AAP17b and BCCS ENV8 Air Quality.

#### **Policy AALV3 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

### **6.3.2 Evidence**

- DTZ Viability and Deliverability Study 2015

### **6.3.3 Delivery**

- Through the appropriate consideration of planning applications.

### **6.3.4 Monitoring**

- New indicator - Amount of new educational floorspace in the centre

## 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**

**The Council will protect and enhance community facilities in the centre by:**

- a) 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) Promoting the development of a new community hub in the town centre to bring together community facilities and services into an accessible building serving the whole community. The priority site is Challenge Block (TC41) as this provides an accessible and prominent location (see policy AAP13(b)).**

**Others 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**
- 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 important 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 community 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 for the facility or that facility is no longer 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. Challenge Block has been identified as the most suitable location for a community hub as it is well located in terms of both visibility and accessibility. 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.

**Policy AALV4 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**6.4.2 Evidence**

- DTZ Viability and Deliverability Study 2015

**6.4.3 Delivery**

- Through the appropriate consideration of planning applications.
- Partnership working with community service providers and Walsall Voluntary Action.

**6.4.4 Monitoring**

- New Indicator - Number of new community facilities in the town centre.

**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 AAP 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 Town Centre 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;
- iv) Ensuring good design standards are addressed, with reference to Policy AAPLV6 and the Characterisation study.

c) The Council will encourage the re-use of those buildings of special architectural or historic interest in accordance with Core Strategy 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; and
- 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; and
- iv) A mitigation strategy has been prepared to minimise harm and provide for an appropriate level of salvage and/or recording.

### **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.

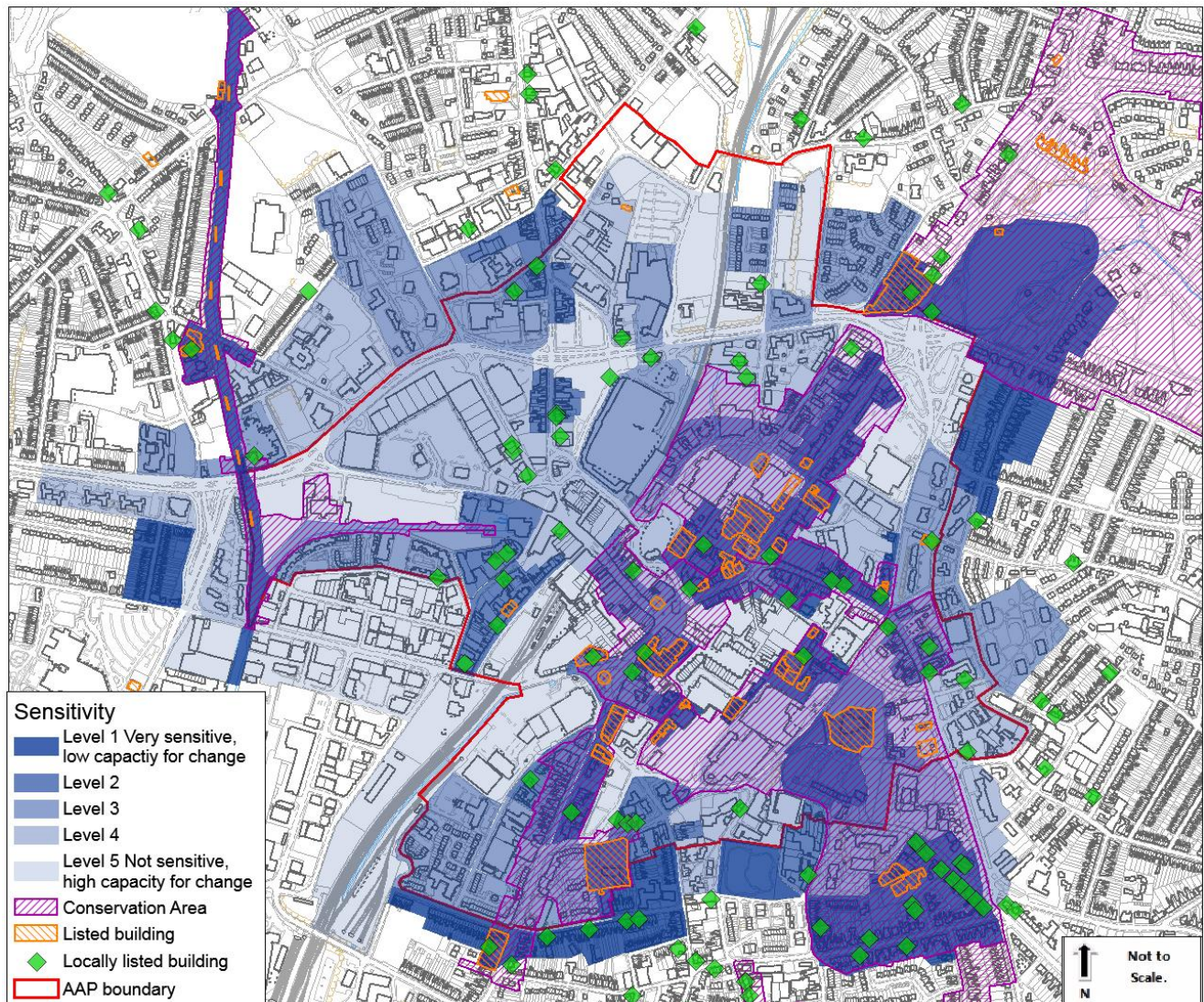
The Characterisation Study can be used by everyone involved in planning for the future of the town centre AAP area to ensure that developments take into account the known heritage assets and locally distinctive elements of the area, as well as their sensitivity to change. It includes a gazetteer of the 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. 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 corridor, 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 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 6.1 Historic sensitivity and heritage assets**

### 6.5.2 Evidence

- Walsall Town Centre Characterisation Study

### 6.5.3 Delivery

- Through the appropriate consideration of planning applications.

### 6.5.4 Monitoring

- LOI ENV2 – Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations.

## 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 'Secure by Design' principles,**
- iv) consider the need to protect views of landmark buildings as identified in the AAP Policy 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 Policy 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 Policy 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 Policy 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. The 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 AAPI2-6 set out policies for specific areas of the town centre, including any design and scale considerations.

Figure 6.2 shows the analysis of the townscape of the town centre, as per the Characterisation Study.

DRAFT

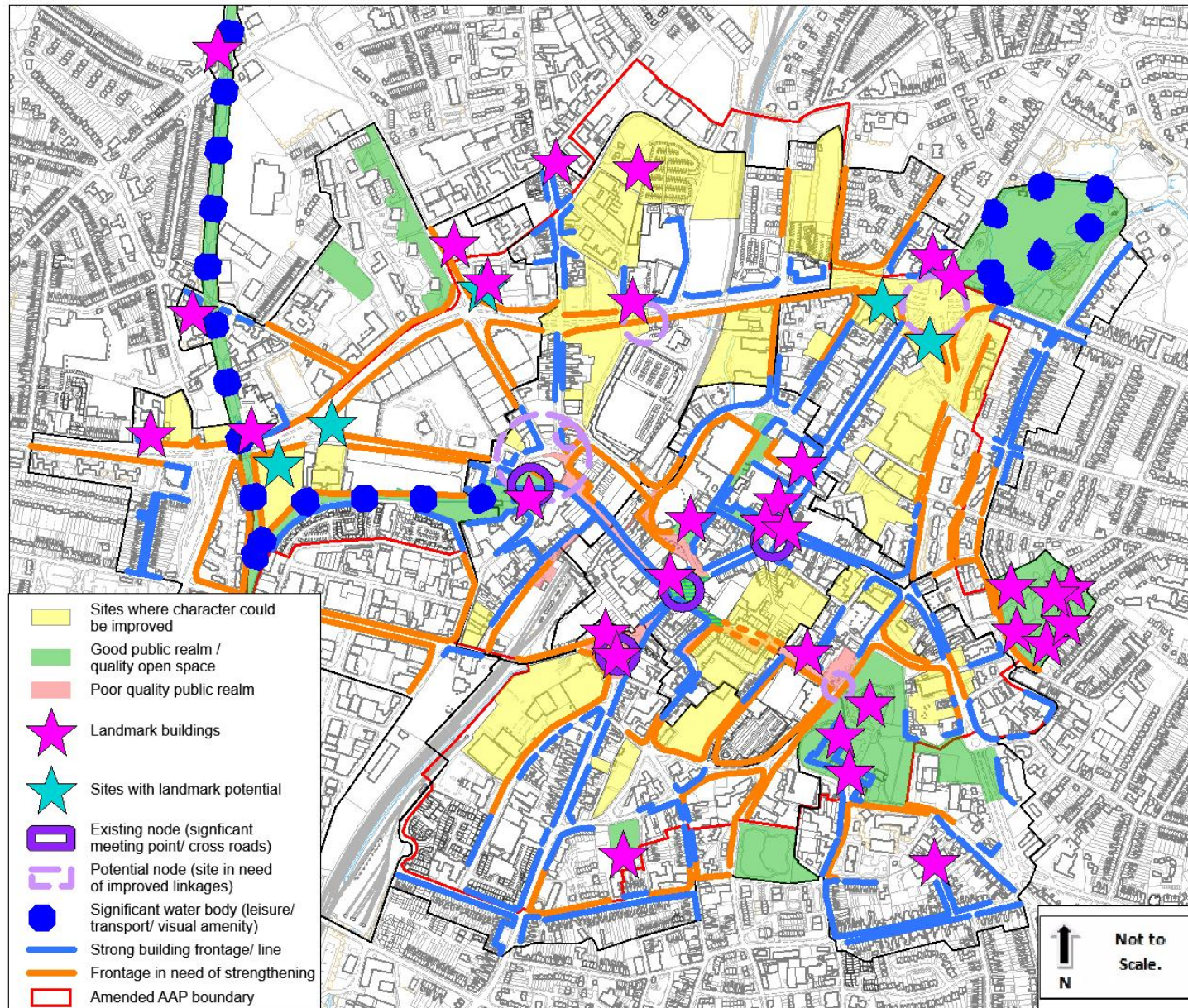


Figure 6.2: Analysis of the character of the town centre.

**Policy AALV6 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**6.6.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- Walsall Council Public Realm study
- Walsall Council Historic Characterisation Study 2015

**6.6.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through the implementation of the Shop Front SPD

**6.6.4 Monitoring**

- New indicator – Proportion of major planning permissions adequately addressing the Town Centre Characterisation Study

**6.7 Enhancing 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 Policy 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) using good quality hard landscaping materials which complement the setting and are easy to maintain,**
- iii) 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.**

### **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.

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 Policy 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 AAP13).

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, the space around the New Art Gallery, 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.

Improvements to pedestrian legibility are also required and are considered as part of Movement policy AAPT1.

**Policy AALV7 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**6.7.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- Walsall Council Public Realm study

**6.7.3 Delivery**

- The Council is committed to bringing its own funding to help the delivery of its public realm improvements programme.
- Funds would also be sought from the private sector through the Community Infrastructure Levy (CIL) and other mechanisms such as grant programmes.

**6.7.4 Monitoring**

- New indicator - Delivery of public realm improvements

## 6.8 Delivering Environmental Infrastructure

The amount, location and quality of environmental infrastructure is key towards 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 Policy 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,**

#### **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) in new development, particularly where there are known surface water flooding issues or where wildlife habitat connectivity could be enhanced.**

### 6.8.1 Policy Justification

A high quality environment improves the experiences 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, the 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 Policy 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.

**Policy AALV8 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**6.8.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- BCCS EIG Study

**6.8.3 Delivery**

- Through the appropriate consideration of planning applications.
- Developer contributions.

**6.8.4 Monitoring**

- New indicator – Proportion of major planning permissions including appropriate green infrastructure



## **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**

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 Policy Map and new development will be expected to:

- a) Support the provision of new linkages particularly to key regeneration initiatives, the Primary Shopping Area and public transport facilities,
- b) 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,
- c) Maximise the potential for safe, attractive links between open space and environmental assets through the following Greenways and proposed Greenways as shown on the AAP Proposal 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 Walsall Railway station,
  - iii) Promoting a Greenway through Walsall College to Rue Meadow Open Space,
  - iv) Promoting a Greenway that connects St Matthew's Urban Open Space (AAPLV8) with Walsall Arboretum.

**d) Where appropriate new developments will also be expected to provide enhanced signage, journey information, lighting and security,**

**e) Give consideration to the ease of movement for those with limited mobility.**

### **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.

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 Policy Map and set out below:

- pedestrian access across the ring road, so that sites to the north of Littleton Street can easily access 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 Arboretum and the core of the town centre
- 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. 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 Policy 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. 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 Policy Map to provide an opportunity to improve links between the Arboretum and St Matthew's open space (TC28), along Upper and Lower Rushall Street. The approach also reflects the aims of AAPLV8 which looks to make the most of environmental infrastructure in the town centre and AAPLE4 which promotes the canal as a leisure destination.

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.

**Policy AAPT1 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**7.1.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- Walsall Town Centre Characterisation Study 2015

**7.1.3 Delivery**

- Through the appropriate consideration of planning applications.
- Developer Contributions
- Council funded schemes such as Way Finder

**7.1.4 Monitoring**

- Number of schemes delivered to the improve linkages

## 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.**

**This will be achieved by protecting the current cycle routes and utilising the Greenways as shown on the AAP Policy Map and set out in AAPT1.**

**Improvements will also be made between Walsall Railway Station and Bradford Place Bus Interchange as shown on the AAP Policy Map to improve access for bike users and pedestrians.**

**Current cycle parking will be protected and major schemes within the centre are expected to provide for additional parking or improve current facilities.**

#### **7.2.1 Policy Justification**

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 Policy 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 Train Station (see policy AAPT1). It is also proposed that the route between Walsall Train Station and Bradford Place Bus Interchange is improved allowing for better cycle and pedestrian access. This is crucial for bike users as routes through the Saddlers 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 Policy Map.

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.

**Policy AAPT2 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**7.2.2 Evidence**

- Walsall Cycling Strategy?

**7.2.3 Delivery**

- Developer Contributions
- Working in partnership with Centro

**7.2.4 Monitoring**

- LOI TRAN4: Increase in cycle use of monitored routes
- LOI TRAN4b – Implementation of proposed Local Cycle Network identified in the Cycle Network Diagram

**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.

**Policy AAPT3: Public Transport**

The following improvements to public transport hubs will be sought:

- a) Bradford Place Bus Interchange as allocated on the AAP Policy Map (TC18) will be increased in capacity with improved public realm and accessibility,
- b) Walsall Railway as allocated on the AAP Policy 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.

**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**

29% of Walsall's population has no access to a car, showing that 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 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 land owners 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.

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 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.

#### **Policy AAPT3 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

### **7.3.2 Evidence**

- Rapid Transport Study?
- Centro Bus Interchange Viability Study?
- DTZ Viability and Deliverability Study 2015

### **7.3.3 Delivery**

- Developer Contributions
- Public Transport Providers

### **7.3.4 Monitoring**

- New Indicator - Delivery of public transport schemes

## **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**

**Improvements or modifications to the road system around the town centre are proposed in the locations identified on the AAP Policy Map.**

**Other highway works may also be necessary to serve future development/investment opportunities.**

**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 Policy 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. 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.

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 (NO<sub>2</sub>) problems in the UK.

The West Midlands Local Transport Plan 3 (LTP3) 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. This aims to deliver a series of integrated projects designed to reduce road transport emissions that will address national air quality objectives. The outcome of this project will likely inform the management of air quality in Walsall town centre in the future.

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.



**Policy AAPT4 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**7.4.2 Evidence**

- Road network modelling data

**7.4.3 Delivery**

- Developer Contributions
- Transport funding streams and capital funding

**7.4.4 Monitoring**

- New indicator – Number of highway improvements implemented

**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**

The Council will ensure the provision of an appropriate quantity, quality and type of convenient car parking, including high density short stay parking within the centre. This will be achieved by:

a) The delivery of at least one new multi-storey car park as identified on the AAP Policy 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),

- b) 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,**
- c) 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 AAP13: Walsall Gigaport. Consideration will be given to applying the same standards to other developments when justified,**
- d) 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,**
- e) All parking will be subject to a charging and management regime agreed by the Council and in line with the Car Parking Strategy,**
- f) 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.**
- g) 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.**
- h) the release for redevelopment of existing car parks, for uses as identified on the AAP Policy Map, once new multi-storey provision has been provided (see point a above).**

**The effective use of planning conditions will be applied to ensure compliance with the town centre car parking strategy and AAP policies.**

### **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 need 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 Policy 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 story car park to serve the centre. It is considered that one multi story 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.
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.
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.

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 AAP13. 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 parks. 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 Policy Map. The suitable sites are set out in the table below.

Part h) of Policy AAPT5 sites:

Site Reference	Site Name	Allocation	Justification
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.
TC30	Ablewell Street east (Warewell Street)	Mixed use	
TC30	Ablewell Street east (Paddock Lane)	Mixed use	
TC30	Ablewell Street east (Tantarra Street)	Mixed use	
TC31	Upper Rushall Street/ Town Hill	Mixed use	
TC34	Intown area (Whittimere Street)	Mixed use, Multi storey car park	
TC34	Intown area	Mixed use, Multi storey car park	
TC34	Intown area (Intown Row)	Mixed use, Multi storey car park	
TC35	Lower Rushall Street	Mixed use	
TC41	Challenge block (Hatherton Street)	Mixed use, including convenience retail/ bulky goods Multi storey car park	
TC50	Day Street car park (Bate Street)	Office Convenience retail/ bulky	

		goods Multi storey car park	
TC50	Day Street car park	Office Convenience retail/ bulky goods Multi storey car park	
TC54	Stafford Street/ Green Lane	Mixed use	

**Policy AAPT5 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**7.5.2 Evidence**

- Walsall Car Parking Strategy 2015
- DTZ Viability and Deliverability Study 2015

**7.5.3 Delivery**

- Developer Contributions

**7.5.4 Monitoring**

- LOI TRAN5a – Number of publically available long stay parking places

## 8. A Place for Investment



Much of the regeneration activity in the town centre in recent years has been focused 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 AAP11: Regeneration Strategy**

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
- Walsall Gigaport – office corridor
- Walsall Waterfront – leisure destination.

Details of each of the above areas are addressed in the policies below.

Further to these three priority areas, Park Street 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 AAP16).**

**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).**

**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.**

**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) Have consideration for the character of the area and be of high quality design.**

### **8.1.1 Policy Justification**

Much of the regeneration activity in the town centre in recent years has been focused around these 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 in the town centre which will deliver an additional £39 million of investment in the town centre. 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 plan is supported by a delivery plan that sets out the range of interventions at the Council's disposal.

**Policy AAPI1 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

**8.1.2 Evidence**

- DTZ Viability and Deliverability Study 2015

**8.1.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

**8.1.4 Monitoring**

- Through drawing together the findings for all the monitoring indicators in the plan.

**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 provides the main shopping locations in Walsall town centre.

**Policy AAPI2: St Matthew's Quarter**

**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**



**New retail development will be required, wherever possible, to provide large, flexible units to meet retailer requirements.**

**All development within the area will be expected to provide an active and well designed frontage which positively contributes to the street scene. 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.**

**All development within the area will be expected to have consideration of 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.**

**The former Shannon's Mill site (TC26) is allocated for residential use, but is also considered suitable for live/work units providing an active frontage facing Shannon's View and supporting the retail nature of the area.**

### **8.2.1 Policy Justification**

The Council's delivery of new retail premises for Primark and Co-op 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.

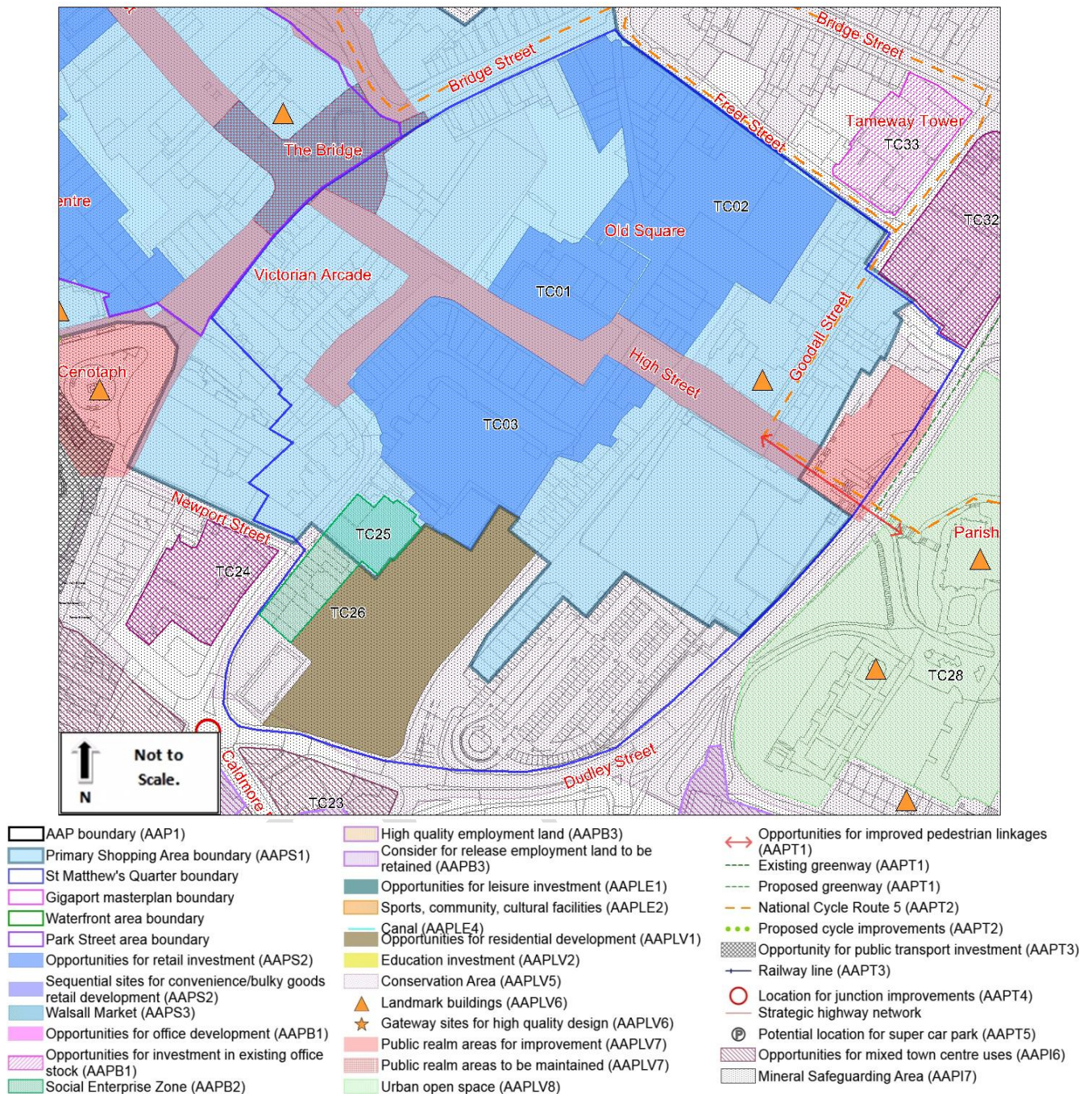
The former Shannon's Mill site (TC26) has been removed from the Primary Shopping Area boundary to reflect its peripheral location and the site's development constraints. Residential development (including live/work) is considered more appropriate and will support the regeneration of St Matthew's Quarter by bringing more life, vibrancy and footfall into the area.

The table below sets out the development opportunities within St Matthew's Quarter:

<b>Site Reference</b>	<b>Site Name</b>	<b>Allocation</b>	<b>Justification</b>	<b>Capacity</b>	<b>Timescale</b>	<b>Further Information</b>
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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
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. Part of site is high sensitivity (levels 1 and 2) as per town centre Characterisation study.
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 within Church Hill Conservation Area
TC26	Former Shannon's Mill site	Residential	Previous consent for residential and outside of the PSA	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.





**Figure 8.1: St Matthew's Quarter area**

### Policy AAP12 Question

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

### **8.2.2 Evidence**

- DTZ Viability and Deliverability Study 2015

### **8.2.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

### **8.2.4 Monitoring**

- New indicator – Development in St Matthew's that accords with the policy

## **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 AAP13: 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 Policy Map and included below.

TC36 Ward Street area

TC41 Challenge Block (see section b of this policy below)

TC42 Teddesley Street

TC43 Former Noirit site

TC46 Portland Street area

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

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 (AAPT5)
- community hub (AAPLV4)
- convenience retail/ bulky goods, if sequentially preferable sites cannot be delivered (AAPS2).

Proposals for any uses will be expected to demonstrate that these three uses can be accommodated at this site, and that the scheme will not prejudice their delivery. 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 (AAPT5)
- convenience retail/ bulky goods, if sequentially preferable sites cannot be delivered (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 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
- 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 which 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 AAPLV7).

Site Reference	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. Frontage could be strengthened (as per town centre Characterisation study). Air pollution issues at Lower Rushall Street. Potential noise issues at Broadway North
TC37	Jabez Cliff	Mixed use	Vacant site	7,378 sqm over 4 storeys (estimate)	Long term (5-10 years)	Within Lichfield Street Conservation Area. 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.
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. Part of site is high sensitivity (level 2) and frontage could be strengthened, as per town centre Characterisation study. Part of site in Limestone consideration area. Air quality issues along Littleton Street.
TC42	Teddesley Street	Office		10,186 sqm over 3 storeys (estimate)	Long term (5-10 years)	
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. Site within Limestone consideration area. Air quality issues along Littleton Street.
TC46	Portland Street area	Office	Included within Gigaport masterplan area	61,650 sqm over 3 storeys (estimate)	Long term (5-10 years)	Wisemore House is listed. Part of site covered by flood zone 2. Part of site is high sensitivity (level 2) as per town centre Characterisation study. Part of site in Limestone consideration area. Air quality issues along Stafford Street and Garden Street.
TC50	Day Street	Office and multi storey	Included within	9,942 sqm over 3	Long term (5-10 years)	Part of site is high sensitivity (level 2)

	car park	car park	Gigaport masterplan area	storeys (estimate)		and frontage could be strengthened, as per town centre Characterisation study. Air quality issues along Littleton Street and Day Street.
TC51	Blue Lane East/ Stafford Street	Office		4,560 over 3 storeys (estimate)	Long term (5-10 years)	High sensitivity (level 2) as per town centre Characterisation study. Part of site in Limestone consideration area. Air quality issues along Stafford Street and Blue Lane.
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 ringroad. Frontage could be strengthened (as per town centre Characterisation study). Air quality issues along Littleton Street and Green Lane.
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.
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 town centre Characterisation study). Site within Limestone consideration area. Air quality issues along Littleton Street.







**Policy AAPI3 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**8.3.2 Evidence**

- DTZ Viability and Deliverability Study 2015

**8.3.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

**8.3.4 Monitoring**

- Amount of new development with the Gigaport boundary that accords with the policy

**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 AAPI4: 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 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, health care 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).**

**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.**

#### **8.4.1 Policy Justification**

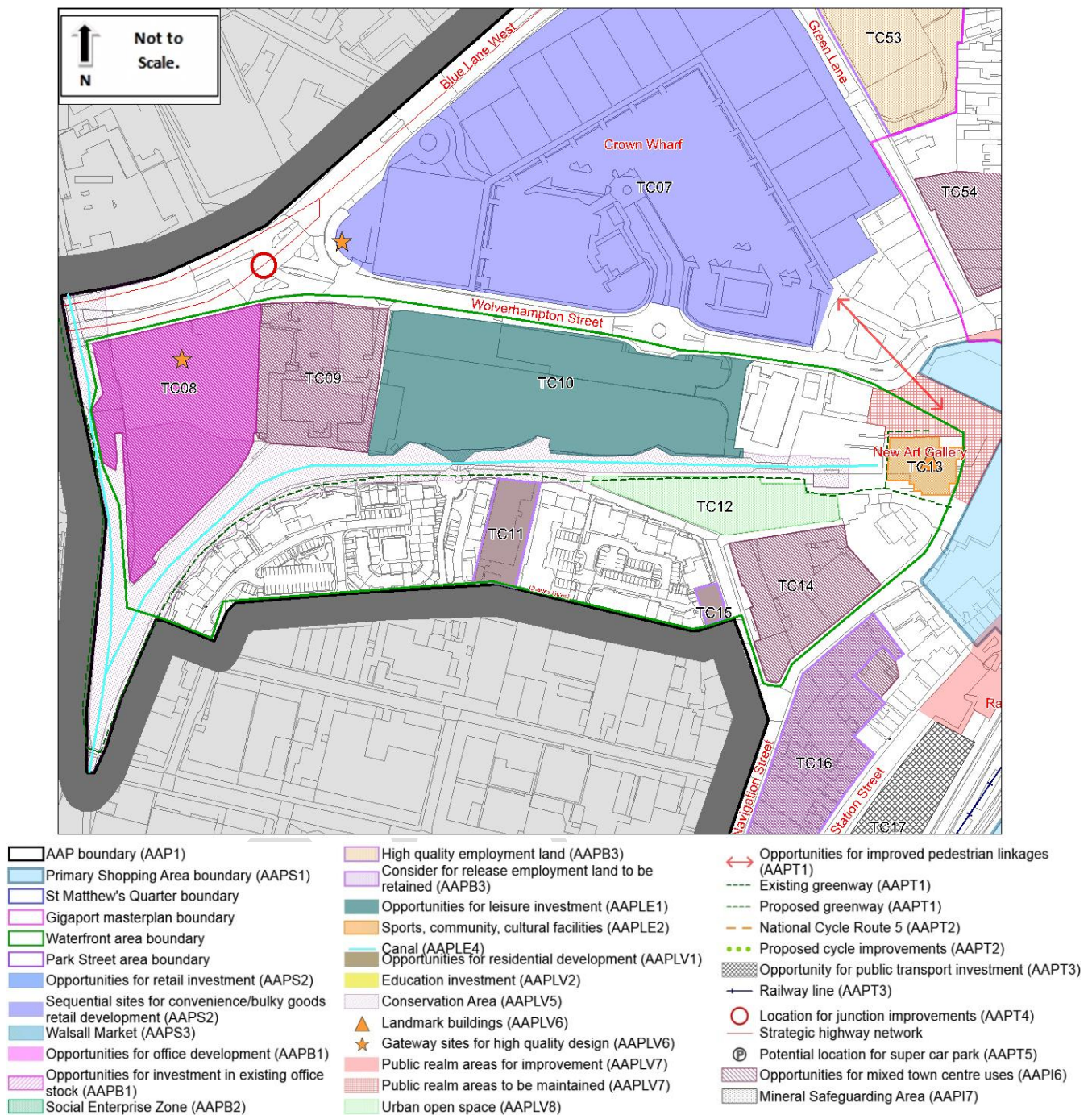
Waterfront North has been the location where the Council has sought to attract leisure development in the town centre, as per the Walsall Waterfront SPD, and the delivery of the 100-bedroom Premier Inn hotel and associated restaurant is the first investment of this nature. The next challenge therefore 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.

Waterfront Lex site 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 into a more comprehensive development opportunity.

Site Reference	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 town centre Characterisation study). Site within Limestone consideration area.
TC08	Waterfront Lex	Mixed use – including office		4,824 sqm over 5 storeys (estimate from potential end user)	Medium term (2-5 years)	Access issues from Wolverhampton Road. Contamination & remediation issues. Southern part of the site falls within Walsall Locks Conservation Area. Frontage could be strengthened and potential location for landmark building (as per town centre Characterisation study). Part of site in Limestone mine consideration zone. Air quality issues along Wolverhampton

						Street. Potential noise issues at Wolverhampton Road.
TC09	Holiday Hypermarket	Mixed use		8,454 sqm over 3 storeys (estimate)	Long term (5-10 years)	Part of the site falls within Walsall Locks Conservation Area. Limestone mine consideration zone. Site within Limestone consideration area. Air quality issues along Wolverhampton Street.
TC14	William House and Stafford Works	Mixed use		8,538 sqm over 4 storeys (estimate)	Medium term (2-5 years)	High sensitivity (level 2) as per town centre Characterisation study. Part of site in Limestone consideration area.
TC11	Kirkpatricks site	Housing	Consider for release employment land	Approx. 40 residential units over 4 storeys (estimate)	Long term (5-10 years)	Site within Limestone consideration area.
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)	





**Figure 8.3 Waterfront area.**

### Policy AAP14 Question

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified.

Please give reasons for your answers and where possible provide evidence and suggested changes.

#### **8.4.2 Evidence**

- DTZ Viability and Deliverability Study 2015

#### **8.4.3 Delivery**

- Through the appropriate consideration of planning applications.

#### **8.4.4 Monitoring**

- Amount of new development with the Waterfront boundary that accords with the policy

### **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 AAP15: Park Street shopping core**

**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 AAP2).**

**Developments in Park Street will be expected to positively contribute to the street scene and create active frontages, complementing the existing built environment, particularly those buildings which are listed or locally listed and those which fall within Conservation Areas (AAP1, AAPLV6).**

**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 AAP3) 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 AAP1).**

**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 (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. 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.

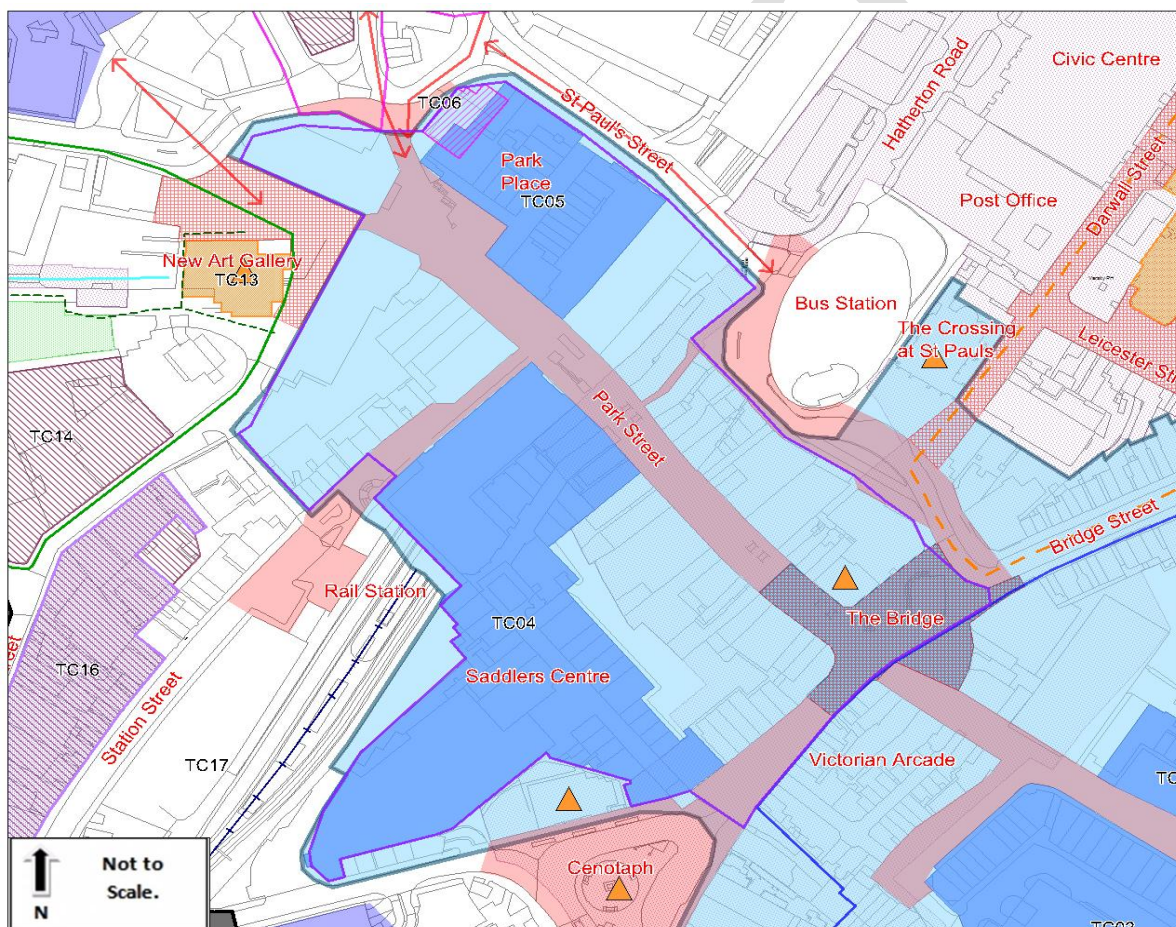
It is recognised that improvements are needed to Park Street's public realm to create a high quality shopping destination. The Council has therefore identified this as the key area for public realm schemes and will look to build on the public realm implemented as part of the new Walsall Market which will act as a focal point for the centre (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 (AAPS1). Particular areas in need of improvements have been identified on the AAP Policy 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 Reference	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. Part of site is high sensitivity (level 2) as per town centre Characterisation study.



TC05	Park Place	Retail opportunities for investment/reconfiguration (Policy AAPB2: New Retail development)	Within the PSA	7,210 sqm (refurbishment)	Long term (5-10 years)	Frontage could be strengthened (as per town centre Characterisation study).
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 town centre Characterisation study).



- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>AAP boundary (AAP1)</li> <li>Primary Shopping Area boundary (AAPS1)</li> <li>St Matthew's Quarter boundary</li> <li>Gigaport masterplan boundary</li> <li>Waterfront area boundary</li> <li>Park Street area boundary</li> <li>Opportunities for retail investment (AAPS2)</li> <li>Sequential sites for convenience/bulky goods retail development (AAPS2)</li> <li>Walsall Market (AAPS3)</li> <li>Opportunities for office development (AAPB1)</li> <li>Opportunities for investment in existing office stock (AAPB1)</li> <li>Social Enterprise Zone (AAPB2)</li> </ul> | <ul style="list-style-type: none"> <li>High quality employment land (AAPB3)</li> <li>Consider for release employment land to be retained (AAPB3)</li> <li>Opportunities for leisure investment (AAPLE1)</li> <li>Sports, community, cultural facilities (AAPLE2)</li> <li>Canal (AAPLE4)</li> <li>Opportunities for residential development (AAPLV1)</li> <li>Education investment (AAPLV2)</li> <li>Conservation Area (AAPLV5)</li> <li>Landmark buildings (AAPLV6)</li> <li>Gateway sites for high quality design (AAPLV6)</li> <li>Public realm areas for improvement (AAPLV7)</li> <li>Public realm areas to be maintained (AAPLV7)</li> <li>Urban open space (AAPLV8)</li> </ul> | <ul style="list-style-type: none"> <li>Opportunities for improved pedestrian linkages (AAP1)</li> <li>Existing greenway (AAP1)</li> <li>Proposed greenway (AAP1)</li> <li>National Cycle Route 5 (AAP2)</li> <li>Proposed cycle improvements (AAP2)</li> <li>Opportunity for public transport investment (AAP3)</li> <li>Railway line (AAP3)</li> <li>Location for junction improvements (AAP4)</li> <li>Strategic highway network</li> <li>Potential location for super car park (AAP5)</li> <li>Opportunities for mixed town centre uses (AAP6)</li> <li>Mineral Safeguarding Area (AAP7)</li> </ul> |
|--|---|--|

Figure 8.4: Park Street area

**Policy AAP15 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**8.5.2 Evidence**

- DTZ Viability and Deliverability Study 2015

**8.5.3 Delivery**

- Through the appropriate consideration of planning applications.
- Through working with applicants and where necessary direct Council involvement in schemes.

**8.5.4 Monitoring**

- Amount of new development with the Park Street boundary that accords with the policy

## 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 AAPI6: Secondary Development Sites**

**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:**

- a) Accord with all other policies within the plan,**
- b) Demonstrate that where there are active uses on the sites making up the development opportunities that these can be positively relocated,**
- c) Be a comprehensive scheme which makes the best use of land,**
- d) Have consideration for the character of the area and be of high quality design.**

**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.**

**There may be other development sites that aren't identified 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 Reference	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. High sensitivity (level 2) as per town centre Characterisation study.
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	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 town centre Characterisation study. Air quality issues along Wednesbury Road.



		environment can be created.				
TC21	Bradford Street area	Town centre uses other than A1 retail. Residential will be supported on upper floors.	Mountrath Street Council owned car park provides redevelopment opportunity. Bradford Street is busy route into the town centre.	34,326 sqm over 3 storeys (estimate)	Long term (5-10 years)	Some parts within Bradford Street Conservation Area. Most of site is high sensitivity (levels 1 and 2) as per town centre Characterisation study. Air quality issues along Wednesbury Road and Mountrath Street.
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. High sensitivity (level 2) as per town centre Characterisation study. Air quality issues along Mountrath Street.
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 town centre Characterisation study. Air quality issues along Upper Hall Lane.
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)	Air quality issues at junction of Mountrath Street/ Upper Hall Lane.
TC27	New Street	Town centre uses	Consider for release	4,047 sqm over 2	Long term (5-	Air quality issues along

		other than A1 retail. Residential uses will be supported where a high quality living environment can be created.	employment land	storeys (estimate)	10 years)	Dudley Street/ Peal Street.
TC30	Ablewell Street (east)	Town centre uses other than A1 retail. 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.	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. Part of site is high sensitivity (level 2) and some parts of the frontage could be strengthened, as per town centre Characterisation study. Some air quality issues at Ablewell Street.
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 town centre Characterisation study. Some air quality issues along Upper Rushall Street.
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)	Some air quality issues along Upper Rushall Street.
TC33	Tameway Tower	Investment in	Vacant/ under-utilised	9,432 sqm	Long term (5-	

		existing office stock	office building	(refurbishment)	10 years)	
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)	Part of site is within flood zone 2. Small parts of site are high sensitivity (level 1) as per town centre Characterisation study. Some air quality issues along Lower Rushall Street.
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)	Frontage could be strengthened (as per town centre Characterisation study). Some air quality issues along Lower Rushall Street.
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)	High sensitivity (level 2) as per town centre Characterisation study.
TC47	North of Portland Street	Education Office	Consider for release employment land	11,026 sqm over 3 storeys	Long term (5-10 years)	Part of site is within flood zone 2.

			within Gigaport masterplan area and close proximity to Walsall College	(estimate)		Site within Limestone consideration area.
TC48	21 Portland Street	Education Office	Consider for release employment land within Gigaport masterplan area. Walsall College has consent for conversion to educational facility.		Medium term (2-5 years)	Site within Limestone consideration area. Some air quality issues along Portland Street.

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### 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 AAP12-5 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 AAP13: Walsall Gigaport and AAP14: 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.

#### **Policy AAP16 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

### 8.6.2 Evidence

- DTZ Viability and Deliverability Study 2015

### 8.6.3 Delivery

- Through the appropriate consideration of planning applications.

### 8.6.4 Monitoring

- Amount of new development with the Park Street boundary that accords with the policy

## 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 constrained by abnormal development costs. The Council is proactive at working with developers and landowners to address site constraints and the policy below provides the information to developers to allow constraints to be fully considered.

### **Policy AAPI7: Addressing Potential Site Constraints**

**The Council will work with developers and land owners 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.**

**In the event 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, and should meet the requirements of NPPF Paragraph 102, and related national planning guidance.**

**The Council require Flood Risk Assessments (FRAs) to be provided in support of planning applications for:**

- 1. All development proposals within Flood Zone 1 covering an area of 1 hectare or more.**
- 2. Development proposals in Flood Zones 2 and 3, including minor development and change of use.**
- 3. Development less than 1 hectare in Flood Zone 1, including change of use in development type to a more vulnerable class (e.g. commercial to residential), where they could be affected by sources of flooding other than**

rivers (e.g. surface water flooding), and major development (e.g. residential applications 10+ dwellings).

4. Development in an area within Flood Zone 1 which has been identified by the Environment Agency as having a critical drainage problem.

All major development proposals will incorporate a sustainable drainage system (SDS) to manage surface water runoff, unless the applicant can demonstrate it is inappropriate to do so.

#### **b) Air Quality**

Developments will need to accord with BCCS Policy ENV8 Air Quality. Where schemes for sensitive uses (residential, education, health care facilities) are proposed in areas where air quality does not meet national air quality objectives an appropriate air quality assessment will be required. Mitigation measures may be necessary in some locations 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. Proposal for residential developments and other sensitive uses such as health care should be designed in a way to reduce the impact of noise from the road network and from leisure uses.

#### **d) Ground Contamination and Ground Conditions**

Developers will be expected to undertake the ground contamination and condition investigations 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.

#### **e) Minerals Safeguarding Area (MSA)**

A minerals safeguarding area (MSA) is defined on the AAP Policies Map. 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

**AAP17(a) Flooding:** The main watercourse under the town centre (Ford Brook) was culverted in the late 1970s/ early 1980s, and whilst this provides a reasonable degree of flood protection, in extreme events or if a blockage occurs, the town centre could be affected by flooding. With climate change, the risk of flooding is likely to increase and the long-term sustainability and management of watercourses in the town centre needs to be considered as part of the AAP.

The Council is in the process of updating the Strategic Flood Risk Assessment for the Borough. The Functional Floodplain (Flood Zone 3b) shown on **Figure xx** 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.

**Map to be inserted.**

**AAP17(b) Air Quality:** Air pollution is 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. **Figure XX** shows the areas of air quality (nitrogen dioxide, NO<sub>2</sub>) exceedence 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.

**Map to be inserted.**

**AAP17(c) Noise:** There may be some areas in the town centre, such as along the ring road, where the 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 a busy road and include mitigation methods such as the siting and design of the building. Some leisure uses in the centre, especially those which operating in the evenings, may also create higher levels of noise. Proposals for residential will not be supported near to such uses unless it can be demonstrated that any impacts can be mitigated. Securing a high 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 of these uses.

**AAP17(d) Ground Contamination and Ground Conditions:** Significant areas of land within the Borough have been developed and redeveloped over time with consequential impact upon the underlying ground conditions. Areas in the Borough where potentially difficult ground conditions may be encountered have been shown as indicative hatched areas on **Figure xx** 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 land use and;
- Near surface or open cast coal mining

Potential new sites for allocation that fall within these indicative areas may be affected by one or more of the ground conditions set out above and where the Council is aware of issues these have been included as part of the site information tables. It should be made clear that 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 viability.

**AAP17(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. The minerals most commonly exploited in this way are coal and construction aggregates. 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.

**Policy AAP17 Question**

Do you: a) Support the policy b) Support the policy with suggested changes c) Disagree with the principle of the policy d) Disagree with the wording or e) Disagree with the sites identified

Please give reasons for your answers and where possible provide evidence and suggested changes.

**8.7.2 Evidence**

- DTZ Viability and Deliverability Study 2015
- 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

**8.7.3 Delivery**

- Working with applicants of planning proposals

**8.7.4 Monitoring**

- COI ENV5 – Number of planning permissions granted contrary to EA advice on flooding and water quality ground
- LOI ENV8 – Proportion of planning permission granted in accordance with Air Quality/Environmental Protection Section’s recommendations.
- LOI MIN1 – 5 of non-mineral development proposals approved within the MSA (falling within the policy thresholds) which do not needlessly sterilise mineral resources.

Map to be inserted.

## 9. Get Involved

We want our residents and other interested parties to inform the development of our plans. Your views (where possible, supported by evidence) are important, and the Council wants to receive them during the 8 week consultation period ....

You can view these documents and respond online by visiting **[www.walsall.gov.uk/planning\\_2026](http://www.walsall.gov.uk/planning_2026)**. Paper copies of the documents are also available to view at your local library.

### What happens next?

Following the consultation period, a consultation report will be produced which will outline the comments which were received and how they have been used to inform the next stage of the AAP. This document will be available to view using the 'Planning 2026' tab as above.

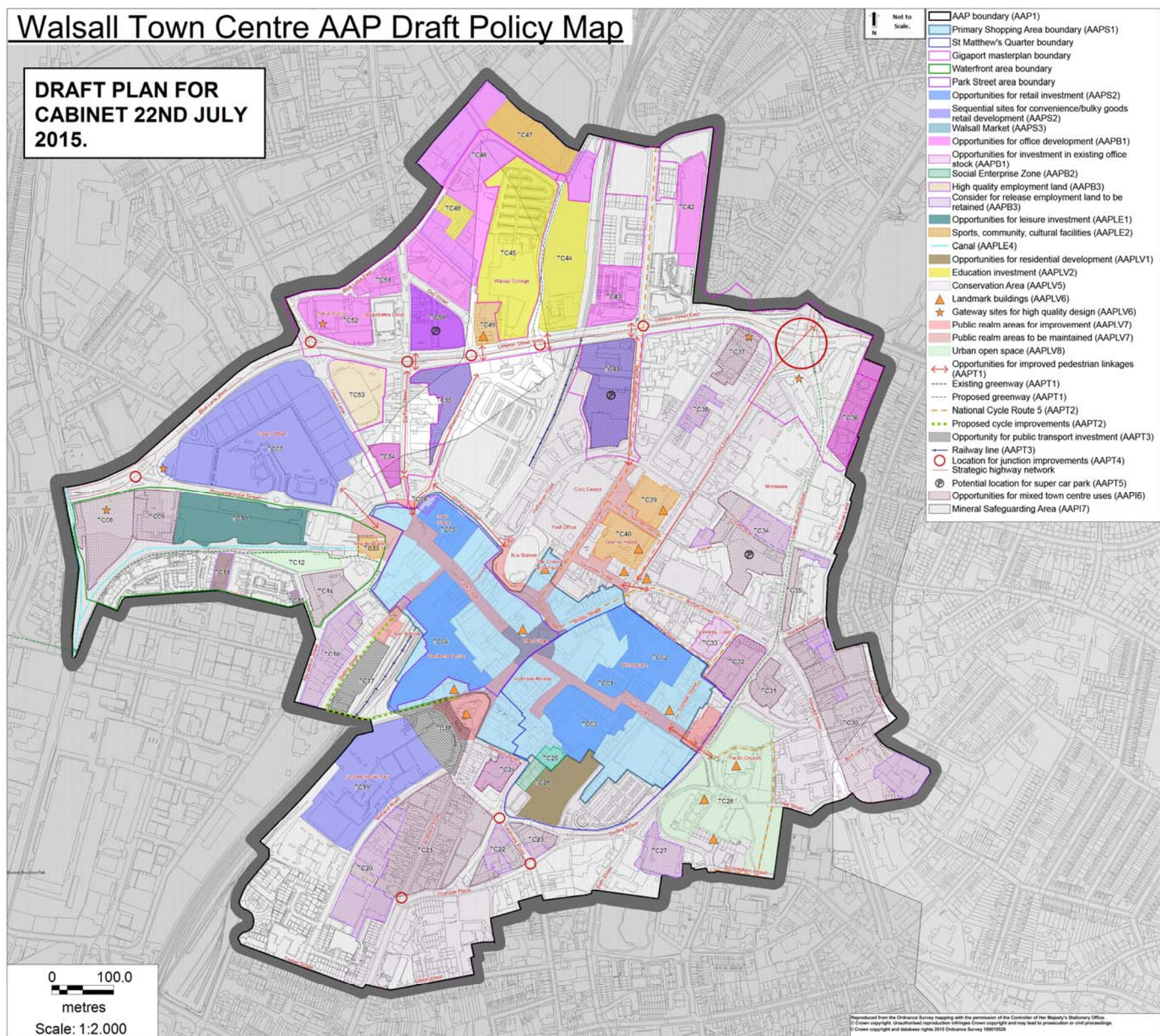
The responses received during consultation will be an important source of information which will be used to help shape the final version of the plan. This will be submitted to the Secretary of State and will be subject to an Examination by an independent Planning Inspector who will test the soundness of the Plan and produce a report setting out what changes, if any, are required.

Throughout the AAP process the Council will continue to collect evidence, react to currently unknown development proposals and evaluate the options. This will help to ensure that the emerging planning policy is up to date, robust and considered deliverable.



# Walsall Town Centre AAP Draft Policy Map

**DRAFT PLAN FOR  
CABINET 22ND JULY  
2015.**







# **Walsall Council Preliminary Draft Charging Schedule**

## Community Infrastructure Levy (CIL)

Consultation 2015



**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) Preliminary Draft Charging Schedule, attached as Appendix 1, has been published by Walsall Council for consultation. Comments are sought by **date to be inserted**. 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 just under £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 100m<sup>2</sup> 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.

## **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 alongside this consultation and the draft Regulation 123 list will be published alongside the draft CIL Charging Schedule in 2016.

## **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 this consultation, the Council will take into consideration any comments received and will consult on a Draft Charging Schedule in early 2016. 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. The Council will prepare further documents prior to the introduction of the CIL Charge, providing information on how it will operate in Walsall, including an instalment policy, any options for payments in kind and details of any discretionary relief policy which may be introduced.

## Appendix 1

### PRELIMINARY 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:**

Table 4

	<b>Residential (£ per sq m)<sup>1</sup></b>			
	<b>Below 15 Units (all other housing developments)</b>	<b>Above 15 Units &amp; Below 40 Units (all other housing developments)</b>	<b>Below 40 Units (Flats)</b>	<b>Above 40 Units (all housing developments)</b>
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*
<b>Commercial Development (£ per sq m)<sup>2</sup></b>				
<b>Non-Food Retail Warehousing<sup>3</sup></b>				
Any Location	£75			
<b>Food Retail (&gt;2,000 sqm)<sup>4</sup></b>				
Any Location	£100			
<b>All Other Uses</b>	£0			

**\*£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.**

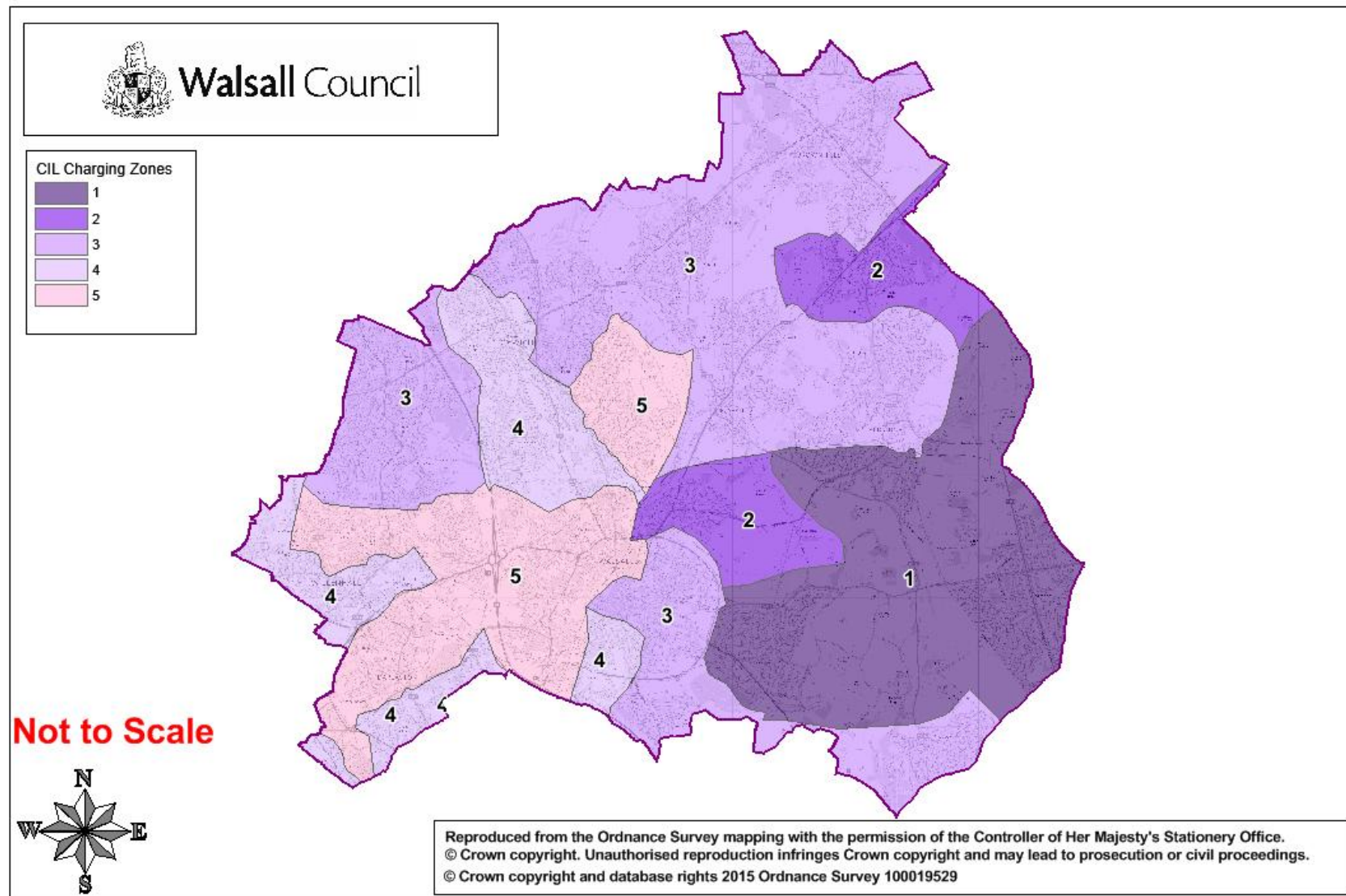
<sup>1</sup> Excluding Residential Care Homes.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> 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 CIL Preliminary Draft Charging Schedule. They are all available on the Council's website at:

- CIL Viability Study – *link to be inserted*
- Infrastructure Delivery Plan (IDP) - *link to be inserted*

## 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 will be considered in more detail as part of the draft Regulation 123 List in 2016 and published alongside the consultation on the Draft CIL Charging Schedule:

### ***Likely 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; and
- Site specific flood mitigation / resilience measures.

### ***Examples of infrastructure likely to be funded by CIL***

- 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 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.

## Appendix 2 – Community Infrastructure Levy Preliminary Draft Charging Schedule Response Form

If you do wish to make comments on the Preliminary 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 ***date to be inserted*** either by post to:

Planning Policy, Environment and Economy, 2<sup>nd</sup> Floor Civic Centre, Darwall Street, Walsall, WS1 1DG, or by email to: [PlanningPolicy@Walsall.gov.uk](mailto: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.

<b><i>Your Details</i></b>	
<b>Name</b>	
<b>Organisation (where relevant)</b>	
<b>Job Title (where relevant)</b>	
<b>Address (inc post code)</b>	
<b>Telephone Number</b>	
<b>Email Address</b>	

**Q1. Do you have any comments to make on Walsall's Preliminary Draft CIL Charging Schedule and supporting information?**

--

**Thank you for completing the questionnaire.**



**Planning Policy Team**

Planning and Building Control

Walsall Council

Darwall Street

Walsall

WS1 1DG

Telephone: 01922 658020

Fax: 01922 652670

Email: [planningpolicy@walsall.gov.uk](mailto:planningpolicy@walsall.gov.uk)

Website: [www.walsall.gov.uk/planning\\_policy](http://www.walsall.gov.uk/planning_policy)

Infrastructure	Estimated Total Cost in £	Estimated Funding Available in £	Funding Source	Funding Gap in £	Evidence Base	Comments
<b>Highways Improvements and Transport Infrastructure</b>						
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 likley 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 electification 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						
			<b>Total Funding Gap</b>	<b>£149,649,000</b>		

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.	
Improvement / maintenance of towpaths, access points & surface water discharge etc as a result of canalside development proposed in SAD.	£	£	CIL or Planning Obligations - any other source?	£	Representation from Canal & River Trust on Issues and Options Consultation June 2013	Evidence and funding streams are required to be submitted to the Council by the Canal and River Trust.

Managing Short Trips - Canal Towpath improvements including new links between Walsall Train Station, Walsall Hospital and Darlaston town centre.	£4,200,000	£4,200,000	Local Growth Fund	0		
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		
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	
			<b>Total Funding Gap</b>	<b>12,200,000</b>		
<b><i>Flood Risk / Water Infrastructure</i></b>						
Sneyd Brook - investigate and look at options available for improvements to water quality.	£15,000.00	£?	Applying for Flood Defence Funding	£?	?	
			<b>Total Funding Gap</b>			
<b><i>Nature Conservation / Environmental Infrastructure</i></b>						
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	
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	

<b>Green Space Strategy Improvement Plan - future management, maintenance and development of all green space across the Borough.</b>	£1,000,000	£0	None at present	£1,000,000	Green Space Strategy	Green Space Strategy to be revised in 2017.
<b>Hay Head Wood car park - significant upgrading.</b>	£20,000	£0	None at present	£20,000	Green Space Strategy	
<b>Walsall Country Park (Hay Head Wood) - upgrading footpath links.</b>	£25,000	£0	None at present	£25,000	Green Space Strategy	
<b>Hill Hook tree planting scheme</b>	£10,000	£0	None at present	£10,000	Urban Forest Strategy	
<b>Walsall Country Park (Hill Hook) - upgrading footpath links.</b>	£50,000	£0	None at present	£50,000	Green Space Strategy	
<b>IT equipment - integrate green space infrastructure and grounds maintenance inspection systems.</b>	£20,000	£0	None at present	£20,000	Green Space Strategy	
<b>Kings Hill Park bank stabilisation - structural survey and if necessary undertake bank stabilisation works.</b>	£75,000	£0	None at present	£75,000	Land movement identified during repair works.	
<b>Merchants Way - hardstanding area.</b>	£120,000	£0	None at present	£120,000	Recycling Strategy	
<b>Play Strategy Delivery Plan</b>	£1,000,000	£0	None at present	£1,000,000	Play Strategy	
<b>Barr Beacon - footpath / access improvements</b>	£13,000	£0	None at present	£13,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
<b>Barr Beacon - Pedestrian crossing points on Beacon Road, Bridle Lane and Pinfold Lane.</b>	£180,000	£0	None at present	£180,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
<b>Barr Beacon Quarry bridlepath</b>	£60,000	£0	None at present	£60,000	Green Space Strategy	
<b>Beacon Lodge - Visitor Centre</b>	£1,000,000	£0	None at present	£1,000,000	Green Space Strategy, Black Country Geodiversity Action Plan and the proposed Black Country GeoPark.	
<b>Bentley Chapel Heritage Centre</b>	£252,000	£0	None at present	£252,000		
<b>Covert / cctv cameras - flytipping and other criminal activity</b>	£20,000	£0	None at present	£20,000	Green Space Strategy	
<b>Walsall Country Park (Cuckoos Nook and The Dingle) - upgrading footpath links.</b>	£120,000	£0	Potential European funding TBC	£120,000	Green Space Strategy	
<b>Environmental Depot Timber Storage Area</b>	£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		
			<b>Total Funding Gap</b>	<b>£6,332,000</b>		
<b>Public Realm Infrastructure</b>						
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		
			<b>Total Funding Gap</b>	<b>£10,455,000</b>		
		<b>GRAND TOTAL FUNDING GAP</b>		<b>£179,636,000</b>		