



A Joint Core Strategy for the Black Country

Black Country Core Strategy Publication Document

November 2009

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Arabic

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Bengali

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Chinese

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Gujarati

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Punjabi

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Urdu

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FOREWORD

The Black Country Core Strategy: Our Distinctive Approach

The Black Country forms a distinctive sub-region in terms of its economic history, settlement form and topography which has led to the 4 local authorities having a shared set of social, economic and environmental issues to respond to, often on a cross-boundary basis. This has led us to work together on the Black Country Vision and Study establishing a clear and shared set of ambitions and direction of travel with an agreed economic and spatial strategy.

There is a common will amongst the authorities and an agreed political consensus, to meet the challenges and make the changes that will transform the Black Country. Our Core Strategy is bold, reflecting our shared goals of creating a growing, competitive and sustainable urban area which is a quality place in which to live and work for our existing population (1.1 million) and our future residents. Our Core Strategy is unique, not only that it will cover the largest population in England, but also in its ambitions.

The scale of the Black Country challenge requires long term commitment and mutual support, a sharing of skills and resources, and consideration of dedicated leadership and teams. We ourselves identified a huge transformational challenge through the Black Country Study and this is endorsed in The West Midlands Regional Spatial Strategy Phase One and draft Phase 2 Revision and now taken forward in this Core Strategy. We believe that the Black Country is up to the challenge. There is no alternative if the demands and aspirations of this and future generations are to be met.

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1. INTRODUCTION TO THE CORE STRATEGY

a. What is the Role of the Core Strategy?

- 1.1 The Black Country Core Strategy (which is referred to as the Core Strategy throughout the document) is visionary and transformational. It sets out how the Black Country should look in 2026 and establishes clear directions for change in order to achieve this transformation.
- 1.2 The Government encourages local authorities to explore and exploit opportunities for joint working on Core Strategies. Partnership working has been embraced by the Black Country local authorities of Dudley, Sandwell, Walsall and Wolverhampton as a logical response to the intertwined nature of the sub-region's challenges and opportunities. Joint working, through the Black Country Consortium, was key to delivery of the Black Country Study and the West Midlands Regional Spatial Strategy Phase 1 Revision (RSS), which dealt specifically with the Black Country.
- 1.3 Due to the strategic location of the Black Country at the heart of the region, the Core Strategy has been prepared in the context of spatial and economic relationships with adjacent areas of Birmingham, South Staffordshire, Worcestershire and with parts of Shropshire, particularly Telford and Wrekin.
- 1.4 The Core Strategy is a spatial plan, as required by current legislation, which means that it goes well beyond the traditional land-use based development plan and addresses a wide range of activities and interventions that are required to create sustainable communities across the whole of the Black Country. It provides a clear spatial or locational dimension to the regeneration and renaissance of the area, addressing its economic, transportation, social infrastructure and environmental needs whilst reducing its carbon footprint and helping to tackle climate change.
- 1.5 This submission report also represents a major stage in the Black Country Local Authorities work to replace their Unitary Development Plans (UDPs) with new Local Development Frameworks (LDFs). The requirement to produce an LDF was established by the Planning and Compulsory Purchase Act 2004 which came into force in September 2004. Together with the Regional Spatial Strategy, the Local Development Framework forms what is called 'the Development Plan'. This is the template against which planning applications and regeneration programmes are tested. The LDF also has a key role in providing a spatial dimension for many other strategies, in particular the Sustainable Community Strategy and helping in their coordination and delivery throughout local planning authority areas.
- 1.6 The statutory Development Plan for the Black Country will comprise:
 - the overall strategy for the sub-region set out in RSS,
 - the Core Strategy, setting out a detailed spatial strategy and the policies and mechanisms needed for delivery across the Black Country and;
 - a series of Area Action Plans, Site Allocations Documents and other Local Development Documents prepared by individual local authorities, containing site allocations, detailed policies and local implementation mechanisms for specific areas. A number of Area Action Plans are already adopted and others are in progress.
- 1.7 The Core Strategy has been developed through a comprehensive and inclusive process which began with the preparation of the Black Country Study and the RSS Phase 1 Revision, adopted in 2008. An Issues and Options consultation took place in June-July 2007, followed by a Preferred Options consultation in March 2008. Throughout this process there have been opportunities to integrate the emerging Core Strategy with emerging Sustainable Communities Strategies, culminating in the publication of the Core Strategy in November 2009.

- 1.8 The process has involved public and stakeholder engagement at every stage and has considered all reasonable options and approaches to delivering the changes required to transform the Black Country into a series of sustainable local communities where people want to live, work and visit.

Structure of the Core Strategy

- 1.9 The Core Strategy is structured as follows:

Chapters 1, 2 & 9

- Set out a spatial portrait of the area as it is now and summarise the main issues facing the Black Country up to 2026
- Outline the key regional, sub-regional and local context within which the Core Strategy has been prepared, including links to other documents such as Sustainable Community Strategies
- Set out the Core Strategy Vision, Sustainability Principles and Spatial Objectives
- Detail the Spatial Strategy for the Black Country
- Include a series of Core Spatial Policies to provide a framework for the more detailed thematic policies
- Set out how the Core Strategy will be delivered and monitored

Chapters 3-8

- include a series of more detailed policies and proposals that are required to achieve the Core Strategy Vision. They reflect the key elements of the Vision and are grouped into seven sections – Creating Sustainable Communities; Economy, Employment and Centres; Transportation and Accessibility; Environmental Infrastructure; Waste; Minerals; and Monitoring.

Appendices

The Appendices include more detailed information on a number of aspects of the Core Strategy. Appendix 2 sets out the detailed development framework, or Spatial Strategy, for each of the Regeneration Corridors and Strategic Centres. This includes broad locations for new development and the key infrastructure improvements necessary to ensure the delivery of the Strategy. Appendix 8 lists, for each local authority, the current UDP policies and proposals which will be superseded by Core Strategy policies and proposals upon adoption. The Proposals Map changes which accompany these lists are provided separately.

b. THE BLACK COUNTRY TODAY – A SPATIAL PORTRAIT

LOCATION

- 1.10 The Black Country comprises the Boroughs of Dudley, Sandwell, Walsall and the City of Wolverhampton, covers 356 sq kilometres and sits at the heart of England, forming the western part of the West Midlands Metropolitan Area, the largest conurbation outside London.
- 1.11 The Black Country is adjoined by some very different neighbours, with Birmingham, the UK's largest Local Authority, to the east, whilst to the north, south and west are smaller rural Districts in Staffordshire and Worcestershire, including a necklace of small towns - Cannock, Lichfield, Bromsgrove and Kidderminster.

- 1.12 The Black Country lies at the heart of the West Midlands transport hub, with national rail and motorway links north, south, east and west, notably the West Coast Main Line and the M5 and M6 motorways.

TOPOGRAPHY

- 1.13 Relative to its size the Black Country is the most geologically diverse area on the planet, and the richness and variety of its' mineral deposits have created a legacy which still shapes the Black Country today.
- 1.14 Historic buildings and other structures made from locally produced bricks, tiles and stone make a significant contribution to the character of many of our town and district centres, most notably Dudley Town Centre. The geodiversity, of the Black Country also influences the natural environment and biodiversity through influence on soil type and hydrology. The restoration or return to nature of former mineral workings has also provided important recreational resources and wildlife habitats, such as Wren's Nest and Baggeridge Country Park in Dudley and Cuckoo's Nook and the Dingle in Walsall.
- 1.15 There is hardly any part of the Black Country without mineral resources, although mineral working today is confined to a few quarries concentrated in the Kingswinford / Pensnett areas of Dudley and the Aldridge / Stubbers Green areas of Walsall. The mineral resources present in the Black Country include Etruria Marl (a nationally scarce clay which is still worked today and used for brick and tile making), sand and gravel (also still worked, but in limited quantities), coal, fireclay, ironstone, limestone and dolerite. The South Staffordshire coal seam – 'the 30 foot seam' - which is the thickest in Great Britain outcrops at various places throughout the area.
- 1.16 The landscape is characterised by a number of prominent high points and beacons, still largely undeveloped, including the Sedgley to Northfield Ridge, the Queslett to Shire Oak Ridge, the Rowley Hills, the Sedgley Beacon, Wren's Nest, Castle Hill and Barr Beacon. The Black Country's overall elevation is demonstrated by the rather surprising fact that The Hawthorns, West Bromwich Albion's ground, is the highest above sea level of all the English Premiership and League football grounds.
- 1.17 The Black Country is at the watershed of two major rivers. The larger, south west, part of the Black Country drains into the River Severn via the River Stour, while to the north east, the River Tame carries water downstream to the River Trent. Many watercourses, particularly in the River Tame catchment, are culverted or in concrete channels through the urban areas.

HERITAGE

- 1.18 The Black Country today is very much a product of its industrial past. It has a special place in UK and world history as the area which pioneered the urbanisation of the industrial revolution, but its industrial past goes back much further to at least the 16th century and it was an important area of weapons manufacture during the Civil War.
- 1.19 The Industrial Revolution, however, had a significant impact and by the 19th century many of the towns and villages had their own specialist manufacturing such as chains at Cradley and hollowware at Lye, locks in Willenhall and Wolverhampton, and leather goods in Walsall. By Victorian times, the Black Country was one of the most heavily industrialised areas in the world, based on iron and coal and their many associated businesses. A dense network of railways, canals and tramways was developed to serve the industries and get the goods to markets around the world.

- 1.20 The Black Country at the height of the industrial revolution is typified by the quote in 1862 by Elihu Burritt, the American consul to Birmingham, who described the area as 'black by day and red by night' and by the belief that the grim region of Mordor (dark land) in J.R.R. Tolkien's 'Lord of the Rings' is based on the Black Country.
- 1.21 It is popularly believed that the Black Country got its name from heavy industrial pollution although historians now believe that its derivation is much earlier arising from the coal outcroppings and the resultant very black soil. Irrespective, there is no doubt that the industrial revolution and the pollution that came with it has created a very unusual urban structure and left a legacy of important industrial heritage together with a series of post industrial challenges.

URBAN STRUCTURE

- 1.22 The word polycentric could have been invented for the Black Country, with its urban structure arising directly from its industrial heritage. Each village or town developed into a strong community with distinctive characteristics, often based on a particular manufacturing specialism. These settlements have now largely coalesced into a continuous urban area, but local identities and loyalties still remain important. There are some 25 towns and 4 major strategic centres, Brierley Hill, Walsall, West Bromwich and Wolverhampton. The denseness of the urban area and the number of centres created particularly complex movement patterns and led to a complicated transport network.
- 1.23 The legacy of the Black Country's industrial past and the changing economic situation has resulted in significant areas of ground contamination, hidden mine workings and dereliction, and also the abandonment of many canals and railways lines. However, these abandoned areas now provide significant opportunities for reversing decline, repairing environmental damage and creating more healthy and sustainable communities. For example, on-site recycling of construction, demolition and excavation waste as part of the land remediation process helps to maintain supplies of aggregates for building and engineering. Currently, the majority of the Black Country's supply of aggregates is believed to come from secondary or recycled sources or from outside the area, as the Black Country produces very little primary land won aggregate. Restoration of former limestone workings and mines also provides opportunities for disposal of inert (non-biodegradable) wastes.
- 1.24 Beyond its industrial heartland, the character of the Black Country is quite different and varied. The green borderland, which has been designated as Green Belt, is most prominent in parts of Dudley, Walsall and the Sandwell Valley, and is a largely open landscape made up of agricultural land, woodland, nature reserves, sports and recreational facilities and scattered communities, containing fragile remnants of the ancient past. The urban fringe areas are also characterised by attractive, well treed suburbs with large houses in substantial gardens. Where areas are still affected by quarrying, in most cases visual impacts have been minimised by screening and planting.

ECONOMY

- 1.25 Until the 1980s the Black Country, together with Birmingham and Coventry, was the powerhouse of Britain's manufacturing economy and the home to internationally known companies such as Stewart and Lloyd (later part of British Steel), Holcrofts, Mander Paints, Goodyear, Joseph Sankey (later part of GKN) Boak, Chubb, Avery and Legg. The area also has a tradition in brewing including Banks (the Wolverhampton and Dudley Brewery now part of Marstons), Mitchells and Butlers at the Cape Hill Brewery in Sandwell, Bathams and Holdens together with many small local brewerries often linked to individual public houses. With the on-set of globalisation and changing economic imperatives, manufacturing has declined

although it still remains a vital part of the local economy with over 18% of all jobs still in this sector compared with 11% nationally.

- 1.26 There are over 100,000 fewer jobs today than in the 1970s resulting in about 450,000 being in work. In addition to manufacturing the biggest employment sectors are now public administration, including education and health at 26%, and the growing distribution and logistics sector at 23%, which benefits from the area's central location in the UK.
- 1.27 The waste management sector provides an important element of the Black Country's infrastructure. Altogether, there are more than 200 waste management facilities, including some of the largest commercial waste management facilities in the country. The facilities are mostly concentrated in employment areas, the main exception being landfill sites which are mainly on the periphery of the urban areas, reflecting their origin as former mineral extraction sites. However, the Black Country does not have the full range of facilities necessary to manage the waste it produces.
- 1.28 A major issue for the whole of the West Midlands Region is its' output gap measured in Gross Added Value (GVA) compared to the national average which has been estimated by Advantage West Midlands to be £10bn per annum. A significant part of this, £2.4bn or about 30% is attributed to the Black Country and arises from 3 particular circumstances; people not in employment, skills deficit and a lack of economic dynamism, which results in a GVA shortfall of almost £4,400 per head of the population. 1 in 4 of the population have no formal qualifications and only 17.4% have degrees which is more than 10% below the national average.

THE PEOPLE

- 1.29 The Black Country is home to over 1.08 m people, nearly one fifth of the Region's population, comprising some 440,000 households. After years of decline the population is starting to increase, and loss due to migration is falling.
- 1.30 It is a very diverse community, with some 15% of people from Black, Minority and Ethnic (BME) origins, particularly from the Indian Sub Continent and the Caribbean, compared to the national average of 9%.
- 1.31 Whilst there are a number of attractive and popular housing districts, many parts of the core of the Black Country are dominated by concentrations of low priced private housing and large areas of social rented housing. Some 5.1% of the total dwelling stock is classed as unfit and 20% of Black Country communities are in the 10% most deprived in the country.
- 1.32 There is a low level of affluence with less than 15% of the population in Social Groups A and B compared to the national average of 22%.
- 1.33 Although levels of health and well-being vary across the Black Country, there are some common trends. Work by Sport England has identified consistently low levels of participation in sports and physical activity across the Black Country (16%) compared to both national (21%) and regional (19.3%) averages. Linked to this, health deprivation, measured as part of the Index of Local Deprivation, is also high, particularly in the traditional heart of the Black Country.

CULTURE

- 1.34 The Black Country's heritage and industrial legacy together with immigration has resulted in particularly diverse and distinctive local cultures focussed on strong loyalties to the many local communities. The area's industrial archaeology and heritage permeates the whole area and

continues to dominate the image of the area, from the canal network above ground to the limestone caverns beneath it.

GOVERNANCE

- 1.35 Until Local Government reorganisation in 1974 created the 4 Metropolitan Districts of Dudley, Sandwell, Walsall and Wolverhampton, the Black Country comprised some 21 Urban and Rural District Councils largely reflecting the range and distribution of the communities that still exist today.
- 1.36 The Governance arrangements which cover the Black Country today are complex and reflect the range of issues which need to be tackled. In addition to the Local Authorities themselves, all 4 are partners in the Black Country Consortium, whose remit is to enable and commission holistic regeneration across the Black Country by working with its partners in the public, private and third sectors.
- 1.37 Although there is no Joint Waste Authority, the four waste disposal/ collection authorities have informal joint working arrangements, and the Chief Officers and other senior officers have regular meetings and discussions. They have also assisted with the preparation of the waste policies in the strategy, ensuring that they are aligned with Municipal Waste Management Strategies.
- 1.38 National and Regional organisations such as the Homes and Communities Agency (HCA) and the Regional Development Agency - Advantage West Midlands (AWM) have key roles to play in the regeneration and growth of the area.
- 1.39 A range of bespoke delivery organisations have also been established with specific geographic remits including Urban Living and Evolve to deliver housing market renewal, Urban Regeneration Companies in Sandwell and Walsall, the Wolverhampton Development Company and special purpose vehicles such as New Heritage Regeneration Ltd in Dudley.
- 1.40 The Local Strategic Partnerships in each of the authority areas are key organisations in delivering Local Area Agreement targets and provide important perspectives on local issues and priorities.

THE OPPORTUNITIES

- 1.41 If current trends continue, employment in the Black Country will decline further, the income and productivity gap with the rest of the UK will continue to widen, net outward migration will persist and the population will fall. The result will be a reduction in quality of life and reduced access to opportunities for those who remain.
- 1.42 Many of the negatives can, and are, being turned around and provide the opportunities for sustained regeneration and renaissance, retaining the strength of the area's industrial heritage, whilst at the same time increasing economic growth, improving the housing stock, building business confidence, increasing environmental sustainability and tackling climate change.
- 1.43 The public and private sectors have a strong record of successful working in the Black Country and across the conurbation. However, the difficulty and complexity of the tasks ahead, exacerbated by the current economic downturn, require a particularly focussed and co-ordinated response to ensure that spatial planning, economic development, transport, regeneration, housing, carbon reduction and sustainability are all delivered in a mutually supportive manner. This Joint Core Strategy is one of the principal mechanisms by which this will be achieved.

C. What Are Our Guiding Principles?

i. Links with Existing Strategies

(a) The West Midlands Regional Spatial Strategy

- 1.44 The Black Country Core Strategy takes forward, for the period up to 2026, the longer-term aspirations of the Black Country local authorities and partners for urban renaissance in the Black Country up to 2033, as set out in the Black Country Study. These aspirations are firmly embedded in the West Midlands Regional Spatial Strategy (RSS), particularly through the Phase 1 Revision (2008). RSS sets out a broad spatial strategy and specific policies for the Black Country, reflecting the vital role the sub-region is expected to play in the achievement of urban renaissance in the Major Urban Areas.
- 1.45 RSS sets the following objectives for the Black Country, which provide the principal context for the Core Strategy:
- a) to reverse out-migration
 - accommodating within the Black Country all of the generated household growth from 2011
 - meeting at least the levels of housing provision identified in Policy CF3 table 1;
 - b) to raise income levels
 - raising demand and household incomes (average earnings, GDP per head and reducing unemployment) to the UK average by 2033;
 - c) to create an inclusive and cohesive society within the Black Country
 - removing barriers to opportunity
 - changing the socio economic mix by increasing the proportion of social grades A and B to match the national profile by 2033 or earlier;
 - d) to transform the Black Country Environment
 - protecting and enhancing the sub-region's environmental and heritage assets and biodiversity
 - implementing the Black Country as Urban Park concept.
- 1.46 RSS sets out a clear spatial strategy for the Black Country up to 2026. This strategy concentrates redevelopment and change in a network of key corridors and four Strategic Centres – Brierley Hill, Walsall, West Bromwich and Wolverhampton. The emerging RSS Phase 2 and Phase 3 Revisions have also been taken into account through the preparation process, where appropriate. The Phase 3 Revision has now been suspended, and will be carried forward through preparation of a Single Integrated Regional Strategy for the West Midlands Region.

(b) Adjacent Authorities

- 1.47 Liaison has taken place directly with the adjacent authorities and via the West Midlands Regional Assembly to ensure that the Core Strategy for the Black Country is compatible and co-ordinated with emerging Core Strategies in those authorities. Regard has also been had to the Core Strategy for Telford & Wrekin, which although not contiguous, has important links with the Black Country.
- 1.48 The RSS basically seeks to achieve urban and rural renaissance through a step change which concentrates new housing and employment growth primarily in the Major Urban Areas (MUA) and in a limited number of Settlements of Significant Development. Outside these areas growth is generally to be limited to meeting local needs.

- 1.49 The emerging Core Strategies for South Staffordshire, Cannock, Lichfield and Bromsgrove seek to consolidate their relationship with the Metropolitan MUA whilst promoting sustainable patterns of growth to best meet local needs and achieving Rural Renaissance.
- 1.50 Telford is a former New Town and is one of the identified Settlements of Significant Development and a designated Growth Point. It sits at the western end of the Wolverhampton High Tech Corridor emphasising the economic links with the Black Country. The approved Core Strategy adopted in December 2007 and the approved Area Action Plan for Central Telford set a framework to create a largely self contained sustainable community.
- 1.51 Walsall, Sandwell and Dudley all adjoin Birmingham on their eastern boundaries and the Core Strategy has had regard to the emerging Birmingham Core Strategy even though it is somewhat behind the Black Country timetable. Emerging policies are consistent with those for the Black Country and include a focus on brownfield land redevelopment, growth being focused on four priority areas, two of which have direct implications for the Black Country. These are development in South West Birmingham focusing on Longbridge as part of the Central Technology belt and the Western corridor based on the Urban Living Pathfinder and linking directly with Regeneration Corridors in Sandwell.
- 1.52 The Minerals and Waste Sections have been prepared in the context of the emerging minerals and waste policies in the RSS Phase 2 and Phase 3 Revisions, and in liaison with other Minerals and Waste Planning Authorities in the region through informal discussions and through forums such as the West Midlands Regional Minerals and Waste Officers' Group (RMWOG), the West Midlands Regional Technical Body for Waste (WMRTAB) and West Midlands Regional Aggregate Working Party (WMRAWP).

(c) Sustainable Community Strategies

- 1.53 The Core Strategy builds upon and adds a spatial dimension to the vision and objectives of the existing four Black Country Community Strategies, and will influence their development as they evolve into Sustainable Community Strategies.

Dudley

- 1.54 The Dudley Borough Challenge vision for 2020 is of sustainable, inclusive and connected communities across Dudley that actively realise their own potential, effectively supported by local services.
- 1.55 In light of this, the Dudley community Partnership's Strategy seeks to work toward Dudley Borough being a place where;
- businesses thrive and invest, and people are skilled for now and the future
 - people are healthy and have good mental health
 - people feel pride and belonging, and celebrate their heritage and varied culture
 - people care with pride for a natural and built environment that is attractive, healthy and safe
 - people are inspired to reach their full potential
 - people are safe and enjoy a sense of freedom from crime
- 1.56 The Dudley Borough Challenge recognises that activities are already taking place that seeks to improve, either directly or indirectly, the quality of life for people living and working in the Borough.

- 1.57 The Challenge however is to address those priorities identified within it, through shared resources and effort, to fulfil the Challenge outcomes and bring about strong communities.

Sandwell

- 1.58 The Sandwell Plan 2008 sets out the vision and priorities for the borough to 2021. The Sandwell partnership has spoken to local people, councillors, local businesses, voluntary/community and public sector organisations in Sandwell and found that there is a remarkable amount of agreement about what is wanted for the Borough in the coming years. It is agreed that, above all, the Sandwell of 2021 should be a place where people want to live and work.
- 1.59 Out of these conversations has come a Vision for Sandwell:
Sandwell: Great People, Great Place, Great Prospects
- *People will choose Sandwell for their home, their job and their leisure*
 - *An inspiring place, easy to get around, with quality homes, schools, shops and great places to go*
 - *Sandwell will realise its abundant talent and potential through the success of its businesses, schools and communities*
- 1.60 In addition to working towards the transformation of Sandwell, stakeholders have identified four key factors that need to be at the heart of our future improvement and regeneration:
1. *Fair*
A Sandwell that is fair for everyone, where no-one is disadvantaged
 2. *Listening and Responsive*
A Sandwell that is inclusive, where people are actively involved in their town and neighbourhood
 3. *Cohesive*
A place where people get on well together as the population becomes more diverse
 4. *Sustainable*
The creation of a strong and healthy society alongside a sustainable economy

Walsall

- 1.61 Walsall's Sustainable Community Strategy aims to engage all key partners to work together to develop a plan targeted at sustainable actions that promote the economic, social and environmental well-being of the borough while safeguarding the prospects of future generations.
- 1.62 Through extensive research and consultation, the strategy has been able to identify a number of aspirations which people living and working in Walsall have for their future. This has allowed Walsall Partnership to develop a 12 year plan for the borough which sets out priorities and how they are to be achieved.
- 1.63 The plan includes a number of aspirations for Walsall but there are three overarching aims which feed through all of the strategy:
- reduce inequalities and narrow the gap between the least and most affluent individuals and communities, while raising the quality of life for everyone
 - ensure sustainability as we deliver social, economic and environmental benefits
 - provide effective, high quality, customer-focused services which meet people's changing needs wherever they live in Walsall.

Wolverhampton

- 1.64 The Wolverhampton Partnership has produced the Wolverhampton Sustainable Community Strategy (SCS) which describes the kind of city that residents, partner organisations and stakeholders would like Wolverhampton to be by 2026. It is based around the following vision: *By 2026, Wolverhampton will be a City where people can thrive. The economy is transformed and the gap in health, wealth and prosperity between communities and neighbourhoods in the City is substantially reduced. Wolverhampton is a place with safe, strong, diverse and popular neighbourhoods, a place where everyone has an improved quality of life and the chance to reach his or her full potential and where the benefits of the City's growth are widely shared.*
- 1.65 Five resident outcomes have been identified to measure progress towards realising this vision:
- We like where we live
 - We have the employment opportunities we need
 - We live longer, healthier lives
 - We feel safer and more involved
 - We have the skills and knowledge we need

These five outcomes were developed from consultation with residents and Local and Neighbourhood Arrangements, and are at the heart of the Wolverhampton Local Area Agreement with Government designed to make clear progress in the most important challenges facing the City.

ii Alternative Approaches

- 1.66 The issue of whether or not the Core Strategy is the most appropriate in all the circumstances has been considered throughout the plan making process. Alternative approaches were considered as part of the Regional Spatial Strategy, the Black Country Study and the RSS Phase 1 Revision, and during the Phase 2 Revision to a lesser extent. In particular, having considered the alternatives, the EiP Panel for the Phase 1 Revision gave strong endorsement to the strategy of achieving renaissance by focusing growth and regeneration in the Centres and Regeneration Corridors.
- 1.67 Within this context, alternative ways of delivering the Core Strategy were considered through public consultation on Issues and Options in 2007 and Preferred Options in 2008. In particular, two spatial options were considered. Option 1 concentrated high density housing within the Regeneration Corridors, whereas Option 2 proposed a more dispersed, lower density approach. The Preferred Options Report concluded that there was support for a balanced approach, applying a mix of Option 1 and 2 approaches to Regeneration Corridors across the Black Country depending on local circumstances, particularly sustainable transport access.
- 1.68 Since the Preferred Options was published there has been a major shift in the national housing market. This shift has reduced the viability of the most constrained housing sites in the Black Country, and has also made higher density housing difficult to deliver. These two factors are likely to continue to affect housing delivery for most of the first phase of the Core Strategy (2006-16).
- 1.69 However, the Core Strategy has proved sufficiently flexible to adapt to these changes. The four local authorities have produced Strategic Housing Land Availability Assessments (SHLAAs) which take the new market conditions into account. The SHLAA's have identified housing sites outside the Growth Network which can now be taken into account in the housing trajectory. It has therefore been possible to reduce the amount of employment land allocated for housing – which includes the most constrained housing sites – and to reduce density assumptions on this land.

- 1.70 Therefore, notwithstanding the shift in approach outlined above, consultations at the Issues and Options and Preferred Options stages showed broad support for the overall spatial strategy which now forms the basis of the Core Strategy. There were many detailed issues raised at both consultation stages, including suggestions that the release of green belt land was necessary to meet housing targets. Such an approach would be contrary to RRS and would undermine the fundamental principles of the Black Country Study.
- 1.71 Alternatives to the detailed policies in the Core Strategy were also considered at both consultation stages, and have resulted in the policies considered most likely to deliver the various aspects of the overall strategy.
- 1.72 The Black Country Authorities therefore believe that the chosen strategy and the individual policies will best deliver national, regional and local objectives, and are the most appropriate in all the circumstances.

2. THE BLACK COUNTRY IN 2026

- 2.1 A shared Vision, Sustainability Principles, Spatial Objectives and a flexible and robust Spatial Strategy have been developed for the Core Strategy.

a. The Vision

- 2.2 The Vision consists of three major directions of change and underpins the approach to the whole strategy;

1. Sustainable Communities

We will create a network of cohesive, healthy and prosperous communities across the Black Country, with equal access to a mix of affordable and aspirational housing, a range of quality community services and an integrated transport network which reduces the need to travel by car. Regeneration should aim to promote and facilitate healthy living and create environments which offer opportunities for active lifestyles and healthy choices, including provision for walking, cycling and outdoor recreation within the urban fabric of the Black Country.

2. Environmental Transformation

We will create a step change in the image and environmental quality of the Black Country to underpin social and economic transformation and help meet the challenges of growth. This will involve delivering high quality, liveable and distinctive places which respect and make the most of the existing diversity of the Black Country's natural and built environment, particularly its canals, open spaces, and industrial, architectural and geological heritage. Transformation, and in particular delivery of a high quality, multifunctional green space network, will be supported by Environmental Infrastructure Guidance.

3. Economic Prosperity

We will make the most of the Black Country's accessibility and location to attract new employment opportunities and investment in innovation and new technology, deliver a network of successful strategic, town, district and local centres and the infrastructure and raw materials needed to support the local economy, improve the wealth and image of the Black Country and support initiatives to lift educational and skills performance.

b. Sustainability Principles

- 2.3 The achievement of this vision requires a number of sustainability challenges to be addressed:

A. Facing up to Climate Change

Meeting the requirements of RSS Policy CC1: Climate Change by ensuring that the spatial approach to development both minimises climate change impacts and is 'climate change-proofed' by mitigating and adapting to predicted changes in the climate of the Black Country.

B. Sustainable Development

Ensuring that development meets the social, economic and environmental needs of the present without compromising the ability of future generations to meet their own needs. This will include sustainable management of material resources through minimising waste, making prudent use of minerals, water and energy, using renewable and low-carbon technologies to produce what we need and 'putting the right thing in the right place' to strengthen centres and ensure easy access to facilities.

C. Social Inclusion

Ensuring all members of the community have the best possible access to facilities, housing and opportunities.

D. Brownfield First

Ensuring that previously developed land, particularly where vacant, derelict or underused, is prioritised for development over greenfield sites.

E. Comprehensive Approach to Development

Delivering complex and large-scale redevelopment in a way that ensures new development links well with surrounding areas, makes efficient use of land, improves amenity, avoids a piecemeal approach that could result in blight and constrain neighbouring uses, and provides infrastructure necessary to support individual developments in a co-ordinated way. Site Allocation Documents, Area Action Plans and other planning documents will be promoted as the preferred mechanism to achieve a comprehensive approach in areas of large-scale change.

- 2.4 The RSS policies and proposals for the Black Country are already grounded in these sustainability principles. The spatial strategy is highly sustainable, concentrating growth in the most accessible locations, within Strategic Centres and along public transport corridors. The vast majority of new housing will be built on brownfield land, concentrated close to existing public transport nodes to minimise climate change impacts. Significant new green infrastructure will be created within developments, which will help to mitigate the effects of climate change and make inner urban areas more attractive places to live.

c. The Spatial Objectives

- 2.5 To ensure that the Vision becomes a reality and is fully consistent with the sustainability principles, a set of Spatial Objectives have been developed.

By 2026 the Core Strategy will have helped to deliver:

1. **Focussed investment and development in comparison shopping, office employment, leisure, tourism and culture within the four Strategic Centres: Brierley Hill, Walsall, West Bromwich and Wolverhampton, to retain and increase their share of economic activity and meet the increasing aspirations of their catchment areas.**
2. **A restructured sub-regional economy which provides sufficient high quality employment land in the best locations within Regeneration Corridors to attract new high technology and logistics businesses and also recognises the value of local employment land.** This will have resulted in sustained economic growth and an increase in the choice of jobs available in the Black Country's economy.
3. **Model sustainable communities on redundant employment land in the Regeneration Corridors,** that make the most of opportunities such as public transport and canal networks, are well served by residential services and green infrastructure, have good transport links to retained employment areas and centres, are set in a high quality natural and built environment and are well integrated with surrounding areas.
4. **Enhancements to the character of the Black Country's existing housing areas** by protecting and improving high quality residential areas and pursuing a sustained and focussed programme of housing renewal in low quality residential areas requiring intervention.

5. **A network of vibrant and attractive town, district and local centres** across the Black Country, each offering an appropriate choice of facilities. The historic character of these centres will be protected and enhanced through sensitive development of local facilities, housing led development and environmental improvements to create safe, attractive streets and spaces.
6. **A high quality environment** fit for the future, and a strong Urban Park focussed on beacons, corridors and communities; respecting, protecting and enhancing the unique biodiversity and geodiversity of the Black Country and making the most of its assets whilst valuing its local character and industrial legacy.
7. **A first-class transport network providing rapid, convenient and sustainable links between the Strategic Centres, existing and new communities, and employment sites.** To include an enhanced, integrated public transport system, an improved road network, and a system of walking and cycling routes with strong links to the green infrastructure network. Improvements to the national M5 and M6 motorways network and freight railway network will help deliver better connectivity to Regional and National networks.
8. **A sustainable network of community services, particularly high quality lifelong learning, health care and sport and recreation facilities,** which are easily accessible to all residents at a neighbourhood level, resulting in an increase in levels of qualifications, skills, health and well-being, a decrease in deprivation indicators and improved perception of residential neighbourhoods across the Black Country.
9. **Sufficient waste recycling and waste management facilities in locations which are the most accessible and have the least environmental impact.** The Black Country will have zero waste growth and “equivalent self-sufficiency” in managing waste and will have an increased variety of waste management facilities that will enable the management of a wider range of wastes locally, move waste up the waste hierarchy and address waste as a valuable resource. Existing waste management capacity will also be protected against needless loss to other uses.
10. **Safeguard and make the most sustainable use of the Black Country’s mineral resources including primary, secondary and recycled materials, without compromising environmental quality.** Potentially valuable mineral resources and mineral-related infrastructure will be safeguarded against needless sterilisation or loss. The Black Country will also minimise waste of mineral resources, maximise use of alternatives, and continue to produce a steady supply of minerals and mineral products to support the local economy and provide the raw materials needed to support regeneration within the growth network.

d. The Spatial Strategy

- 2.6 The Strategic Key Diagram illustrates the overall Spatial Strategy for the Black Country. This diagram elaborates upon the Spatial Strategy Diagram in RSS and is supplemented by Thematic Key Diagrams for delivery, housing, economy, transport, environment, waste and minerals. Plans in Appendix 2 provide further spatial detail for each of the Regeneration Corridors and Strategic Centres.
- 2.7 The Key Diagrams show how major proposals for the Strategic Centres and Regeneration Corridors fit together and link with proposals for other areas. Core Spatial Policies accompany the Key Diagrams, covering the whole of the Black Country, both the Strategic

Centres and Regeneration Corridors, known together as the Growth Network (Policy CSP1), and the areas outside the Growth Network (Policy CSP2). There are also Black Country wide Core Spatial Policies on achieving Environmental Transformation (Policy CSP3), world class quality of place (Policy CSP4) and creating a strong, sustainable transport network (Policy CSP5), as these are both essential to achievement of the Spatial Objectives. High quality design and excellent transport links will bond together growth areas and areas of consolidation, creating varied but cohesive communities.

The Growth Network

- 2.8 The Growth Network will be the focus for delivery of the Spatial Objectives and contains the majority of areas where growth, regeneration and land use change will be concentrated over the plan period (see table 1). The four Strategic Centres and sixteen Regeneration Corridors are already served by an extensive transport system and therefore provide the most sustainable locations for economic and housing growth across the Black Country although significant improvements are required to improve connectivity and accessibility. Tables 2 and 3 summarise proposals for the transformation of the Regeneration Corridors and Strategic Centres, and the role that each will play in the achievement of the overall Spatial Strategy, reflecting their distinctive strengths and opportunities.
- 2.9 Appendix 2 sets out the details of these proposals, including figures for housing and employment, infrastructure requirements and delivery mechanisms. The proposals take into account key constraints and the need to make the most of existing infrastructure such as centres, public transport, open space and residential services. The proposals have been refined through a process of consultation and on-going dialogue with key stakeholders and have been tested through preparation of the Core Strategy Delivery Plan. They provide appropriate guidance for the preparation of Site Allocation Documents and Area Action Plans.
- 2.10 Whilst the majority of change and intervention will be focussed in the Growth Network, some large developments will be brought forward outside the Network, such as on free-standing employment sites and public sector-led housing renewal sites. The land use pattern outside the Growth Network is not expected to alter greatly by 2026, but there will be some incremental change through a mix of allocated sites and windfall developments. Strong links will be created between the Growth Network and surrounding areas, through high quality design and transport, to help spread regeneration benefits, improve community cohesion and create an effective network of centres.

Table 1 - Indicative Distribution of Development between the Growth Network and the Rest of the Black Country (2009 – 2026)

	New Housing (2009 – 2026 net)	New Supply of Employment Land	New Comparison Retail floorspace (gross)	New Office floorspace (gross)
Growth Network (%)	64%	93%	(345,000 + non-strategic centres within RC's)	95%
Strategic Centres¹	12%	NA		90%
Regeneration² Corridors	52%	93%		5%
Outside the Growth Network (%)	36%	3%		5%
Total	63,000	680ha	345,000 + non-strategic centres sqm	980,000 sqm

¹ including commitments, after discount, including West Bromwich Strategic Centre

² including commitments, after discount, excluding West Bromwich Strategic Centre

CSP1 The Growth Network

Strategic Objectives

The Growth Network will be the focus of activity for all the Spatial Objectives, but in particular Objectives 1 – 8, in order to bring about the scale of change necessary to achieve growth and regeneration in the most sustainable manner.

Policy

By 2026, the Strategic Centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton will have a much stronger role at a regional and sub-regional level, providing:

- **345,000 sqm gross new comparison retail floorspace and 880,000 sqm gross new office floorspace;**
- **Major new leisure and cultural facilities;**
- **7,500 new homes¹ of mixed type and tenure - the majority built at high densities as part of mixed use developments;**
- **Excellent public transport links, making the centres highly accessible to increased catchment areas, including new residential communities in the Regeneration Corridors;**
- **Significantly improved built and green environments.**

The common roles of the Strategic Centres are:

- **Overall, to provide the right mix of facilities, homes and jobs, set in a high quality built and natural environment, to attract significantly more people to live and work in the Black Country;**
- **Be the areas of greatest concentration of redevelopment and regeneration in the Black Country up to 2026;**
- **Act as a focus for and deliver significant growth in comparison retail, offices and high density housing;**
- **Be the principal locations for major cultural, leisure, entertainment and community facilities, providing the widest possible range of such facilities appropriate for their catchments;**
- **Provide convenience shopping and local services for the increasing number of residents living within and close to each centre;**
- **Offer strong public transport hubs which maximise use of the public transport network by residents, workers and visitors.**

By 2026 the network of Regeneration Corridors linking the Strategic Centres will provide:

- **1,492 ha of high quality strategic employment land concentrated within easy reach of the motorway network, of which 90ha will be provided by land in South Staffordshire;**
- **32,735 new homes² in sustainable communities built on redundant employment land and other brownfield sites close to existing public transport routes and canal networks and locations with the best access to residential services, at moderate densities that allow for a range of house types;**
- **1,153 ha of retained local employment land, 14ha of which is located within South Staffordshire.**

The common roles of the Regeneration Corridors are to:

- **Provide a sustainable mix of modern, high quality employment land and new residential communities well supported by community services and local shops, set within and linked by comprehensive networks of attractive green infrastructure with cycling and pedestrian routes;**
- **Be the focus for existing, new and improved public transport routes and hubs which will maximise use of the public transport network by residents, workers and visitors;**

- **Create strong links with the surrounding communities and the network of centres and spread the regeneration benefits by knitting together old and new to create a richer, varied and integrated sense of place.**

Justification

Strategic Centres

- 2.11 The RSS Phase 1 Revision established Brierley Hill, Walsall, West Bromwich and Wolverhampton as Strategic Centres serving the Black Country, and identified the need to promote a balanced network of Strategic Centres to underpin regeneration. The RSS Phase 2 Revision states that centres in the Major Urban Areas *“have a key role to play in achieving Urban Renaissance and should be priorities for investment to support this, particularly in the Black Country in line with the strategy for that area”* (para. 7.57a)
- 2.12 Securing investment in the Strategic Centres is of fundamental importance for the regeneration of the Black Country, as they are the engines of the Black Country economy, and comprise the hubs of the transport networks. They are in the most sustainable locations, best-placed to provide all parts of the community with easy access to comparison shopping, leisure, entertainment and cultural facilities and office employment. However, they are in need of regeneration and investment to create a better mix of facilities and improve their environment and transport links.
- 2.13 Much of the housing growth taking place up to 2026 will be concentrated in locations within Regeneration Corridors which are close to the Strategic Centres, providing the opportunity to enhance their sustainability and viability. Promoting the distinctive strengths and unique opportunities provided by each Strategic Centre will also help to encourage investment. Area Action Plans for Brierley Hill, West Bromwich and Wolverhampton are being prepared to guide regeneration.

Table 2 A Summary of Proposals for the Strategic Centres

Strategic Centre	Distinctive Strengths and Unique Opportunities	Vision for 2026	New Office floorspace (sqm)	New Comparison Retail floorspace (sqm)	New Housing 2009-2026 (including commitments)	Transport Improvements	Environmental Improvements	Cultural and Community Service Improvements
Brierley Hill	A new Strategic Centre to accommodate modern investment and regeneration along with public transport improvements	A vibrant, inclusive and accessible centre, embracing sustainable urban living and providing superb shops, office employment and cultural facilities. Strong, cohesive communities, where everyone feels included, are served by high quality public spaces and have easy access to all the services needed to enjoy a good quality of life.	220,000	95,000	2,940	Establish a high quality, accessible, affordable and well patronised public transport system including bus and rapid transit. New primary thoroughfares will be created catering for pedestrian and cycle movement	Green infrastructure enhancements including watercourses and establishing a wildlife corridor linking Fens Pool Special Area of Conservation to Saltwells Local Nature Reserve	Develop a range of leisure and community facilities befitting of its status as a Strategic Centre and to support the growing community involving design solutions that focus upon 'people' and 'place'.
Walsall	A blend of heritage and modern architecture	A regenerated focus for the local economy and community, which provides its catchment area with an attractive choice of comparison shopping and cultural facilities, and supports a thriving office market and urban living. All activities are supported by a vibrant, safe, attractive and accessible environment that successfully combines local heritage with modern design.	220,000	85,000	450	<p>New improved town centre Transport Interchange to link Rail, Bus, rapid transit, cycling and walking.</p> <p>Re-opening of rail lines so that Walsall becomes a Rail hub with regional and national connections.</p> <p>All red routes and Bus showcase routes in the borough will increase Public Transport access to the town centre.</p>	<p>Design of new development which complements and improves the built and historic environment and townscape of this area, and enhances local distinctiveness and a sense of place.</p> <p>Green space and cultural heritage improvements to the canal network.</p> <p>Focus on civic and other town centre squares including public realm at Walsall Waterfront as well as achieving Green Flag status for the Arboretum.</p>	<p>A centre for nightlife and cultural facilities (including the New Art Gallery), with scope for further investment in entertainment facilities and high quality restaurants</p> <p>Recent relocation and expansion of Walsall College</p> <p>Mixed-use Walsall Waterfront scheme will provide a mixture of apartments, offices, leisure / recreation, retail and a new hotel.</p>
West Bromwich	In a central location and with the potential for major redevelopment	An attractive, thriving centre with an expanded and diversified economy, with an emphasis on office employment. A high quality public realm and built environment makes the centre attractive to residents and visitors. A mix of housing in sustainable locations provides accommodation which is both affordable and attracts new residents.	220000	65,000	1090	Extended Ringway to enable expansion of retail core. Improvements to strategic network in north of the town. New highway infrastructure in the south of the town to facilitate public transport/public realm improvements in central area, down grading of the Ringway and integration of new housing/offices with the	The strategy for the design of new development, streets and places within the Town Centre will be key in setting the standard for the improvement of the built environment. The provision of new spaces and squares	Develop a range of leisure and community uses, building on "The Public" and associated proposals as part of the retail expansion. Provision of a new college of further education and the retention and enhancement of the High Street Conservation Area.

Strategic Centre	Distinctive Strengths and Unique Opportunities	Vision for 2026	New Office floorspace (sqm)	New Comparison Retail floorspace (sqm)	New Housing 2009-2026 (including commitments)	Transport Improvements	Environmental Improvements	Cultural and Community Service Improvements
						core	coupled with public realm, pedestrian, cycle and green linkage improvements will support the creation of a high quality, legible and permeable townscape.	
Wolverhampton	The traditional capital of the Black Country at the heart of the public transport network, with university and office functions	An established, confident City centre with a wide variety of quality shops and cultural attractions, 21 st century offices, urban living and a city-scale public transport interchange. A modern public realm network, vibrant canalside quarter and remodelled ring road make the compact City centre attractive to walkers and cyclists.	220,000	100,000	3020	<ul style="list-style-type: none"> • New public transport interchange served by extended metro line • Ring road remodelling to extend centre by increasing accessibility 	<ul style="list-style-type: none"> • Green space creation along canal • Heritage-led regeneration • Improve links to parks 	<ul style="list-style-type: none"> • Continue to enhance and promote music venues and art gallery • Expansion of Wolverhampton University and completion of City Learning Quarter

Regeneration Corridors

- 2.14 The Core Strategy draws together the overlapping employment and housing corridors shown on the Spatial Strategy Diagram of RSS to create an integrated network of Regeneration Corridors. The Regeneration Corridor boundaries broadly reflect the distribution of large parcels of employment land across the Black Country. The backbone of this network is a system of sustainable transport routes (including rail, metro, bus and proposed high frequency rapid transit) and the extensive canal system.
- 2.15 Proposals for the Regeneration Corridors address two key issues arising from the RSS Phase 1 Revision - the need to protect and create more high quality employment land, whilst ensuring the release of sufficient lower quality employment land for large-scale housing growth to achieve urban renaissance. Achieving the right balance of jobs and housing by 2026 is a key aim of the Spatial Strategy. The Black Country Employment Land Review (2008) and Assessment of Employment Sites (2009) provide key evidence on demand and supply for employment land up to 2026 (see EMP1-2).
- 2.16 The Black Country and adjacent parts of South Staffordshire contains some 3,593 ha of land currently used for employment purposes in Regeneration Corridors and free-standing employment sites (see CSP2). The Core Strategy will provide 2,864 ha of this employment land by 2026. This will be met by the protection and improvement of existing employment areas and by the bringing forward of sites for development. This stock of employment land proposed is considered to be sufficient to meet the anticipated level of demand, including a safety margin to cover risk
- 2.17 Of this retained employment land, the Strategy identifies 1,584 ha as being of existing or potential High Quality strategic importance with the potential to attract high quality, high technology investment. This includes some 100ha of existing or committed land within South Staffordshire to the north of Wolverhampton which given its proximity is considered to contribute towards meeting Black Country employment needs,. Of the 1,584 ha requirement for 2026, in 2009 only 593 ha is assessed to be existing high quality. Over the lifetime of the Plan we need to secure 1,051 of additional high quality land. This will be achieved through a range of improvements from minimal environmental enhancements, to major new access improvements to the rail / motorway network and through to wholesale long-term redevelopment. Achieving improvement across such an extensive area of employment land is a considerable challenge and requires a well-resourced partnership approach.
- 2.18 In addition to these requirements the RSS Phase 2 Revision Policy PA9 has identified the need for a Regional Logistics Site in southern Staffordshire to meet the needs of the Black Country. This proposal will meet the needs of the very large scale distribution sector with space requirements that are difficult to accommodate within the urban area of the Black Country due to its tightly knit urban form and lack of suitably large sites. This proposal will be carried forward through Core Strategies in the light of technical work to identify the most appropriate locations for this site.
- 2.19 The density of housing delivered on employment land in the Regeneration Corridors will determine exactly how much land is required for housing and how much local employment land is retained by 2026. The Spatial Strategy aims for a balanced mix of house types across the Regeneration Corridors as set out in Policy HOU2. This is key to retaining and attracting a mix of residents and businesses.
- 2.10 The release of land for housing in the Regeneration Corridors and the density and type of housing delivered will be closely monitored in order to deliver a balanced housing offer but also ensure the retention of sufficient local employment land to meet identified needs by 2026. Policy EMP3 indicates that 1,292 ha of local employment land is considered

necessary to accommodate manufacturing, logistics and other local employment activity which is not appropriate for High Quality Strategic locations and firms which are displaced through employment land restructuring. The Spatial Strategy ensures this amount of land is retained, as a minimum, within the Regeneration Corridors and free-standing employment sites.

Primary Evidence

Black Country Employment Land Review (2008)

Black Country Employment Sites Study (2009)

Black Country Centres Study (2009)

Strategic Housing Land Availability Assessments (2009)

CSP1 will be delivered and monitored through arrangements set out for individual policies in the Core Strategy.

Table 3 A Summary of Proposals for the Regeneration Corridors

Regeneration Corridor	Vision (summary)	Total New Housing 2009-2026 (including commitments)	Total Employment Land 2026 (ha)	Transport Improvements	Environmental Improvements	Cultural and Residential Service Improvements
1. Pendeford / Fordhouses	A premier high quality employment location in the Black Country and a focus for leading edge, high technology industry in the Wolverhampton to Telford High Technology Corridor.	0	71	I54 access improvements including M54 J2 and Vine Island/Wobaston Road. Rapid transit on Stafford Road	Enhancement of existing open space and canal network, maintaining drainage functions to minimise flood risk. High quality design to attract high value occupiers.	Not applicable.
2. Stafford Road	A high quality employment location with a focus on innovation and knowledge-based industry and good sustainable transport and education / training links to existing and new residential communities.	1645	94	I54 access improvements including M54 J2 and Vine Island/Wobaston Road. Rapid transit on Stafford Road	Enhancement of existing open space and canal network, including new Neighbourhood Park at Goodyear. High quality design to attract high value occupiers, particularly on gateways.	Good residential service access, and improved quality through Building Schools for the Future. Creation of links between local communities and employment opportunities. Maximise regeneration through housing renewal in adjoining areas.
3. South of Wolverhampton City Centre	A vibrant, mixed residential community with strong links both to Wolverhampton City Centre and to Blakenhall BME communities, retaining strong historic character and sustainable local employment.	565	26	Remodelling of internal road network and links to Penn Road and Birmingham Road.	New network of open space and recreation facilities through new housing. Preserved and enhanced historic character.	Good residential service access and enhanced quality through school improvements. Maximise regeneration through housing renewal in All Saints area.
4. Wolverhampton – Bilston	A sustainable and attractive balance of new residential communities and job opportunities – with a central area of local and high quality employment land sandwiched between new housing focused along the metro route and canal corridor close to Wolverhampton City Centre and Bilston Town Centre, served by high quality networks of green infrastructure and residential services.	4310	228	Bilston Urban Village access including new metro Stop, and creation of a pedestrian and cycle network.	New network of open space and recreation facilities through new housing, include new Parks at Bilston and Ward Street, linked to canal network enhancements.	Good residential service access in most areas, to be enhanced through school, GP and local shopping improvements.
5. Loxdale – Moxley	Located in the heart of the Black Country and straddling the Black Country New Road with its fast,	0	86		Protection of sustainable transport routes along	Improvements to George Rose Park as Part of the

	reliable access to the motorway network, both to north (M6) and south (M5) this area of Loxdale and Moxley will continue its role as a major industrial and logistics hub serving the Black Country and the region. Through environmental and local access improvements, a new image will be created attracting new investment and jobs. Housing renewal in adjacent areas will have improved housing for local people and attracted new residents, who will also have good access to job and educational opportunities in Walsall, Wolverhampton and Birmingham.				canal network to significant open spaces within or adjacent to the corridor, such as Moorcroft Wood LNR or George Rose Park. Enhancement of existing open space, such as Great Bridge Road playing fields, through new housing proposals.	redevelopment of Darlaston Academy
6. Wednesfield – Willenhall – Darlaston	This corridor forms one of the main gateways to the Black Country, leading from Junction 10 of the M6. This corridor will play a major part in providing first class quality employment land for knowledge-led manufacturing and logistics businesses serving the regional economy, attracting and providing sustainable jobs for Black Country residents. Building-on and extending the high quality road connections for freight to the national motorway network – the Black Country Route and The Keyway – this former heartland of Black Country engineering industry and traditional lock manufacturing will be transformed. The Corridor also includes some of the finest examples of the 'traditional' Black Country industrial villages and towns with their craft based specialisms. Around these towns poor quality industrial land will be restructured to provide new high quality residential development and green spaces. The corridor will have improved cultural, leisure, health and educational facilities to ensure a higher quality of life in the area.	1575	349	<ul style="list-style-type: none"> - Walsall to Wolverhampton Rail line with stations at Willenhall and Darlaston. - Darlaston SDA Access improvements - M6J10 improvements - 5Ws rapid transit route - Improved access from Keyway to Longacres Industrial Estate - Red routes: A454 - Bus showcase: 529 route and Wednesbury Road bus showcase improvements - M6J9 and J10 improvements - Relocate Bloxwich Station to improve transport interchange - Red routes: A4148, A454 and A34 - Bus showcase: 404, 529 and 301 routes 	Fibbersley playing fields, Willenhall Memorial Park, Villiers Street, The Crescent, Bentley Leisure Pavilion, and Wood Street Cemetery could all benefit from developer contributions to improve the quality of provision in this corridor. Some new open space may be created in residential growth areas through implementation of the Willenhall AAP. Contributions from residential proposals may be sought to support the operation of the Tame Tunnel to continue to mitigate against flood risk in this corridor.	<ul style="list-style-type: none"> - new primary school recently opened at Noose Lane, Willenhall - new primary school programmed for Elm Street, Willenhall - new medical centres in Willenhall
7. Bloxwich – Birchills – Bescot	This corridor is a typical Black Country mix of homes and industry which skirts Walsall town centre and extends alongside the railway and canals to the north. Its key potential is one of a mix of renewal and redevelopment to evolve new attractive residential canalside communities with access to local industrial	1645	156	<ul style="list-style-type: none"> - M6J9 and J10 improvements - Relocate Bloxwich Station to improve transport interchange. - Red routes: A4148, A454 and A34 - Bus Showcase: 404, 529 and 	The area is served by a range of urban open spaces largely in need of qualitative improvement such as, Oily Gough's,	<ul style="list-style-type: none"> - New community special school at Leamore Lane - replacement for Joseph Leckie school - re-location of Walsall college into a new campus

	jobs and, in particular, to the centres of Walsall, Wolverhampton and Birmingham. The Wyrley & Essington and Walsall canals, the A34 and Pleck Road, and the Walsall to Cannock railway connect the area.			301 routes	Reedswood Park, Sister Dora Gardens, New Mills playing field and Pleck Park. Some of these improvements may be secured through proposals within the canalside communities initiative. Enhancements to the canal network in this corridor can also be secured through housing proposals.	- Manor Hospital redevelopment
8. Hill Top	Significant role in the Black Country economy, with additional high quality rapid transit services and a major transformation in the residential neighbourhoods. The River Tame and the Tame Valley Canal will be significant features of the rejuvenated environment of Hill Top.	4527	271	Improved Metro Line1 Service with new trams Rapid transit-Wednebury-Brierley Hill Metro based park and ride extensions Reopening of freight line from Walsall to Stourbridge Extensions to cycling network	Improvement of open space provision and access to wildspaces for residential neighbourhoods. Protection of existing wildspaces at Sheepwash Park, Hydes Rd Pool, River Tame Grasslands and Moorcroft Wood. Flood zones 2 and 3 affect this area.	Opening of a new medical centre to overcome deficiencies. Protection of historic buildings on Wednesbury Town Centre. BSF at George Salter School (wave 5)
9. Tipton – Dudley Port – Brades Village	The creation of new environments for urban living – mainline living around railway stations. The retention of significant areas of fit for purpose local employment land. The enrichment of green infrastructure throughout the corridor	7055	98	Burnt Tree Junction improvement Owen Street Relief Road Dudley Port interchange Improvement Improved bus interchange Great Bridge A457 Smart Route / Route 87 Bus Showcase Improvement	There are a number of SLINCs, LNRs and wildlife corridors. The canal corridors offer opportunities for local distinctiveness to be enhanced.	Additional provision for football pitches will be required. There are 2 BSF projects at the meadows School and Alexandra High School. There is the potential to create a new local centre at Dudley Port
10. Pensnett – Kingswinford	A focus for high quality employment, building on the success of the Pensnett Estate as home to an increasing number of leading-edge technological companies with an improved, well connected road and public transport system. Further development of high quality residential areas with easy access to surrounding recreational areas within the Green Belt as well as wildlife corridors which connect to the	670	133	Improve road access between Pensnett Trading Estate and the Strategic Highway. Link cycle routes through Pensnett Industrial estate and adjacent housing to cycleways to the north and west.. Public transport improvements	Maintain and enhance important ecological links from Fens Pools Special Area of Conservation (SAC) through Barrow Hill Local Nature Reserve and Coopers Bank to	May be a need for Key Worker housing as Russells Hall Hospital is within a mile of the corridor. Housing growth proposals can be accommodated by existing and proposed education provision at both

	heart of the Black Country's urban areas.			serving both residential & employment areas Investigate use of rail freight connection into Pensnett Trading Estate	the open countryside in South Staffordshire. Improve & enhance links from existing and potential new housing areas into existing parks, open spaces and Green Belt areas to the north and east. Work with brick clay quarry owners at Ketley, Himley and Oak Lane to develop long term plans for extraction and reclamation.	the primary and secondary level. The centres of Wall Heath, Kingswinford and Pensnett adjacent to the corridor will benefit from increased local population and incremental improvement to local facilities and public realm.
11. Dudley – Brierley Hill – Stourbridge	A focus for family living around the rejuvenated 'market' town of Dudley, a tourism focus of regional and national repute (based on Black Country Museum, Dudley Zoo, Dudley Castle, Dudley's geological and heritage assets) and innovative high quality industry stretching towards the new strategic centre of Brierley Hill. The area will be set in an attractive environment, well connected by public transport through a new rapid transit system and served by adjacent retail, office and leisure growth in Brierley Hill. High quality housing for all in and around both Centres as well as excellent green infrastructure through enhanced green spaces and parks.	1160	191	Development of a rapid transit link from Brierley Hill to Dudley and through to the rest of the Black Country and Birmingham. Development of Brierley Hill as a central hub for the bus network. Enhance canal corridor including surfaced cycleway with links to cycling & walking routes and adjacent open spaces and green spaces.	Significant areas of high ecological value at Saltwells Nature Reserve and Fens Pools Nature Reserve / Special area of Conservation. Protect and enhance Priory Park, Dudley Town Park (Scotts Green) and Buffery Park. Protect and create views of Dudley Castle. Flood Zones 3a and 2 present on part of Hurst Industrial Estate.	Improvements to the heritage assets of Dudley Town Centre as an historic market town. Increase attraction as a regional and national tourism hub centred around geological and industrial heritage centred on its canal network, Dudley Zoo and Castle, Black Country Living Museum, Wrens Nest geological Reserve and limestone caverns. Protection of strategically important Lister Road Energy from Waste Depot.
11b. Brierley Hill - Stourbridge	Characterised by the Dudley and Stourbridge Canal and proximity to the growing Brierley Hill Centre, this Corridor will create new high quality canalside communities through the redevelopment of outdated and obsolete industrial sites. This will be coupled by improvements to the existing housing stock and supported by their proximity to the vibrant and attractive centres of Brierley Hill and Stourbridge offering a range of facilities. Excellent Green infrastructure will be protected and enhanced including green spaces and parks and improved links into Fens Pool Nature Reserve /	2480	41	Potential to develop the freight line between Stourbridge and Brierley Hill as a passenger line. Development of Brierley Hill as a central hub for the bus network. Enhance canal corridor including surfaced cycleway with links to cycling & walking routes and adjacent open spaces and green spaces.	Well served by local parks including Mary Stevens Park, Fens Pool Special Area of Conservation and The Leys (Green Belt) area to the west. Green links between these areas through future redevelopment. River Stour to the south of the corridor provides	Improvements to public realm and historic heritage assets in Stourbridge Town Centre. Protection and enhancement of glass heritage assets and recognition of glass heritage of the area in future development. Links to Stourbridge College and its possible expansion. Corbett Hospital and Health Centre lies within the Corridor

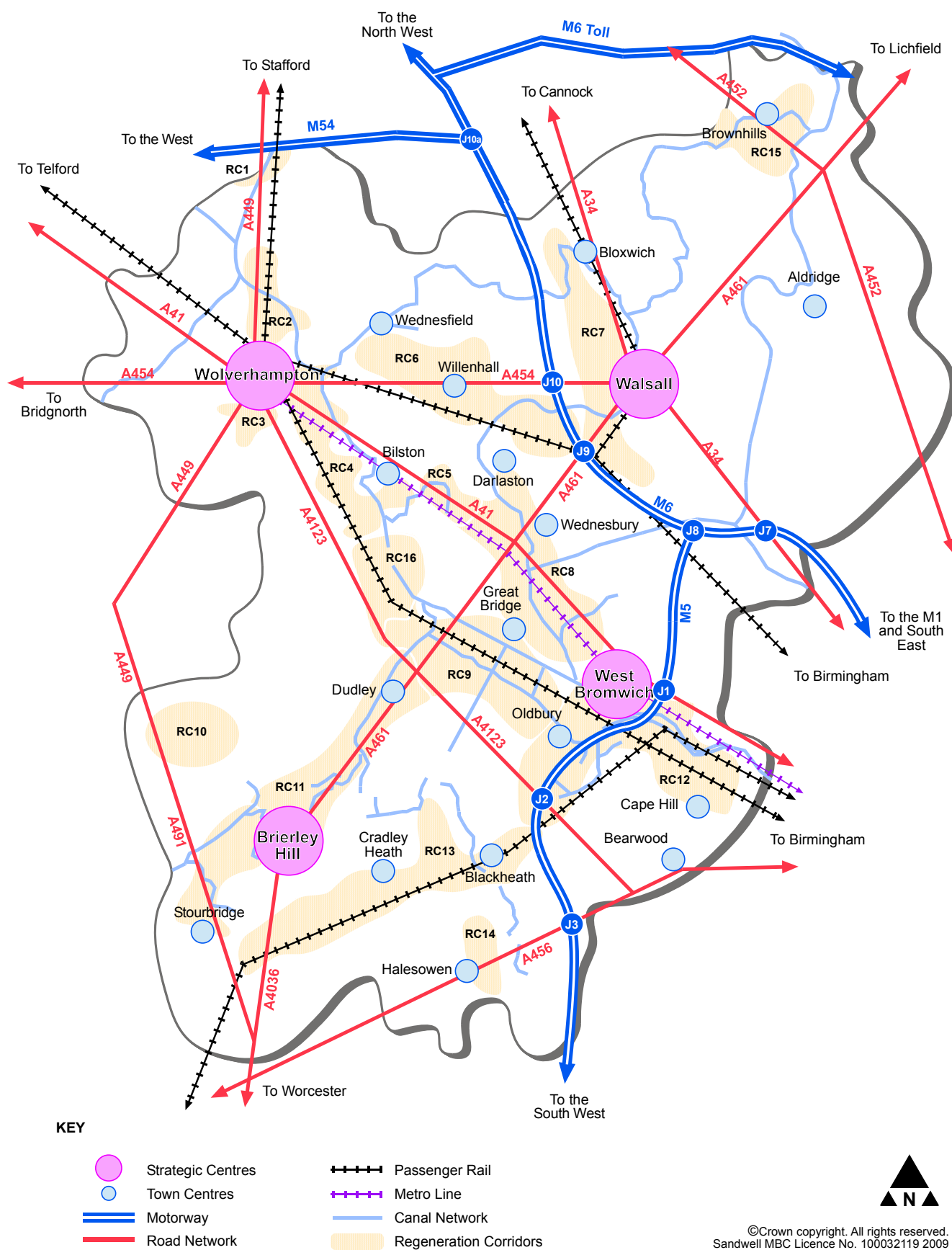
	Special Area of Conservation, the River Stour and open countryside to the south and west of the corridor.				links to open countryside to the west. Flood Zone 2 & 3 along Stour north of Stourbridge town centre. Opportunities to enhance canal basins including Stourbridge wharf area and historic buildings at risk.	just to the north of Stourbridge Town Centre
12. Oldbury – West Bromwich – Smethwick	The gateway to the Black country from the south and London and Birmingham City Centre. The area will be a major contributor to the economic prosperity of the Black country through its high quality employment land locations and major office developments, major environmental infrastructure and public realm improvements.	5209*	418	All Saints underpass scheme A457 Smart Route / Route 87 Bus Showcase Improvement Improved public transport for residential and employment areas Opportunity to Expand Park and Ride at Sandwell and Dudley Station	The corridor is well served by a network of parks – Dartmouth Park is a major asset. There will be an emphasis on improving and enhancing links from potential new housing areas into new and existing spaces. This corridor also falls within a geodiversity zone.	Archaeological areas will be protected, promoted and enhanced. West Bromwich, Oldbury and Smethwick will be protected as historic centres, as will canal corridors and areas of terraced housing. Regeneration opportunities will be explored for Chances Glass Works and Soho Foundry
13. Rowley Regis – Jewellery Line	High quality sustainable residential communities accessible to the canal network, parks, open spaces and good transport links to employment areas and centres. This corridor is served by existing passenger rail services between Worcester and Birmingham and straddles the valley of the River Stour. The local centres of Blackheath, Cradley Heath and Lye will be bolstered by a substantial increase in their population base and, along with well integrated and improved bus and rail links, will become thriving and sustainable places to live.	4698	167	Platform lengthening and expanded park and Ride for Cradley Heath, Rowley Regis and Stourbridge Stations Improved bus interchange Blackheath	Mousesweet Brook, the River Stour and Codsall Coppice will be protected along with woodland to the south of Old Hill station and along the River Stour near Lye (Bob's Coppice and Mear's Coppice). Flood Zones 2 & 3 run along the River Stour and Mousesweet Brook with significant fluvial flooding risk at Lutley Gutter to the south of the corridor. Protect and enhance all parks including the larger Town Parks at Stevens Park, Wollescote, Haden Hill Park and the Town Park	New secondary school and special school at Hawes Lane, Rowley Regis. Building Schools for the Future proposals include Heathfield Foundation Technology College and Rowley Learning Campus through a complete new build for St Michaels School, Westminster and Whiteheath Proposed refurbishment of Rowley Regis Hospital. New Health Centres are also proposed for Lye Centre and Cradley within Dudley Borough. A new neighbourhood health centre is being pursued for the Old Hill area.

					for Rowley Regis. Access to Lickey Hills, Hagley Wood, Uffmoor Wood, Warrens Hall Park and Coombeswood encouraged. Protect and promote views of the Rowley Hills. Upgrades to sewer network may be needed in conjunction with development in RC14 (upstream) and RC11 downstream.	
14. Coombs Wood – Halesowen	High quality employment centred on Coombswood with a well connected public transport system and improved access to the M5 Motorway. High quality residential areas in and around Halesowen Town Centre, improving its vitality with good walking and cycling links including to recreational areas at Leasowes Historic Park and the surrounding green belt areas. Significant part of the biodiversity network encouraging the penetration of habitats into the sub-region from the surrounding green belt areas and Leasowes Historic Park.	295	99	Improvement of road access between employment area at Coombswood and M5 Junction 3. Improve access to existing cycleway network.	Need for west-east green links between Leasowes Park, Coombswood and Stour valley and to the open countryside to the south across A456. Some Flood Zone 2 & 3 areas along parts of River Stour particularly south of Halesowen town centre. Protect and enhance views of Rowley Hills at Leasowes Park and Furnace Coppice.	Creation of a new local centre at Hawne on the A459 Improvements to public realm and historic heritage assets in Halesowen Town Centre. Protection and enhancement of Leasowes Historic Park. Possibility of new health centre facility in Halesowen / Windmill Hill area. Enhance links between Halesowen College and local businesses.
15. Brownhills		455	57	-Re-opening of Walsall to Lichfield line for passenger services, with stations at Brownhills, and Pelsall - red route package 2 A452 & A461 which will include: Brownhills TC transport improvements A4561 junction improvements		
16. Coseley – Tipton – Princes End	Provision of high quality sustainable residential communities and fit for purpose local employment areas accessible by all modes of transport especially walking, cycling and public transport with links to	1909	43	Enhance Coseley Station Bus transport to access both residential and employment areas	Improve access to open spaces for Tipton and Princes End. Protect and enhance	Neptune Health Park, Tipton is being refurbished providing Town level facilities. Neighbourhood facilities are

	<p>Coseley and Tipton Railway stations and the centres of Coseley, Princes End and Tipton.</p> <p>There will be an improved public realm and canal network, along with improved links between residential communities and parks and open spaces such as the Wrens Nest Local Nature Reserve.</p>				<p>open spaces at Wrens Nest Nature Reserve, Priory Park, Bluebell Park, Silver Jubilee Park and Kettle Hill at the northern end of Castle Hill and improve public links to them.</p> <p>Encourage wildlife penetration along these areas as well as along the canal corridor and railway lines including former Dudley – Priestfield and Princes End railways.</p> <p>Sedgley – Dudley Anticlinorium geological consideration zone is present in the west of the Corridor.</p> <p>Protect and promote views of Dudley Castle.</p>	<p>being sought for nearby Glebefields.</p> <p>Need to consider incremental growth in health facility provision for proposed new residential communities particularly in Coseley and to the north of Princes End</p>
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* including West Bromwich Strategic Centre

Black Country Joint Core Strategy - Key Diagram



CSP2 Outside the Growth Network

Strategic Objectives

Whilst the focus of activity is on the Growth Network, areas outside the Network will play a vital role in delivering Spatial Objectives 3-10 as part of a balanced and holistic approach to the transformation of the Black Country.

Policy

By 2026, the areas outside the Strategic Centres and Regeneration Corridors will provide:

- **A strong Green Belt to promote urban renaissance within the urban area and provide easy access to the countryside for urban residents;**
- **A mix of good quality residential areas where people choose to live;**
- **A strong network of green infrastructure, centres and community facilities;**
- **Strong and seamless links to regenerated areas in Regeneration Corridors and Strategic Centres, via access and design improvements to spread regeneration benefits and ensure integration of existing and new communities;**
- **A constant supply of small-scale development opportunities;**
- **A limited supply of large-scale development opportunities through allocations on free-standing employment sites and other surplus land.**

The main roles of free-standing employment sites outside the Growth Network are to provide local employment opportunities to serve communities outside the Regeneration Corridors and Strategic Centres and to provide a supply of housing land at appropriate densities to meet local needs.

The nature and extent of land use change required in the free-standing employment land located within each local authority area is set out in Appendix 3. The Aldridge free-standing employment site, shown on the Strategic Key Diagram, will be protected for employment use. Other free-standing employment sites will be protected for employment use until a Development Plan Document is adopted which allocates the site for a particular use.

By 2026 free-standing employment sites across the Black Country will collectively provide:

- **92 ha of high quality strategic employment land**
- **139 ha of retained local employment land**
- **3110 new homes***

Additional site allocations and windfall developments will also occur in the following areas shown on the Key Diagrams:

- **Housing Market Intervention Areas – areas requiring housing renewal activity;**
- **Housing renewal Hubs – current foci for housing renewal activity**
- **Centres – protection and enhancement of the network, to serve new and proposed development**

The broad approach to development in other areas will be to focus on previously developed land, locations with best access to services (where appropriate) and areas of lowest flood risk.

Green Belt boundaries will be maintained and protected from inappropriate development.

Environmental Infrastructure improvements will be focused in the environmental infrastructure network.

* including commitments, after discount

Justification

2.11 Free-standing employment sites not located within the Growth Network make up 8% (231 ha) of the Black Country's employment land. They provide valuable local job opportunities, but in

some cases prejudice the amenity of surrounding residential areas. Given their location within residential areas, many are appropriate to redevelop for housing, and around 69 ha of free-standing employment sites will be specifically allocated for housing over the Plan period. The site at Aldridge is of a strategic size (170 ha) and it is therefore appropriate for the Core Strategy to establish its retention as 82 ha local quality and 88ha high quality strategic employment land. The future of other free-standing employment sites will be decided through Development Plan Documents in accordance with the land use figures for each local authority set out in Appendix 3.

- 2.12 Improved green infrastructure networks across the sub region, linked with protected Green Belt at the edge of the conurbation, is a fundamental part of the transformational strategy and will promote health and wellbeing as well as supporting biodiversity (see ENV1-6).
- 2.13 Large scale housing renewal targeted in priority areas and tailoring of new housing to meet identified needs will help to provide a high quality and broad range of housing (see HOU1).
- 2.14 Focussing development in the most accessible locations, developing a strong network of centres and community facilities and creating strong links to the Growth Network will also help support social inclusion and the creation of sustainable communities (see CEN 1-4)
- 2.15 Avoidance of flood risk areas will help the sub-region adapt to the likely effects of climate change (see ENV5) and the focus on brownfield development will help promote more efficient land use and improve soil and water quality through land remediation.

Primary Evidence

Black Country Employment Land Review (2008)
Black Country Strategic Flood Risk Assessment (2008)
Strategic Housing Land Availability Assessments (2009)
Black Country Employment Sites Study (2009)

CSP2 will be delivered and monitored through arrangements set out for individual policies in the Core Strategy.

CSP3 Environmental Infrastructure

Strategic Objectives

Environmental transformation is one of the under pinning themes of the Vision and requires a co-ordinated approach to the enhancement and protection of the built and natural environment and community access to quality assets. This will, in particular, deliver Spatial Objective 6.

Policy

Development proposals will need to demonstrate that the strategic network of environmental infrastructure will be protected, enhanced and expanded at every opportunity.

The environmental infrastructure network comprises open space, sport and recreation facilities, areas of biodiversity and geodiversity importance, wildlife corridors, the canal network, watercourses and drainage systems, air quality and 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.

This will be achieved by:

- **The production and implementation of the Black Country Environmental Infrastructure Guidance Phase 2;**
- **Resisting any development that compromises the integrity and quality of environmental infrastructure;**

- **Requiring development proposals to improve the quality and quantity of the area's environmental infrastructure.**

Justification

- 2.16 The value of the wider environment to the future growth and prosperity of the Black Country and its importance in retaining and attracting people and investment has long been recognised. Environmental transformation is key to successful regeneration of the Black Country, and will also help to address the causes and effects of climate change, improve environmental quality and help improve the quality of life and well-being
- 2.17 The existing network of environmental infrastructure in the Black Country performs a number of important roles and covers a wide range of assets, including public open spaces, wildlife habitats, geodiversity, canals and watercourses, pedestrian and cycle routes and historic landscapes and buildings. Growth and regeneration will provide many opportunities to extend and increase the quality of this network, contributing to improved environmental quality, quality of life and well-being.
- 2.18 In line with the requirement in RSS to produce a Black Country Landscape Action Plan, Environmental Infrastructure Guidance (EIG) is being developed for the Black Country, and this will identify priorities and proposals for environmental enhancement across a range of functions namely:
- Nature
 - Natural Processes
 - Character, Identity and Landscape
 - Recreation and Well-Being
 - Sustainable Movement
- 2.19 Phase 1 of the EIG provides the strategic context for the policies on Environmental Infrastructure (ENV1-8), which seek to ensure that the environmental infrastructure network is protected, enhanced and expanded at every opportunity, and to resist development that would compromise the overall integrity of the network. In areas which are a priority for more than one function, it is particularly important that new development assists in the provision of environmental infrastructure carefully designed to address all relevant priorities.
- 2.20 The overall design of new development also has a key role to play in enhancing environmental quality. There are policies in this section which address high quality design and the reduction of carbon emissions from new development through incorporation of renewable energy generation.
- 2.21 The principles and priorities of the EIG have also been applied to develop environmental infrastructure proposals for each Regeneration Corridor and Strategic Centre, as set out in Appendix 3. Phase 2 of the EIG will develop these proposals in more detail, sufficient to inform Area Action Plans and Site Allocation Documents. Phase 2 will also identify priorities outside the Regeneration Corridors and Strategic Centres, and set out an integrated delivery plan.

Primary Evidence

Black Country Study Environmental Technical Report: Quality of Place (2005)
 Broadening Horizons – A Vision of the Black Country Urban Park, Lovejoys (2004)
 Green Infrastructure for the West Midlands Region: Technical Mapping Paper (2007)
 Environmental Infrastructure Guidance Phase 1 (2009)
 Biodiversity Action Plan for Birmingham and the Black Country (2009)
 The Black Country: An Historic Landscape Characterisation – First Report (2009)
 Geodiversity Action Plan for the Black Country (2005)
 West Midlands Regional Forestry Framework (2004)

CSP3 will be delivered and monitored through arrangements set out for individual policies in the Core Strategy.

CSP4 Place Making

Strategic Objectives

The environmental transformation of the Black Country is one of the fundamental principles of the renaissance agenda. Place making with high quality urban design are key mechanisms through which this transformation will be achieved, helping to ensure the delivery of Spatial Objectives 3, 5 and 6.

Policy

The Black Country has a unique heritage and urban structure which requires a bespoke approach to place-making and a high quality of design of the built and natural environment.

All development will be required to demonstrate a clear understanding of the historic character and local distinctiveness of the area and show how proposals make a positive contribution to place-making and environmental improvement in the following spatial terms:

- **The hierarchy of centres will provide a focus and concentration for essential local services and activities with easy access by walking, cycling and public transport. It's diverse, accessible, affordable and active villages, towns and neighbourhoods will encourage commercial activity, promote prosperity and support the well-being of the area's inhabitants.**
- **The Black Country will operate on a permeable street network with pedestrian priority that gives maximum freedom of movement and a good choice of means of transport. Vibrant streets and spaces, defined by surrounding buildings and with their own distinct character, should provide the framework for a coherent interconnected network of places that supports social interaction and displays a clear hierarchy of private, commercial and civic functions.**
- **A high quality of design and utility of all transport proposals will be sought to ensure that interventions make a positive contribution to place making as well as increasing accessibility and connectivity.**
- **The Black Country's transformation will be supported by buildings providing a range of functions, tenures, facilities and services to support its diverse local communities. A mix of building designs and types will be sought that are appropriate to the Black Country, set within appropriately scaled neighbourhoods.**
- **The design of spaces and buildings will be influenced by their context and seek to enhance the unique attributes the area offers in terms of its local character and heritage whilst responding to current day needs, changes in society and cultural diversity.**
- **The Black Country will be a safe and secure place through organising the urban environment in ways that encourage people to act in a civil and responsible manner. The pedestrian environment should be closely associated with active frontages at street level and an appropriate intensity of use in all areas at all times.**
- **An integrated open space network will provide space for sport and recreation and help support a balanced ecological environment.**
- **The protection and enhancement of the historic canal network and the area's natural waterways which provide a unifying characteristic of the Black Country's urban structure and landscape.**
- **In appropriate circumstances, the provision of public art will be required as part of new developments through on and off-site provision, to support and enhance the cultural and social development and identity of the Black Country.**

- **The use of carbon-based products, energy and non-renewable resources will be minimised through the efficient design of buildings and their layout and site orientation.**

Justification

- 2.22 The importance of high quality design in creating places where people want to live, work and invest with renewed confidence is a fundamental plank of both national and regional policy. World Class Places, the government's strategy on creating and improving the quality of places, highlights how the centres of Britain's older industrial cities have been transformed from decaying inner cities into sources of civic pride through high quality regeneration. The opportunity exists to transform the Black Country's older industrial areas and regeneration corridors into distinctive places that provide a high quality of life for all who live, work and visit them. Investment in high quality places will result in environmental, economic and social benefits, including community safety, health and well-being, inclusive communities, better public services, environmental sustainability, climate resilience, greater financial value of buildings and improved worklessness. Creating a higher quality of life for the Black Country's communities depends on many factors and will play an increasingly important role in attracting private sector investment and skilled workers.
- 2.23 RSS Policy QE3 Creating a High Quality Built Environment for All indicates that particular attention should be paid to promoting public art as a means of delivering high quality urban and rural environments. The Black Country authorities have long recognised the potential of public art to enhance the design of new development and have sought the provision of public art on new developments for many years. Public art can be free-standing or incorporated within the overall quality and design of buildings and landscaping and can involve the engagement of local artists. Thresholds for eligible development and the value of contributions will be set out in Local Development Documents.

Primary Evidence

Black Country Study Environmental Technical Report: Quality of Place (2005)
 Broadening Horizons – A Vision of the Black Country Urban Park, Lovejoys (2004)
 Environmental Infrastructure Guidance Phase 1 (2009)
 The Black Country: An Historic Landscape Characterisation – First Report (2009)

CSP4 will be delivered and monitored through arrangements set out for individual policies in the Core Strategy.

CSP5 Transport Strategy

Strategic Objectives

From the outset of the Black Country Study it has been acknowledged that transport has a key role in providing a catalyst for the urban renaissance of the Black Country, to support national economic competitiveness and growth by delivering reliable and efficient transport networks. Improved access to key destinations is vital to achieve the required step change in the quality and extent of the areas' transport network to reverse the outward migration of population and to support economic and social aspirations. It is important that this network provides rapid, convenient and sustainable links between the Strategic Centres, housing growth areas, employment areas, local communities and the regional and national transport networks.

The Core Strategy sets the agenda for the transformation of the Black Country transportation network. It identifies the key factors required to enhance the transport infrastructure and assist delivery of the Spatial Objectives for the area:

- Improved accessibility and connectivity of an integrated public transport network.
- Improved road network and links to the national M5 and M6 motorway network.
- Improved access to the freight railway network.
- Improved walking and cycling provision.

The overall transport strategy supports all of the Spatial Objectives, particularly 7.

Policy

The large-scale land use changes proposed in the Core Strategy require an effective and integrated transport network which will serve existing and new developments and promote greater use of sustainable transport modes, helping to reduce the growth in car borne journeys. This transport strategy for the Black Country is intended to reflect the following strategic outcomes:

- Enabling the expansion of the Strategic Centres;
- Providing communities with improved access to employment, residential services and other facilities and amenities, with travel choices that are attractive, viable and sustainable;
- Improving air quality and helping to address negative impacts on climate change;
- Improving the accessibility of employment sites to residential areas and providing reliable access for freight to the national motorway network;
- Facilitating access to quality employment land;
- Containing congestion by developing and managing transport networks to operate more efficiently;
- Improve road safety;
- Supporting the strategy through demand management and the promotion of sustainable transport;
- Improve access to information relating to travel options for visitors, businesses and local people.

Justification

2.24 The transport objectives for the Core Strategy reflect:

- National transport guidance and the West Midlands Local Transport Plan 2;
- Regional Spatial Strategy for the West Midlands January 2008;
- West Midlands Regional Spatial Strategy Phase 1 Revision - Black Country Study
- The Vision and Spatial Objectives for Black Country;
- Existing and future transport challenges
- The Black Country Investment Plan

2.25 In particular, they are consistent with the government's DaSTS goals for transport which are summarised as follows:

- Support economic growth;
- Tackle climate change;
- Contribute to better safety, security and health;
- Promote equality of opportunity; and
- Improve quality of life.

2.26 The transport objectives for the Black Country have guided the formation of the transport strategy. They are intended to deliver specific outcomes, and will be supported by indicators and targets that will be incorporated into a monitoring and review mechanism that will measure the extent to which transport objectives are being delivered. This will be undertaken by the authorities, through joint working, and particularly in conjunction with the Local Transport Plan process covering the West Midlands Metropolitan area as a whole.

2.27 The technical work undertaken by PRISM modelling has demonstrated that the various multi modal networks continue to function during the plan period and that the planned interventions deliver improvements to their performance. An emphasis on "Smarter Choices" and the recognition of the benefits to be secured by embracing and promoting the advantages of new technologies, such as broadband, video conferencing and internet shopping, assists in achieving this outcome. Against this background it is acknowledged that some hotspots will

exist and that they will be mitigated through the Transport Assessment process as development comes forward.

- 2.28 The strategic outcomes within the transport strategy will be achieved by implementing the following measures:
- Development and promotion of high quality, reliable public transport (including rapid transit), improving connectivity between residential and employment land.
 - Promotion of sustainable, viable modes of travel (public transport, walking and cycling) to support reducing congestion, improving air quality and addressing climate change.
 - Improving strategic traffic management (active traffic management and hard shoulder running on motorways) and the strategic highway network (junction improvements at key transition points on the network and urban traffic control) to relieve congestion and improve accessibility.
 - Improving road safety through auditing of proposals and promotion of road safety education.
 - Creating a secure environment.
- 2.29 These outcomes for transport underpin the overall focus on regeneration and job creation in the Black Country. The regeneration of the Black Country will make a very significant contribution to improving equality of opportunity in the Region as incomes are currently well below the regional average. Planning land use and transport in an integrated way was a key theme of the Black Country Study with the aim of locating employment, retail and new housing in the locations most accessible by sustainable means of travel, particularly the strategic centres. The pattern of land use proposed in the Core Strategy will be the most sustainable possible by maximising use of new and improved public transport facilities and services. Increased public transport usage, and overall modal share for sustainable transport modes will support additional improvements to the public transport network, further strengthening the accessibility of the Strategic Centres.
- 2.30 The transport strategy and policies in the Core Strategy reflect the approach in the West Midlands Local Transport Plan 2006-2011 (LTP2), and whilst the LTP covers a much shorter period than the Core Strategy, the underlying principles and its shared vision will remain valid over the longer period. The shared vision is for:
- i. a thriving sustainable and vibrant community where people want to live and where business can develop and grow
 - ii. city, town and local centres that are attractive and vibrant, where high quality public transport is the norm and walking and cycling are common-place
 - iii. cleaner air and less congested traffic conditions
 - iv. a safer community with fewer road accidents and with environments in which people feel secure
 - v. equal opportunities for everyone to gain access to services and facilities and enjoy a better quality of life, with travel choices that are attractive, viable and sustainable.
- 2.31 It is anticipated that the new Local Transport Plan for the West Midlands (LTP3) which is currently being developed for submission in December 2010 will continue to be based on these enduring principles, with schemes and interventions being considered in terms of their impact and effectiveness.
- 2.32 Improving the environment and quality of life in the Black Country are considered essential in making the area an attractive place to live. The overall transport strategy proposed for the Black Country is to upgrade public transport and promote “Smarter Choices” initiatives while maximising the capacity of the highway network through strategic traffic management initiatives while improving capacity and operation at key junctions. Transport Assessments and Travel Plans will help to fund some infrastructure.

- 2.33 The Highways Agency plans for Active Traffic Management and hard shoulder running on the M6 integrate well with this approach. The RSS Phase 1 revision has confirmed the need to improve Junctions 1 and 2 of the M5 and Junctions 9 and 10 on the M6 in the longer term. The nature of these improvements and their timing will be dependent on further studies that include the DaSTS Access to Birmingham study, investigation of the impacts of strategic development proposals and associated Area Action Plans and future Regional Funding Allocations considerations. Uncommitted transport infrastructure will be subject to detailed investment appraisal and funding opportunity.
- 2.34 New highway construction, as opposed to improving existing routes, will generally be limited to schemes supporting regeneration by allowing new development to take place or enhancing access from development areas to the principal highway network, particularly in the foci for Advantage West Midlands investment.
- 2.35 A Black Country long distance walking and cycling network has been identified and will be integrated with plans for Environmental Infrastructure. The land use pattern and transport networks set out in the Core Strategy will encourage healthy and active lifestyles.
- 2.36 The Core Strategy land use and development proposals were tested using the PRISM land use and transport model, which demonstrated a reduction in the amount of road traffic generated compared to other options tested.
- 2.37 The Transport Strategy is aimed at managing down and then accommodating the residual traffic demand generated by increases in car ownership, population and the transformational regeneration of the strategic centres. The strategy relies on attracting development to these four centres and this will require the careful phasing of parking supply to allow the management of demand to be adjusted to the availability of better quality public transport.

Primary Evidence

The transport policies respond to the transport objectives and outcomes referred to above and are founded on a robust evidence base derived from transport modelling undertaken as part of the Black Country Study, the Regional Spatial Strategy Phase 2 review of housing proposals and a transport strategy review of the Black Country. These studies have included investigation of a number of land use and transport scenarios for the wider Black Country and West Midlands area.

The development of the transport strategy has also been informed by a number of local transport studies, preparation of transport Major Scheme Business Cases and on-going monitoring of transport trends and performance of the transport networks in the area in conjunction with the West Midland Local Transport Plan.

The Black Country Study 2006

Review of Transport Strategy 2009 – Mott MacDonald

PRISM Model testing the Black Country Strategy – 2006

PRISM Black Country Core Strategy Transport Technical Document – July 2009

West Midlands TiF Study

Major Scheme Business Cases:

- West Midlands Red Routes Package 1
- West Midlands Urban Traffic control
- A41 Expressway

CSP5 will be delivered and monitored through arrangements set out within the Transport Policies of the Core Strategy.

2e. DELIVERING OUR VISION

- 2.38 A key role of the Core Strategy is to provide a framework for the integrated and co-ordinated regeneration of the Black Country. Ensuring effective delivery of this framework on the ground will require strong collaborative working both between the local authorities and, jointly, with our public, private and third sector partners and a robust process of infrastructure planning and delivery.

Delivery Constraints

- 2.39 The Core Strategy is supported by a Delivery Plan, which draws upon the results of an Infrastructure Study and a Viability Study. The findings of these studies underpin the Strategy, by identifying any potential infrastructure and viability constraints to delivery. The Delivery Plan sets out in some detail the mechanisms, investment and infrastructure needed to overcome constraints and deliver the Core Strategy.
- 2.40 Poor ground conditions, a legacy of the Black Country's mining and industrial past, affect much of the Growth Network. The remediation works necessary to deliver development are the main constraint to development identified in the Infrastructure and Viability Studies, in terms of both extent and cost. As ground conditions are a major constraint on delivery, land remediation should be a priority for delivery intervention. Where valuable mineral resources are present and it is viable to extract them as part of the remediation scheme, this may also help offset the costs.
- 2.41 Parts of the Black Country's existing highway infrastructure, principally the motorway network, suffer from considerable congestion. However, it is not anticipated that the development of new housing and employment land will have a significant additional impact, assuming that proposals for improved public transport, walking and cycling are delivered. This is principally because the housing demand within the sub-region is driven by the desire to live in smaller family units, rather than by population growth. In addition, most new housing development will have good access, including sustainable transport access, to centres of employment. This should help to reduce the requirement for travel and mitigate the impact of development.
- 2.42 Other infrastructure requirements are relatively limited in terms of both cost and extent, and are unlikely to prevent development from going ahead. These include flood mitigation works, waste water system capacity increases, provision for on-site waste management and enhancements in access to residential services. Where gaps in service provision exist, service providers are aware of these gaps and are actively working to address them.

Delivery Mechanisms

Plan Making

- 2.43 The detailed spatial aspects of implementation and delivery will be set out within the additional Development Plan Documents (DPD's) identified in each authority's Local Development Scheme. A detailed programme for DPD delivery is set out in the four Local Development Schemes.
- 2.44 Using the Core Strategy as a framework, the four authorities have already begun to prepare Area Action Plans (AAPs) and Site Allocation Documents (SADs) where necessary to define in more detail which sites are to be retained for employment and which are to be redeveloped for housing and other associated uses. The Black Country Authorities are prioritising this work, to provide certainty to landowners, firms, developers and communities as soon as possible.
- 2.45 SADs for Sandwell and Dudley and AAPs covering Brierley Hill, West Bromwich and Wolverhampton Strategic Centres and parts of the Regeneration Corridor network in Tipton,

Smethwick, Stafford Road Corridor, Stourbridge, Halesowen and Willenhall, are due to be adopted by 2012. These documents will cover significant parts of the Growth Network, providing allocations up to 2026.

- 2.46 It is important that housing allocations are made in accordance with up to date Strategic Housing Land Availability Assessments (SHLAAs) for each authority area, which include an assessment of the deliverability and developability of each site. Given the complexity of delivery issues affecting housing sites in the Black Country, it is particularly important that detailed technical work, local consultation, master planning and local phasing programmes are in place to inform allocations.

Delivery Partners

- 2.47 Regeneration in the Black Country is supported by the activity of a number of working partnerships.
- 2.48 Advantage West Midlands (AWM), the Regional Development Agency, promotes the economic development of the Black Country as a key priority in the region. In developing the Regional Economic Strategy, AWM has established Regeneration Zones in the Black Country, targeting funding to areas where regeneration needs and opportunities are most aligned. AWM has also established the Wolverhampton/Telford Technology Corridor, which supports projects to boost innovation, knowledge transfer and enterprise. AWM supports delivery in the Black Country through Impact Investment Locations in the Regional Funding Advice and Allocations, and Gap Funding Programmes.
- 2.49 The Homes and Communities Agency (HCA) is another key Black Country partner, supporting a range of projects, including Growth Points and grant funding for affordable housing. “Single conversations” with the Black Country authorities have resulted in the identification of investment priorities.
- 2.50 Housing market renewal is also supported in the Black Country through Urban Living – the Birmingham/ Sandwell Housing Market Renewal Area, and Evolve - the Black Country and Telford Housing Market Renewal Programme.
- 2.51 Local Delivery Partners are working across the sub-region making strategic interventions and bringing forward sites and projects. Urban Regeneration Companies (URC's) in Sandwell and Walsall are now well established along with the Wolverhampton Development Company and New Heritage Regeneration Limited, a Special Purpose Vehicle in Dudley. The four local authorities of Sandwell, Dudley, Walsall and Wolverhampton played a lead role in establishing these delivery agencies and are working alongside them to promote growth and regeneration. The four Local Strategic Partnerships are also promoting cross boundary working and the delivery of Local Area Agreement targets.
- 2.52 The Black Country is also working proactively with partners at the city region and regional level on promoting innovative and co-ordinated approaches to delivery such as Accelerated Development Zones to accelerate bringing forward land for housing development and creating high quality employment sites.

Funding Sources

- 2.53 The local authorities make significant investment in regeneration every year. This investment ranges from public realm improvements in Strategic Centres to housing renewal activity.
- 2.54 The Black Country was awarded Growth Point Status in 2008 to support the accelerated growth of 32,000 new dwellings up to 2016. This programme will speed delivery of new homes and quality environments by assisting with land assembly, relocations and remediation to create sustainable development areas.

- 2.55 Additional public sector funding is provided by the Homes and Communities Agency (HCA), and Advantage West Midlands (including Regional Funding Allocation, Zone Funding, Gap Funding and others). Funding can also be allocated from transport funding sources, such as The Community Infrastructure Fund, Transport Innovation Fund and the Local Transport Plan
- 2.56 Planning obligations currently deliver local infrastructure improvements necessary to mitigate the impact of development on the local area. Examples include affordable housing provision, access improvements, open space and residential services. Financial viability has always impacted on the extent of planning obligations which can be secured in the Black Country, particularly in areas suffering from poor ground conditions. Viability impacts can be expected to increase in the future as market conditions fluctuate and requirements for sustainable design are introduced and increased over time.
- 2.57 The Community Infrastructure Levy, due to be introduced in 2010, together with modifications to the role and extent of planning obligations will provide opportunities for Local Authorities to generate contributions for local and sub-regional infrastructure through a levy on a wide range of developments. This set within the context of an effective infrastructure planning and delivery regime may provide opportunities to provide a range of infrastructure currently beyond the scope of planning obligations.

DEL1 Infrastructure Provision

Strategic Objectives

The provision of appropriate infrastructure in a timely manner underpins the whole transformational and regeneration strategy and this policy is intended to ensure the delivery of Spatial Objectives 6, 7, 8 and 9.

Policy

All new developments should be supported by sufficient on and off-site infrastructure to serve the development, mitigate its impacts on the environment, and ensure that the development is sustainable and contributes to the proper planning of the wider area.

Unless defined circumstances apply, development proposals will only be permitted if all necessary infrastructure improvements, mitigation measures and sustainable design requirements can be secured through planning obligations, the Community Infrastructure Levy, conditions or other relevant means, to an appropriate timetable, and supported by the necessary resources.

Local Development Documents for each authority will set out:

- **The range of infrastructure to be provided or supported;**
- **The scale and form of obligation or levy to be applied to each type of infrastructure, including maintenance payments and charges for preparing agreements;**
- **The defined circumstances and procedure for negotiation regarding infrastructure provision, where viability is at issue.**

Policy Justification

- 2.58 The scale of growth proposed in the Core Strategy will have significant impacts on the local environment and the capacity of a range of infrastructure and facilities. Without appropriate investment, future development will be neither sustainable nor acceptable. The definition of infrastructure in this context is wide, including affordable housing, renewable energy, publicly accessible open space, sustainable drainage, sport and recreational facilities and residential services, for which overall targets and standards are set in the Core Strategy, but also locally specified requirements, such as crime prevention measures and public art, and cross boundary

requirements, such as waste water management. Impacts on the environment can include loss of open space or wildlife habitat which must be mitigated.

- 2.59 Each development proposal, therefore, must address its own impacts through on-site and off-site provision or enhancements, secured through planning obligations or other relevant means. Where the combined impact of a number of developments creates the need for infrastructure, it may be necessary for developer contributions to be pooled to allow the infrastructure to be secured in a fair and equitable way. Pooling may take place both between developments and between local authorities where there is a cross-authority impact.

Primary Evidence

Black Country Infrastructure Study (2009)
Black Country Viability Study (2009)

Delivery

Through DPDs and SPDs for various types of infrastructure and planning obligations. Investment will be sought through negotiations as part of the Development Management process.

Indicator	Target
LOI DEL1 - Adoption of Local Development Documents setting out details of the full range of infrastructure to be provided or supported.	100% by 2016

DEL2 Managing the Balance between Employment Land and Housing

Spatial Objectives

Delivery and phasing are fundamental to the Vision and the achievement of the agenda for change. Policy DEL2 is intended to ensure the delivery of Spatial Objectives 2 and 3 supported by Objectives 5,6 and 7 by providing a clear framework for a continuous supply of housing and employment land to meet the needs of the Black Country to 2026.

Without intervention, the Black Country is forecast to contain a surplus of employment land by 2026 of 1,003ha. Policy DEL2 manages the release poorest quality employment land which is not protected by Policies EMP1, EMP2 EMP3 and EMP4.

Policy

The Employment Theme Key Diagram and Appendix 2 shows the broad locations we propose to retain in employment use. Detailed boundaries for protected employment areas will be defined in Area Action Plans and Site Allocations Documents. These documents will also manage the release of surplus sites to alternative uses.

Before releasing any employment land in the Black Country we will first ensure the retention of an adequate supply of occupied and available employment land to meet defined needs as set out in Policies EMP2, EMP3 and EMP4.

In areas identified for new housing we will positively plan to facilitate housing growth by:

- Encouraging any existing operation which by virtue of the scale and nature of operations, traffic generation and other amenity considerations may restrict the regeneration of the area to relocate. This relocation will be facilitated with the full support of the local authority concerned, provided that suitable alternative sites and premises are available.
- Resist new development where this may restrict the regeneration of the area by virtue of the scale and nature of operations, traffic generation and other amenity considerations. Existing businesses who may wish to redevelop or extend their premises will be

encouraged to relocate with the full support of the local authority concerned, provided that suitable alternative sites and premises are available.

Before considering the release of employment land elsewhere we will:

- **Ensure satisfactory arrangements for the relocation of existing occupiers to safeguard the existing employment base**
- **Ensure that the development does not adversely affect the operation of existing or proposed employment uses**
- **Ensure that the site is no longer viable and required either for employment use, including relocation of businesses displaced from sites released to other uses, or for other employment-generating uses.**

The indicative phasing of housing development on surplus employment land is summarised for each local authority in Table 4. A more detailed illustration of this distribution is shown in Appendix 2. This distribution should be used as the starting point for AAPs and SADs. Where local documents propose an alternative distribution the local authority must consider the implication this may have on the need to meet local authority targets in EMP 1 – 4 and HOU1 and make alternative provision where necessary.

Any proposals resulting in the loss of employment land submitted in advance of the adoption of AAPs or SADs should demonstrate a comprehensive approach, making best use of available land and infrastructure and not prejudicing existing and neighbouring uses. Incremental development will only be allowed where it would not prejudice masterplanning of the wider area. Proposals should also consider the distribution of land shown in Appendix 2.

Policy Justification

- 2.60 The Core strategy is based on a balance of housing and employment. Policies EMP1, EMP2 and EMP3 and EMP4 set out the approach to maintaining a sufficient stock of land for employment, and Policy HOU1 details how the Strategy will accommodate housing needs. The Plan proposes that 1,003 ha of our poorest quality employment land will be redeveloped to meet a significant proportion of our housing requirement, while still providing a sufficient stock of retained land to accommodate forecast levels of jobs. Policy DEL2 provides the mechanism to manage the release of this surplus employment land.
- 2.61 The phased release of employment land for housing must be managed carefully to avoid both unnecessary blight of employment land and harm to the amenity of new residents. While there may be scope for some businesses to remain within areas identified for housing growth, those operations which detract from the regeneration of the area will be encouraged to relocate. The process of transition needs to be managed to allow important businesses and employment uses to relocate to more competitive locations within the Black Country. Relocation can be supported by regeneration through increased land values and will often benefit the long term ambitions of the companies themselves. Locations will be made available for these businesses within protected employment land in the Black Country as far as possible.
- 2.62 Proposals for new employment development in areas of housing growth will be resisted where it is not consistent with the housing led regeneration of the area. The majority of new employment development will be accommodated within the identified Strategic High Quality and Local Employment areas. However it will be particularly important not to undermine viable businesses on land proposed for housing.
- 2.63 The first phase of Area Action Plans (AAPs) and Site Allocation Documents (SADs), will deliver sufficient phased housing allocations up to 2026, in line with Table 4. However, where developers are putting forward proposals in advance of AAPs or SADs, masterplans linked to planning applications could be an appropriate mechanism to trigger a site's release. In such cases, proposals would be expected to adopt a comprehensive approach, making best use of available land and infrastructure and not prejudicing existing and neighbouring uses.

- 2.64 It will be necessary to rely on existing housing commitments and identified SHLAA sites during the early years to enable an appropriate lead in time for larger housing sites. The delivery of new housing will be timed in such a way to ensure that supporting infrastructure is in place. Phasing programmes should guide resource allocation to particular areas and should be designed to ensure that the delivery of major new developments will not cause unacceptable disruption for new and existing residents and businesses.

Table 4 – Phasing of Employment Land and Housing

Hectares	Dudley	Sandwell	Walsall	W'hampton	S Staffs.	Total
Gross Employment Land 2009	827	1250	735	759	21	3,593
Additions to Employment Land ⁽¹⁾	8	24	27	23	34	116
Employment land redeveloped to housing	57	67	93	33	0	250
Gross Employment Land 2016	778	1,207	669	749	55	3,458
Additions to Employment Land ⁽¹⁾	11	35	40	35	49	170
Employment land redeveloped to housing	141	392	88	132	0	753
Gross Employment Land 2026	648	850	621	652	104	2,876

(1) Gross new employment land brought forward through additions to stock, as set out in GVA Grimley 2009 Assessment of Employment Sites report Table 3.4 . Based on bringing forward of RELS sites.

Primary Evidence

Black Country Employment Land Review (2008)

Strategic Housing Land Availability Assessments (2009)

Delivery

Planning Permissions

Area Action Plans

Monitoring

Indicator	Target
LOI DEL2a - Adoption of Site Allocation Documents and Area Action Plans covering the whole of the Black Country as per each LA LDS	By 2016
LOI DEL2b – Employment land completions by Local Authority (ha)	As set out in table 4
LOI DEL2c – Loss of employment land by Local Authority area (ha) by type	As set out in table 4

3. Creating Sustainable Communities

HOU1 Delivering Sustainable Housing Growth

Strategic Objectives

The creation of a network of cohesive, healthy and prosperous communities across the Black Country is a fundamental element of the Vision. The provision of sufficient land to provide for sustainable housing growth is a corner stone in the achievement of this Vision and the policy ensures the delivery of Spatial Objectives 3, 4 and 5.

Policy

Sufficient land will be provided to deliver at least the minimum regional requirement of 63,000* net new homes over the period 2006 – 2026. The majority of the requirement will be met through committed sites and the phased allocation of sites within the Regeneration Corridors, Strategic Centres, appropriate Free-Standing Employment Sites and housing renewal areas as detailed in Tables 5, 6, & 7, the Housing Key Diagram and Appendices 2 and 3.

Additional housing capacity will also be sought elsewhere in the Black Country through allocations and planning permissions on suitable sites. The estimated net effect of housing redevelopment up to 2026 will be reviewed annually and taken into account in the calculation of housing land supply.

At least 95% of new housing (gross) will be built on previously developed land.

Table 5 - Black Country Housing Land Supply 2006-26

CURRENT SUPPLY	Gross Completions 2006-9	8,589
	Committed Sites April 2009 ¹	23,808
GROWTH NETWORK	Regeneration Corridors ^{2 3}	23,771
	Strategic Centres	4,039
OUTSIDE GROWTH NETWORK	Free-standing Employment Sites ²	2,044
	Housing Demolition Sites	3,548
	Other Capacity outside the Growth Network	6,650
TOTAL GROSS DWELLINGS		72,450
	Demolitions 2006-9	- 2,563
	Estimated Housing Demolitions	- 6,887
TOTAL NET DWELLINGS		63,000

¹ discounted by 10%

² discounted by 15%

³ including West Bromwich Strategic Centre

Table 6 - Housing Land Supply by Phase (2009-26)

SOURCE OF CAPACITY	2009-16	2016-26	2009-26
Committed Sites April 2009 ¹	16821	6987	23808
RC 2	0	873	873
RC 3	0	563	563
RC 4	66	2030	2096
RC 6	359	866	1225
RC 7	911	104	1015
RC 8	438	4277	4715
RC 9	0	5320	5320
RC 10	355	315	670
RC 11	590	2000	2590
RC 12	0	2591	2591
RC 13	0	4113	4113

RC 14	0	295	295
RC 15	0	455	455
RC 16	120	1326	1446
Regeneration Corridor Total ^{2 3}	2413	21359	23772
Wolverhampton City Centre	0	1100	1100
Brierley Hill Town Centre	2306	633	2939
Strategic Centre Total	2306	1733	4039
Free-Standing Employment Sites ²	0	2044	2044
Estimated Housing Demolitions (2009-26)	-3199	-3688	-6887
Estimated Capacity of Housing Demolition Sites	858	2690	3548
Estimated net change on Housing Demolition Sites	-2341	-998	-3339
Other Capacity Outside the Growth Network	1409	5241	6650
Total Net Dwellings	20608	36366	56974

Table 7- Housing Land Supply by Local Authority (2006-26)

SOURCE OF CAPACITY	Dudley	Sandwell	Walsall	Wolverhampton	Total
Net Completions 2006-9	1937	2741	254	1094	6026
Committed capacity ¹ April 2009	3654	6998	6038	7118	23808
RC 2				873	873
RC 3				563	563
RC 4				2096	2096
RC 6			1225		1225
RC 7			1015		1015
RC 8		3910	805		4715
RC 9		5320			5320
RC 10	670				670
RC 11	2590				2590
RC 12		2591			2591
RC 13	980	3133			4113
RC 14	295				295
RC 15			455		455
RC 16	910	536			1446
Regeneration Corridor Total ^{2 3}	4628	13166	2975	3002	23772
Strategic Centre Total	2939**	-	0	1100	4039
Free-Standing Employment Sites ²	310	714	714	306	2044
Estimated net change on Housing Demolition Sites (2009-26)	102	-3031	765	-1175	-3339
Other Capacity outside the Growth Network	2556	901	1227	1966	6650
Total Net Dwellings (2006-26)	16127	21489	11973	13411	63000
Estimated Gross Dwellings (2006-26)	16527	26217	14184	15522	72450

** Excludes 294 dwellings which have been included in RC11

Justification

3.1 The Core Strategy identifies sufficient land to achieve the minimum regional requirement of 63,000 additional dwellings by 2026. This will deliver a 13% increase in housing stock and accommodate projected household increases within the Black Country. The strategic elements of housing land supply are shown on the Housing Key Diagram. Housing capacity has been identified on the basis of the following information:

- Strategic Housing Land Availability Assessments (SHLAAs)

- Employment Studies – identifying surplus land
- An estimate of the likely scale of housing renewal up to 2026

- 3.2 The housing supply on surplus employment land has been discounted by 15% in order to take account of delivery constraints that particularly affect larger areas. Delivery constraints include poor ground conditions and the need for large scale masterplanning, land assembly and residential service access improvements. This discount means that land will be allocated over and above that required to meet targets. Supply on committed sites has also been discounted by 10% to allow for non-implementation. Together, these discounts will provide sufficient flexibility in the housing land supply to meet any unforeseen circumstances.
- 3.3 Additional capacity will come forward within Strategic Centres and also outside the Growth Network, on housing renewal sites and on other sites identified in SHLAAs. Specific sites will be allocated in Site Allocation Documents and Area Action Plans. These other sites are likely to include surplus public land, small non-conforming employment uses, sites in non-strategic centres and residential intensification sites, subject to policy, sustainability and detailed site considerations.
- 3.4 Large areas in the central core of the Black Country have been identified as in need of some kind of housing market intervention. Selective housing renewal of the Black Country's existing housing stock and the surrounding residential environment will help to create more sustainable communities and support regeneration within the Growth Network. A combination of renovation, improvement, refurbishment or redevelopment will take place, to be determined on a site-by-site basis having regard to the most sustainable approach. The likely amount of redevelopment following demolition on housing renewal sites has been estimated (see Table 6) and current housing renewal hubs are shown on the Housing Key Diagram.
- 3.5 The Plan period has been divided into two phases. The housing figures set out in Table 6 for 2009-16 are minimum targets. Given the poor housing market conditions and the economic uncertainty at the beginning of the Plan period, and the lead in time to bring forward many of the housing sites in the Growth Network, housing capacity has been concentrated in the second phase. The Black Country housing trajectory is set out in Appendix 4.

Primary Evidence

Dudley, Sandwell, Walsall and Wolverhampton SHLAAs (2009)
 2008 Employment Land Study (GVA Grimley)
 2009 Employment Sites Study (GVA Grimley)

Delivery

Through Site Allocations Documents and Area Action Plans.
 Annual update of SHLAAs.

Housing renewal will be delivered through local authority intervention and the Urban Living and Evolve projects, but also through mechanisms for specific areas, such as the Greets Green and ABCD (All Saints and Blakenhall) New Deal for Communities areas.

Securing funding to facilitate delivery, such as Growth Point and affordable housing grant

Working with key partners and delivery agencies.

Indicator	Target
COI HOU1a - Housing Trajectory indicators	In accordance with housing trajectory set out in Appendix 4
LOI HOU1 - Net housing completions for each Regeneration Corridor and Strategic Centre, and for free-standing employment sites and sites outside the Growth Network by local authority	Targets set out in tables 6 and 7(annualised)
COI HOU1b – New and converted dwellings on previously developed land	95%

HOU2 Housing Density, Type and Accessibility

Strategic Objectives

The creation of a network of cohesive, healthy and prosperous communities across the Black Country is a fundamental element of the Vision. This requires a range of housing types, tenures and densities to provide choice and create sustainable communities and to ensure the delivery of Spatial Objectives 3, 4 and 5.

Policy

The density and type of new housing provided on each site will be informed by:

- The need for a range of types and sizes of accommodation to meet identified sub-regional and local needs;
- The level of accessibility by sustainable transport to residential services, including any improvements to be secured through development;
- The need to achieve high quality design and minimise amenity impacts, taking into account the characteristics and mix of uses in the area where the proposal is located.

Each authority should aim to provide an overall mix of house types over the plan period suitable to accommodate the following proportions of household types:

1 person households – 20%

2 person households – 40%

3+ person households – 40%

Developments of 15 dwellings or more should provide a range of house types and sizes that will meet the accommodation needs of both existing and future residents, in line with information available from the Strategic Housing Market Assessment and Housing Needs Surveys and with reference to the targets above.

All developments must achieve a minimum net density of 35 dwellings per hectare, except where higher densities would prejudice historic character and local distinctiveness as defined in Policy ENV2.

Housing developments of 15 dwellings or more will be expected to meet the accessibility standards set out in table 8, which vary according to density and likely house type mix. Where there is an identified gap in service provision against one or more of these standards, investment will be sought to improve either service provision or access to existing services or service provision sufficient to ensure standards are met. New provision should be located in accordance with CEN6 and HOU5.

Table 8 - Accessibility Standards

Density / House Type Mix			
Density (dwellings per hectare net)	Very High: 60 + Only appropriate within a Strategic Centre or Town Centre	High: 45 – 60	Moderate : 35 – 45
Indicative proportion of flats	50%+	25-50%	0 – 25%
Indicative amount of housing suited to families	Low	medium	high
Accessibility (by either walking or public transport, unless stated)			
Employment - Strategic Centre or other employment area	20 min	20 mins	30 mins
Health - Doctor's surgery or Walk-in Centre	10 mins	10 mins	15 mins
Fresh Food - Centre or foodstore	Na	10 mins	15 mins

Education - Primary School (walking distance only)	Na	15 mins	10 mins
Education - Secondary School	Na	25 mins	20 mins

The local authorities will work with partners to meet identified needs to accommodate older people, people with disabilities and those with other special needs.

All site allocations made in LDDs will state the density and house type mix to be sought. Detailed guidance on the application of this policy in local areas will be provided in Site Allocation Documents and Area Action Plans, and through individual local authority Supplementary Planning Documents.

Justification

- 3.6 Achieving an appropriate density and house type mix is crucial both to the success of each new housing development and also the overall sustainability of the Spatial Strategy. It is important that even small sites, of 15 dwellings or more, in line with the affordable housing threshold, contribute to providing an appropriate house type mix and density.
- 3.7 The accessibility of all housing developments to a range of residential services by walking, cycling or public transport is key to achieving sustainable communities. As higher density developments tend to accommodate more people, they should generally be located in the areas with best access to services. The highest densities should be located in areas with the best access to public transport and services, but also where a high proportion of flats will provide design solutions that best reflect historic character and local distinctiveness. Therefore, such densities will only be acceptable within Strategic Centres and Town Centres. Conversely, lower density developments, accommodating more families should have best access to schools.
- 3.8 Table 8 in Policy HOU2 provides access standards for differing house type mixes / densities, in relation to four priority residential services: employment, health, fresh food and education. These services have been identified in Government research on social inclusion and guidance on Accessibility Planning and Local Transport Plans (LTPs), and were used to assess accessibility in the West Midlands LTP 2006. Proxies have been selected for each service e.g. employment is represented by Strategic Centres and retained employment areas. The proxy used for fresh food is a Centre, which should include an anchor foodstore, or a foodstore outside a Centre that currently provides a range and choice of fresh food. The access standards have been developed based on survey evidence regarding the distance people are prepared to travel to each service by foot and public transport.
- 3.9 Current accessibility across the Black Country has been modelled using Accession software, which shows the high levels of accessibility achieved by the Spatial Strategy. This does however show that there are some gaps in service provision which will need to be filled through service or access improvements. The model will be updated on a regular basis to reflect changes in service provision and public transport services. Local circumstances, such as planned changes to service provision, will be taken into account when assessing accessibility on a site by site basis.
- 3.10 Household projections indicate that 60% of new households the Black Country will need to accommodate by 2026 will be 1 or 2 person, and many of these will include older people. It is important that new housing reflects the needs of these new households, allowing for at least one bedroom per person.
- 3.11 The Black Country suffers from a lack of housing choice, which limits its ability to attract more households in Social Groups A and B. At present, one quarter of new market housing built in the Black Country is occupied by A and B households who are new to the area or who would otherwise have left. If the equivalent national level of A and B households in 2033 were to be achieved in the Black Country this would require all new market housing built over the Plan

period to be occupied by A and B households. Factors most likely to attract A and B households are proximity to professional and managerial jobs, the appearance of the surrounding area and good schools. It will be important, therefore, that the various elements of the Core Strategy work together to achieve a level of transformation necessary to attract A and B households at the required levels.

Primary Evidence

C3 Housing Market Area Strategic Housing Market Assessment (2008)

Black Country Infrastructure Study (2009)

Black Country Viability Study (2009)

AB Social Group Research (2007)

Delivery

Through Local Development Documents and Supplementary Planning Documents

Through the Development Management process

Indicator	Target
LOI HOU2a - % of housing completions on sites meeting accessibility standards	100% (excluding sites under 35 dph meeting HOU1 criteria)
LOI HOU2b - Proportion of 1, 2 and 3+ bedroom properties completed by type	20% 1 bedroom; 40% 2 bedroom; 40% 3+ bedroom

HOU3 Delivering Affordable Housing

Strategic Objectives

The creation of a network of cohesive, healthy and prosperous communities across the Black Country is a fundamental element of the Vision. This requires a range of housing types, tenures densities and affordability to create sustainable communities and to ensure the delivery of Strategic Objectives 3, 4 and 5.

Policy

The Local Authorities will aim to provide 11,000 new affordable dwellings between 2006 and 2026, in partnership with developers and the Homes and Communities Agency.

Local Planning Authorities will seek to secure 25% affordable housing on all sites of 15 dwellings or more where this is financially viable. The tenure and type of affordable units sought will be determined on a site by site basis, based on best available information regarding housing need, site surroundings and viability considerations.

On sites where 25% affordable housing is proven not to be viable, the maximum proportion of affordable housing will be sought which will not undermine the development's viability, subject to achieving optimum tenure mix and securing other planning obligations necessary for the development to gain planning permission. Financial viability assessments conforming to an agreed methodology will be required and, where necessary, independently appraised by the local planning authority at the cost of the applicant. Claw back and other flexible arrangements will be sought through planning agreements, wherever possible, to allow for changing market conditions in future years.

Justification

3.12 Whilst the current economic situation has impacted on house prices in recent times rising house prices and low average incomes over a long period have made market housing increasingly unaffordable for many Black Country households. The C3 Strategic Housing Market Assessment (SHMA) 2008¹ identified a significant need for affordable housing in the Black Country up to 2011 amounting to 3,125 units per year. To meet this level of need over

¹ The C3 area includes the Black Country, Telford & Wrekin, South Staffordshire and Cannock

the Plan period, 80% of new housing would have to be affordable. This is neither practical nor would it deliver the required increase in A and B households.

- 3.13 The RSS Phase 2 Revision suggests a minimum affordable housing target of 29% of gross completions for authorities in the Central Housing Market Area. However, this is not achievable in the Black Country as, even when residential land values were at their peak, it has only been possible to secure, on average, half of the target affordable housing on eligible sites through developer subsidy, due to viability issues. If the full target of 25% (30% in Dudley's case) required in adopted UDPs had not been secured on some sites, this average would have been far lower. Given that housing land values are unlikely to return to recent levels in the short term and that viability issues will therefore continue to affect many sites, it is reasonable to assume that a similar average rate will be achieved over the Plan period. To achieve this rate, it is vital that 25% affordable housing is initially sought on all eligible sites, that viability is assessed on a site by site basis, and that claw back is employed wherever possible to allow for changing market conditions.
- 3.14 In the absence of any other information, it is also reasonable to assume that housing grant levels continue to provide the same number of affordable dwellings annually as achieved since 2006. Using these assumptions, 11,000 affordable homes would be built between 2006 and 2026, 15% of estimated gross completions (72,450).
- 3.15 The tenure of affordable housing required over the Plan period will vary according to local housing need and market conditions. However, intermediate tenure affordable housing is currently unviable and will continue to be so until land values start to rise appreciably again.

Primary Evidence

C3 Housing Market Area Strategic Housing Market Assessment (2008)
Black Country Infrastructure Study (2009)
Black Country Viability Study (2009)
Dudley, Sandwell, Walsall and Wolverhampton Housing Strategies
Dudley, Sandwell, Walsall and Wolverhampton SHLAA's (2009)
Affordable Housing Background Paper (2009)

Delivery

Site Allocations Documents, Area Action Plans and negotiations with developers through the Development Management process.
Implementation of Housing Strategies and close co-ordination and partnership with the Homes and Communities Agency.

Indicator	Target
COI HOU3 – Gross affordable housing completions	11000 by 2026 (15% of target gross housing completions between 2006 and current year)

HOU4 Accommodation for Gypsies and Travellers and Travelling Showpeople

Strategic Objectives

The creation of sustainable communities, which is at the heart of the Spatial Strategy, requires accommodation to meet the needs of all sectors of society and cater for their particular requirements. Making proper provision for gypsies, travellers and travelling showpeople helps to meet the requirements of Spatial Objectives 3 and 4

Policy

Targets for new gypsy and traveller pitches and travelling showpeople plots up to 2018 for each local authority are set out in Table 9. These targets are based on needs identified in the Black Country Gypsy and Traveller Accommodation Assessment (GTAA) 2007 and will be used

until such time as they may be superseded by revisions to RSS. When necessary, the GTAA will be reviewed and targets rolled forward to cover the whole plan period.

To ensure that these targets are met, the local authorities will allocate sites through Site Allocation Documents and Area Action Plans, and will pursue funding, where necessary, to ensure pitches and plots are delivered. The location of transit pitches to serve the Black Country as a whole will be determined by the local authorities in partnership.

All of the following criteria will be applied when allocating sites. The same criteria will be applied when determining planning applications, where there is a demonstrable need not met through allocated sites.

Gypsy and traveller permanent residential pitches and travelling showpeople plots:

- The site and its setting should be suitable for residential development and the development should be designed to provide adequate levels of privacy and amenity for both occupants and neighbouring uses;
- The site should meet the highest standards of access to residential services set out in Policy HOU2;
- The site should be located and designed to facilitate integration with neighbouring communities;
- 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, including in the case of travelling showpeople sufficient level space for outdoor storage and maintenance of equipment;
- The site is served or capable of being served by adequate on-site services for water supply, power, drainage, sewage disposable and waste disposal (storage and collection).

Gypsy and traveller transit pitches

- The site should be located adjacent, or with good access, to the Principal and Trunk Road Network
- The site and its setting should be suitable for residential development.

The precise location, design and facilities provided on any new sites will be determined in consultation with local gypsies and travellers and travelling showpeople, and take into account any available national guidance.

Table 9 - Black Country Gypsy, Traveller and Travelling Showpeople Accommodation Targets: 2008-2018

	Dudley	Sandwell	Walsall	Wolverhampton	Black Country
Permanent Residential Pitches	21	2	39	36	98
Transit Pitches	10-12 Pitches				10-12
Plots for Travelling Showpeople	6	12	35	3	56

Source: Black Country GTAA 2008

Justification

3.16 The Black Country GTAA, in accordance with national guidance, has identified local need where it arises for gypsy and traveller and travelling showpeople accommodation up to 2018. In the event of the new Single Integrated Regional Strategy (SIRS) adopting pitch targets for the Black Country which do not accord with the GTAA in one or more respects, the figures set out in Table 9 will be superseded and updated by the SIRS figures.

- 3.17 Permanent gypsy and traveller pitch and travelling showpeople plot sites have a permanent structure with all the normal residential amenities, and are used as a base to travel from. Gypsies and travellers have above average needs for education and health services, and so good access to these services is important. Transit pitches are designed to temporarily accommodate gypsies and travellers removed from unauthorised encampments and provide basic amenities including, as a minimum, water supply and rubbish disposal.
- 3.18 The GTAA identified that gypsies and travellers prefer small, family sized sites with approximately 10-15 pitches, but will accept larger sites if carefully planned and designed in consultation with the gypsy community. Local authorities may assist gypsies and travellers living on their own land without planning permission to obtain retrospective planning permission where this is deemed appropriate. However, many of the participants in the GTAA did not think they would be able to afford to buy their own land. Therefore, Council owned or operated sites are likely to make up the majority of future pitch requirements in the Black Country, although Site Allocation Documents and Area Action Plans may specify small sites that could viably be bought and developed privately by gypsies and travellers. Any consultation on DPDs concerning gypsy and traveller and travelling showpeople accommodation will fully involve gypsies, travellers and travelling showpeople.
- 3.19 There is an identified need for a transit site or sites in the Black Country, to accommodate temporarily gypsies and travellers removed from unauthorised encampments. The GTAA did not identify any particular preferred location within the Black Country. Therefore, the local authorities and stakeholders will work together to identify the most appropriate location or locations in accordance with the criteria in Policy HOU4.
- 3.20 Travelling Showpeople have different accommodation requirements to those of gypsies and travellers and form part of a different community. They require large plots capable of accommodating lorries and equipment, which are more suited to mixed use areas.

Primary Evidence

Black Country Gypsy and Traveller Accommodation Assessment (2008)

Delivery

Allocations in Local Development Documents and bids for Government funding where required.
Planning applications determined through the Development Management process

Indicator	Target
COI HOU4 – Net additional pitches (permanent residential pitches, transit pitches and plots for travelling showpeople) provided up to 2018	Targets for each authority as set out in Table 9.

HOU5 Education and Health Care Facilities

Strategic Objectives

Education and health care are fundamental to achieving the Vision for sustainable communities and economic prosperity. In particular the provision of a sustainable network of education and health care facilities is key to delivery of Spatial Objective 8.

Policy

New health care facilities and pre-school, school and further and higher education facilities should be:

- **Well designed and well related to neighbourhood services and amenities;**

- Well related to public transport infrastructure and directed to a Centre appropriate in role and scale to the proposed development and its intended catchment area. Proposals located outside Centres must be justified in terms of relevant national policy;
- Wherever possible, best located to address accessibility gaps in terms of the standards set out in Policy HOU2, particularly where a significant amount of new housing is proposed;
- Where possible, incorporate a mix of compatible community service uses on a single site.

New and improved facilities will be secured through a range of funding measures. Where a development would increase the need for education and health care facilities to the extent that new or improved facilities would be required, planning obligations or levies will be secured as detailed in Site Allocation Documents, Area Action Plans and Supplementary Planning Documents.

Where housing site allocations are proposed through Site Allocations Documents or Area Action Plans which would require new or improved facilities, sites and potential funding mechanisms will be identified to deliver these.

New and redeveloped education facilities should include maximum provision for community use of sports and other facilities.

The existing network of education and health care facilities will be protected and enhanced. Proposals involving the loss of an education or health care facility will be permitted only where adequate alternative provision is available to meet the needs of the community served by the facility.

Justification

3.21 Poor health, low sports participation and low educational attainment are key issues for the Black Country. Improvements to provision of education and health facilities will help to address these issues and also retain and attract A and B households. A great deal of investment is currently underway, for example through the LIFT initiative and Building Schools for the Future. It is important that this investment, including contributions from development, is focussed to support Centres, address accessibility gaps, generate maximum service improvements and secure community benefits. In particular, increasing community use of school sports facilities would make a major contribution towards meeting open space, sport and recreation standards and improving health through increased sports participation.

3.22 Whilst the preferred location for education and health care facilities is the network of identified Centres, there may be cases where a development is isolated from a Centre or provision within a Centre may not be possible. In such cases the priority, when selecting a location, should be addressing accessibility gaps in accordance with access standards set out in Policy HOU2, to maximise sustainable access to the facility.

Primary Evidence

Black Country Infrastructure Study (2009)

Primary Care Trust Strategic Services Development Plans

Delivery

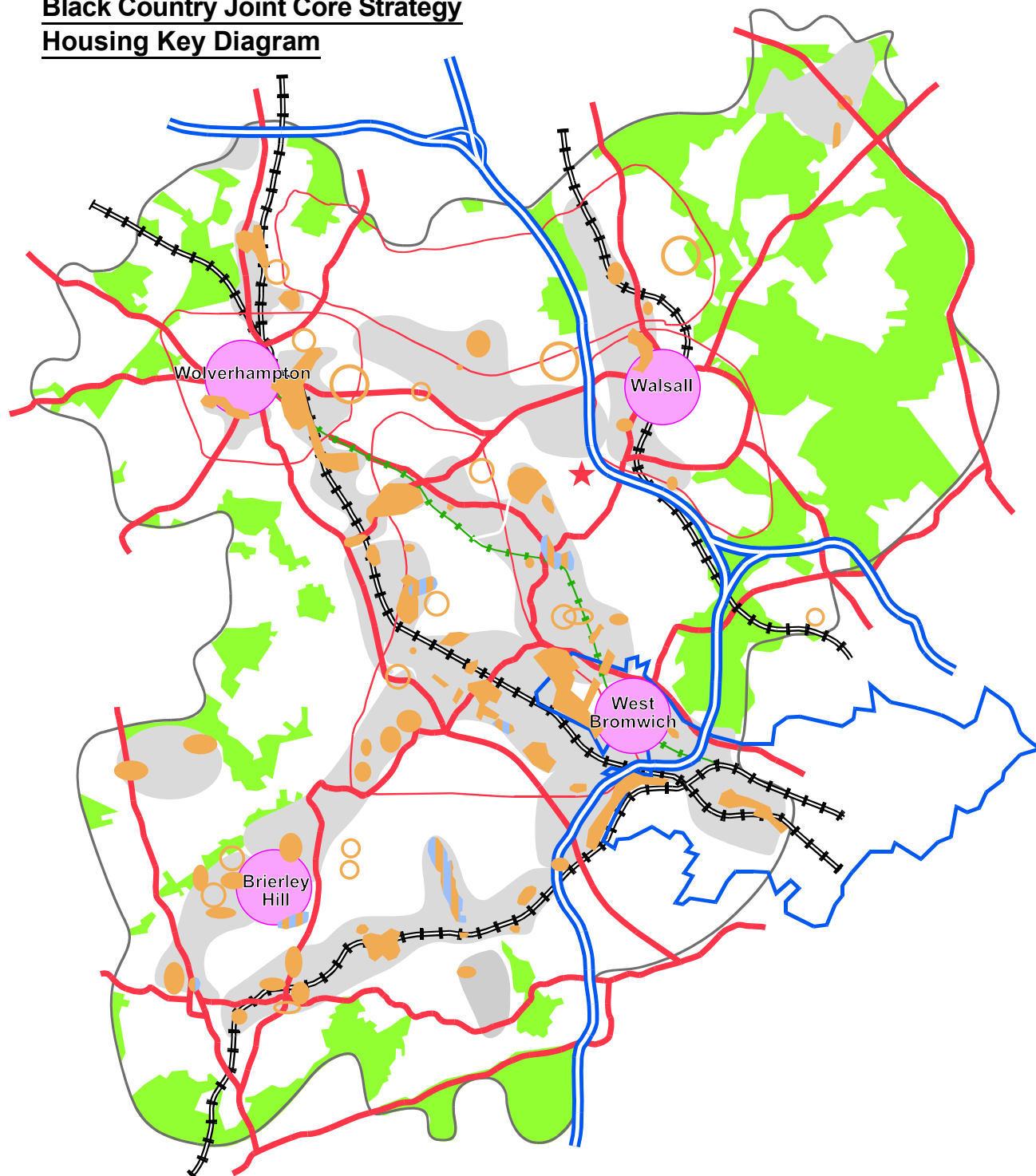
- Building Schools for the Future and Primary School Programme
- LIFT initiative, GP-led initiatives and other health care development initiatives
- Identify sites to support implementation of established programmes and to meet identified needs through Site Allocations Documents and Area Action Plans.
- Use of planning obligations or other funding mechanisms to address the impact of development on the need for health and education facilities.

Indicator	Target
LOI HOU5 - Loss of Education and Health Care	None

capacity during the plan period	
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Black Country Joint Core Strategy

Housing Key Diagram



- Housing Growth Area
- Proposed Housing/Local Employment Mixed Area
- Housing Renewal Hub
- Strategic Centres
- Major Road Networks
- Motorway
- Green Belt

- Urban Living Sandwell/Birmingham Housing Market Renewal Area
- Areas in Need of Housing Market Intervention
- Regeneration Corridors
- Freestanding Employment Site
- Passenger Rail
- Midland Metro



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4. THE ECONOMY, EMPLOYMENT AND CENTRES

- 4.1 The evidence base for our employment land policies is a series of employment land studies by GVA Grimley. The first – the Black Country Employment Land review was undertaken in 2008 followed by the Assessment of Employment Sites Report in 2009. These studies set out the economic vision for the Black Country and translate it into a set of employment forecasts, which in turn are translated into demand for employment land. They show how the economy will change if the vision is to be realised, and how much employment land, of what kinds, will be needed to accommodate that change.
- 4.2 Policies EMP1-4 are concerned with employment in manufacturing (Use Class B1(b) and B2)), warehousing (Use Class B8) and other uses which are typically located in employment areas. We refer to these uses as ‘employment’. Offices are not classed as an employment use; they are covered by policies CEN1-7, which cover uses that are more appropriately located in town centres, also including retail.

EMP1 Providing for Economic Growth and Jobs

Spatial Objective

Policy EMP1 seeks to ensure a sufficient stock of employment land to meet demand and support the growth and diversification of the economy. This Policy supports Spatial Objectives 2 and 9.

Policy

We aim to provide land for at least 75,000 industrial and warehouse jobs in the Black Country in 2026. For this, to protect jobs and support economic growth and allow for market flexibility and uncertainty, we will plan for a target of 2,900 ha of employment land. We will ensure that the stock does not fall below the quantity set out in Table 10.

Table 10 – Proposed Employment Land Stock to 2026

Local authority	Employment land stock 2009 (ha) ⁽¹⁾	Proposed employment land stock 2016 ⁽¹⁾	Proposed employment land stock 2026 ⁽¹⁾
Dudley	827	778	648
Sandwell	1,250	1,207	850
Walsall	735	669	621
Wolverhampton	759	749	652
Black Country	3,572	3,493	2,771
South Staffordshire*	21	55	104
Total	3,593	3,548	2,878

Source: GVA Grimley Assessment of Employment Sites Report, 2009 Table 3.8

(1) Proposed stock figure refers to gross stock including allowance for non-class b uses and for small areas of vacant land, but excluding larger areas of vacant land over 0.4ha. Extent of this allowance varies by quality of area as defined in Policies EMP2 and EMP3 using assumptions set out in GVA Grimley 2009 Assessment of Employment Sites Report.

* includes allowance for i54, Hilton and Featherstone sites adjacent to Black Country within South Staffordshire District

Policy Justification

- 4.3 The transformation of the Black Country's economy aims to create strong and prosperous communities. The Black Country is well placed to attract knowledge based, high technology manufacturing and warehousing employment. The evidence base, which as noted earlier is based on fulfilment of the Black Country vision, forecasts that employment in the logistics / warehousing sector will grow. It forecasts that manufacturing employment will fall, but envisages that the Black Country will continue to play a large role in manufacturing/industry and attract inward investment in that sector. The economy as a whole and manufacturing in particular will need to diversify into growth sectors, which will be identified locally following Local Economic Impact Assessments.

- 4.4 The land requirement will be met by the protection and improvement of existing employment areas as set out in Policies EMP2 and EMP3 and by the bringing forward of sites for development as detailed in Policy EMP4.
- 4.5 The stock of employment land proposed in the JCS is considered to be sufficient to meet the anticipated level of demand, including a safety margin to cover risk. To ensure that the forecast demand for land is met in full, it is essential that this stock be maintained. If the stock becomes too low, because too much employment land is released for housing, or not enough land is developed/redeveloped for employment, there is a danger that economic development may be constrained and the Black Country may not provide enough jobs.
- 4.6 The release of surplus employment land to other uses is managed by Policy EMP3 and DEL2.

Primary Evidence

Regional Employment Land Study (2009)
 2008 Employment Land Study (GVA Grimley)
 2009 Employment Sites Study (GVA Grimley)

Delivery

- Through the Development Management process.
- Through interventions in partnership with Economic Development Partners in promoting development opportunities to make land available and bringing forward development.
- Through monitoring of gains and losses of employment land, which will inform planning decisions and policy interventions.
- Through Multi-Area Agreements which will frame future action in relation to market intervention at local authority level and aim to close gaps between wards with the greatest worklessness and deprivation.

Monitoring

The land requirements shown above are based on assumptions made in the 2008 GVA Grimley Employment Land Review. These assumptions include job densities, vacancy and proportion of non-class B uses in employment area. It will not be possible to monitor all these assumptions in AMRs. Therefore, to measure progress towards the targets set out for 2016, in 2015 we will commission a review of the employment land evidence which will see how far key assumptions have come true and suggest remedies to rectify any shortfall in meeting the targets.

Indicator	Target
• LOI EMP1a – Employment land completions by Local Authority (ha)	To reflect gross employment land stock as set out in table EMP1
• LOI EMP1b – Loss of employment land by Local Authority area (ha)	To reflect gross employment land stock as set out in table DEL2

EMP2 Actual and Potential High Quality Strategic Employment Areas

Spatial Objectives

Policy EMP1 has set out the overall quantity of employment land that we aim to provide by 2026. The existing portfolio of land is not of sufficient quality to deliver our aspirations. Policy EMP2 provides for a portfolio of High Quality Employment Land suitable for a growing and diversified economy. This Policy supports Spatial Objectives 2 and 10.

Policy

The High Quality Strategic Employment Areas will be characterised by excellent accessibility, high quality environment and clusters of high technology knowledge based sectors. The Black Country currently provides 527 ha of high quality land and we will safeguard them for manufacturing and logistics uses within Use Classes B1 (b) (c), B2 and B8.

The Black Country needs an additional 1,055 ha of High Quality Employment Land. Targets for each Local Authority area is set out in Table 11.

Some employment generating non Class B uses will also be permitted on actual and potential high quality employment sites, where they can be shown to support, maintain or enhance the business and employment function of the area.

We will encourage high quality development / redevelopment and discourage development that prejudices quality, dilutes employment uses or deters investment. We will also seek public intervention to support development, improvement and marketing of these sites.

These sites will be protected from redevelopment for other non-employment uses.

Table 11 – High Quality Employment Land Targets to 2026

Local authority	Existing High Quality Employment Land (ha) (2009)	Proposed High Quality Employment Land 2016 (ha)	Proposed High Quality Employment target 2026 (ha)
Dudley	158	197	274
Sandwell	192	284	467
Walsall	53	149	336
Wolverhampton	123	224	417
South Staffordshire	7	41	90
TOTAL	533	896	1,584

Source: 2009 GVA Grimley Assessment of Employment Sites Report, table 3.8

An indicative breakdown by regeneration corridor to illustrate how this target will be achieved is set out in Appendices 2 and 3. This is illustrative, based on the strategic evidence we have which shows how we may expect our targets to be delivered. But to allow for flexibility as local documents are progressed our targets are presented at the local authority level.

The broad location of the existing and potential High Quality Strategic Employment Areas is shown on the Key Diagram and Regeneration Corridor Plans, and detailed boundaries will be confirmed in Area Action Plans, Allocations Development Plan Documents and Proposals Maps.

Policy Justification

4.7 The key characteristics of high quality employment sites are set out in the 2008 Employment Land Review as follows:

- To be well located to a large skilled workforce.
- To be well located to the motorway network to provide good accessibility to international, national and regional markets and supply chains.
- To have good public transport accessibility
- To have a critical mass of active industrial and logistics land and premises that are well suited to the needs of modern industry
- To have good proximity to an existing or proposed knowledge cluster
- To have high existing or potential environmental quality including high quality greenspace, good quality built environment and linkages to walking and cycling routes
- To be attractive or potentially attractive to national or international investment

- 4.8 Existing high quality strategic employment areas satisfy most of these characteristics, and those areas identified as potential high-quality employment areas are considered capable of acquiring them. But to attract high-quality development and occupiers it is not necessary for a site to display all the characteristics listed. For example in the Pensnett area of Dudley and parts of Aldridge in Walsall the market has delivered high quality investment, despite the sites being some distance from the strategic highway network
- 4.9 Of the 1,580 ha requirement for 2026, in 2009 only 533 ha was assessed in the 2009 GVA Grimley Assessment of Employment Sites Report to be existing high quality. Over the lifetime of the Plan we need to secure 1,047 of additional high quality land. The GVA Grimley Assessment of Employment Sites Report anticipates that some 430ha may come forward from the development of new sites and 680ha from improvements. We have set out how we plan to achieve this change for each regeneration Corridor as set out in Appendix 2. This is based on the strategic evidence we have which shows how we may expect our targets to be delivered. We recognise there may need to be some flexibility as local documents are progressed.
- 4.10 Achieving the remaining requirement represents a huge challenge to the Black Country. Many sites are subject to development constraints and a large number will require public sector intervention over the course of the Plan to achieve the step change. In some cases however, the 2009 Assessment of Employment Sites study shows that the scope of works required for such improvements on many sites will be relatively small.
- 4.11 Our approach to potential high quality employment land is consistent with RSS Policy PA5 which recognises an urgent demand to renew many existing employment areas in the Region and encourages local authorities to consider the designation of those employment areas within their areas which are in particular demand of improvement. The improvement of the employment land stock will also contribute towards meeting the requirements of Phase 2 Review RSS Policy PA6A which requires the Black Country to provide a long term supply of employment land ⁽²⁾. The provision of High Quality Employment land will also contribute towards a balanced portfolio of land as required by Phase 2 review RSS Policy PA6. The 2009 GVA Grimley Assessment of Employment Sites Report sets out anticipated supply of land within the High Quality Employment Areas against the portfolio established in the RSS.
- 4.12 The JCS Delivery Plan identifies the role of the Land Transformation Programme to implement the phased programme of improvements that will be required to achieve this step change in the quality of retained employment areas.
- 4.13 Sites within Strategic High Quality Employment Areas may also be appropriate for small scale uses which are ancillary to the needs of businesses and employees working in the area, such as food and drink outlets or child care facilities. Any such uses should be of a scale, nature and location to serve the needs of the employment area, where existing facilities are inadequate, and where the requirements of Policy CEN5 can be met.

Primary Evidence

2008 Employment Land Study (GVA Grimley)
2009 Employment Sites Study (GVA Grimley)

Delivery

Through the Development Management process.

Through Partnership with Economic Development Partners in promoting development opportunities and improvement programmes.

² Policy PA6A of the RSS Phase 2 Preferred Option requires the Black Country to provide 555ha of employment land. The GVA Grimley 2009 Assessment of Employment Sites Study tables 3.4 and 3.6 set out employment land supply against the portfolio of employment land set out in RSS Policy PA6.

Monitoring

Indicator	Target
LOI EMP2a – Employment land completions by Local Authority by High Quality and Potential High Quality Employment Area as defined in Policy EMP2 and broad locations shown in Appendix 3 (ha)	To reflect gross High Quality employment land stock as set out in table 9
LOI EMP2b – Additions made to High Quality Employment Land stock as defined in Policy EMP2 through improvement programmes.	To reflect gross High Quality employment land stock as set out in table 9
LOI EMP2c – Loss of employment land by Local Authority area (ha) by High Quality and Potential High Quality Employment Area as defined in Policy EMP2 and broad locations shown in Appendix 3 (ha)	To reflect gross High Quality employment land stock as set out in table 9

EMP3: Local Quality Areas

Spatial Objectives

In order to achieve the appropriate balance and underpin the local economy it is essential to make provision for those types of industrial, logistics and commercial activity that do not require High Quality Strategic locations and are not appropriate for town centres or residential areas. Policy EMP3 seeks to provide for a portfolio of local quality employment land. This Policy supports Spatial Objectives 2, 3 and 10.

Policy

By 2026, we will provide 1,282 ha of local quality employment land.

Local quality employment areas are characterised by a critical mass of industrial, warehousing and service activity in fit for purpose accommodation with good access to local markets and employees. These areas will provide for the needs of locally based investment and will be safeguarded for the following uses:

- **Industry and warehousing**
- **Motor trade, including car showrooms, garages and vehicle repair**
- **Haulage and transfer depots**
- **Trade wholesale retailing and builders merchants**
- **Scrap metal, timber, construction premises and yards**
- **Waste collection, transfer and recycling uses as set out in Policy WM4**

Not all areas will be suitable for all uses and Local Development Documents may provide further detail to limit the scope of uses which are acceptable.

Targets for the quantity of Local Quality Employment Land for each Local Authority Area are set out in Table 12:

Table 12 – Local Quality Employment Land Targets to 2026

Local authority	Existing Local Quality Employment Land (2009) (ha)	Proposed Local Quality Employment Land 2016 (ha)	Proposed Local Quality Employment target 2026 (ha)
Dudley	669	580	374
Sandwell	1,059	923	384
Walsall	682	519	285
Wolverhampton	636	526	235
South Staffordshire	14	14	14
TOTAL	3,060	2,562	1,292

An indicative breakdown by regeneration corridor to illustrate how this target will be achieved is set out in Appendices 2 and 3.

The broad location of these local employment areas is shown on the Key Diagram and Regeneration Corridor Plans, and detailed boundaries will be confirmed in Area Action Plans, Allocations Development Plan Documents and Proposals Maps.

Policy Justification

4.14 Local Quality Employment Areas will be identified on the basis of the following criteria:

- A critical mass of active industrial and service uses and premises that are fit for purpose
- To have good access to local markets, suppliers and employees
- The existing or potential use and/or the traffic generated by the use does not have an unacceptable impact on the amenity of surrounding land uses or on the highway network.
- To have good public transport accessibility

4.15 Local Quality Employment Areas are particularly prevalent in the Black Country and play an important role. They provide a valuable source of low cost accommodation which is vital in providing for local employment and a balanced portfolio of different sizes and quality of sites. The technical evidence predicts that the demand for local quality employment land will fall over the Plan period. To accommodate this change and avoid a surplus of such land, the Strategy proposes that some of our existing employment land be upgraded to high quality in line with Policy EMP2. It also proposes phased redevelopment for housing and other uses of the remaining surplus, comprising up to 1,003 ha of the poorest performing land which does not meet the characteristics of local (or high) quality employment land over the Plan period. This redevelopment will be managed by Core Strategy Policy DEL2. At least 1,292ha needs to be retained as local quality to 2026.

4.16 Local Employment Areas are often most vulnerable to pressure for redevelopment to other uses such as housing. However, the loss of too much local employment land will compromise the Strategy. It would inhibit economic development, endanger the viability of businesses and affect the balance of jobs and workers, so workers would have to travel increased distances to work and the viability of firms would be put at risk. In many instances, these areas will also be appropriate to accommodate firms who wish to relocate from housing growth areas, or from the high quality strategic employment areas as a result of redevelopment or rising land values. The Strategy anticipates that land will come forward for development within local employment areas as part of the recycling process. This land will also contribute towards meeting the requirements of Phase 2 Review RSS Policy PA6A which requires the Black Country to provide a long term supply of employment land⁽³⁾. The provision of Local Quality Employment land will also contribute towards a balanced portfolio of land as required by Phase 2 review RSS Policy PA6. The 2009 GVA Grimley Assessment of Employment Sites Report sets out anticipated supply of land within the Local Quality Employment Areas against the portfolio established in the RSS.

4.17 Sites within Local Employment Areas may also be appropriate for uses which serve -the needs of businesses and employees working in the area. Such uses include food and drink or child care facilities. Such uses should be of a scale, nature and location to serve the needs of the employment area, where existing facilities are inadequate, and where the requirements of Policy CEN5 can be met.

³ Policy PA6A of the RSS Phase 2 Preferred Option requires the Black Country to provide 555ha of employment land. The quantum of land anticipated to come forward for development within local employment areas is set out within tables 3.4 and 3.6 of the GVA Grimley 2009 Assessment of Employment Sites Study .

The detailed boundaries of Local Quality Employment Areas will be confirmed in Area Action Plans, Allocations Development Plan Documents and Proposals Maps.

Primary Evidence

2008 Employment Land Study (GVA Grimley)

2009 Employment Sites Study (GVA Grimley)

Delivery

Development Management process

Partnership with Economic Development Partners in promoting development opportunities.

Monitoring

Indicator	Target
LOI EMP3a – Employment land completions by Local Authority by Local Quality Employment Area as defined in Policy EMP3 and broad locations shown in Appendix 3 (ha)	To reflect gross High Quality employment land stock as set out in table 9
LOI EMP3b – Loss of employment land by Local Authority area (ha) by Local Quality as defined in Policy EMP3 and broad locations shown in Appendix 3 (ha)	To reflect gross High Quality employment land stock as set out in table DEL2

EMP4: Maintaining a supply of readily available land

Spatial Objectives

In addition to the stock figures identified in Policies EMP2 and EMP3, the Local Authorities will aim to provide a reservoir of land in line with RSS Policy PA6A., this Policy supports Spatial Objective 2.

Policy

We aim have 185 ha (five years supply) of land readily available at any one time. It will comprise the following minimum provision of land for each local authority: this in addition to retained stock in table emp2 and emp3

- **Dudley – 15ha**
- **Sandwell – 69ha**
- **Walsall – 50ha**
- **Wolverhampton – 51ha**

Policy Justification

4.18 Policy EMP4 reflects the approach set out in the emerging RSS Phase 2 Revision which requires the Black Country to maintain a rolling five year supply of readily available (minimum reservoir) of employment land of 185 ha for those uses falling within Use Classes B1(b)(c), B2, B8 and some sui generis waste activities which are normally found in employment areas at all times. This requirement is in addition to the stock requirement identified in Policy EMP1. The RSS defines readily available as:

- The site has either a planning permission and / or is allocated for economic development in the development plan and / or is committed by an appropriate council resolution
- No major problems of physical condition
- No major problems in relation to the scale of development / activity proposed
- The site is being actively marketed

- 4.19 Policy EMP2 sets out the need to improve the employment land offer through the provision of additional high quality land. We would anticipate the majority of the reservoir of 185ha of readily available land to become high quality.
- 4.20 The 2009 Black Country Employment Sites Study has shown that the Black Country can provide a five year supply of readily available land of 130 ha (as identified in the 2008 RELS)). The RELS survey identifies a further 205 ha of employment land with planning permission or identified for development but has constraints in the short to medium term. The 2009 Employment Sites Study identifies a further 480 ha of employment land which may come forward for development through recycling of existing sites over the JCS period. This has informed the figures in Appendix 2 which set out the anticipated supply of land brought forward through recycling for each Regeneration Corridor.
- 4.21 While the Black Country contains significant quantity of available employment land, not enough of this is currently being offered to the market to meet the requirements of Policy PA6A. This is partly understandable given the current severe recession, and, it is expected that as the Strategy progresses, the balance of rolling supply will shift away from being provided entirely by RELS, to be provided through a mix of RELS sites and redevelopment opportunities as they come forward. Through a combination of public sector interventions, new development and improved economic conditions we will seek to ensure that the requirements of Policy EMP4 are met. The Land Transformation Programme summarised in the JCS Delivery Plan sets out the key steps that will be required to bring this land forward for development. The Land Transformation Programme will also form the basis for a phasing programme for the redevelopment opportunities in Area Action Plans, Allocations Development Plan Documents and Proposals Maps.

Primary Evidence

Regional Employment Land Study (2008)
 2008 Employment Land Study (GVA Grimley)
 2009 Employment Sites Study (GVA Grimley)

Delivery

Through the Development Management process.
 Through monitoring of the policy and interventions to make land available.

Monitoring

Indicator	Target
LOI EMP4 – Readily available employment land as defined by Phase 2 RSS Review Policy PA6A by Local Authority	As defined in Policy EMP4

EMP5 Improving Access to the Labour Market

Spatial Objectives

Restructuring the Black Country's economy is one of the key principles of the Vision but the provision of land and premises alone will not deliver the economic transformation without new skills and training to meet the challenges of changing work requirements. This Policy is intended to support Spatial Objective 2 and contribute to the up-skilling and restructuring of the sub-regional economy.

Policy

Planning obligations will be negotiated with the developers and occupiers of major new job creating development to secure initiatives and / or contributions towards the recruitment and training of local people. The training schemes should offer help particularly to disadvantaged groups, so that they may obtain the necessary skills to increase their access to job opportunities.

Policy Justification

- 4.22 In attracting new employers to the Black Country and with the expansion of indigenous companies it is accepted that people commuting from the rest of the region will take up some of the new jobs. It is important however, that the jobs created in the new and existing sectors of the economy can be made available to as many existing residents as possible.
- 4.23 There are existing support structures and facilities available to help ensure that local people receive the appropriate training and develop the necessary skills to compete successfully for jobs. These are generally aligned with locally determined priorities.
- 4.24 To assist with this where major new job creating development is proposed the Councils will negotiate with the company to devise suitable bespoke training and recruitment programmes that can benefit local people. In some cases this may include the provision of childcare facilities.

Primary Evidence

Delivery

Through the Development Management process and negotiations on planning obligations.
Through recruitment programmes and partnership working between economic and employment organisations.

Monitoring

Indicator	Target
LOI EMP5 - Proportion of major planning permissions making provision for targeted recruitment or training secured through s106 Agreements.	50%

EMP6 Cultural Facilities and the Visitor Economy

Spatial Objective

The Vision for the Black Country involves transformational change whilst respecting and promoting its unique heritage. The protection, promotion and expansion of existing cultural facilities, visitor attractions and associated businesses will ensure their enhanced role as key economic drivers in stimulating and regenerating the local economy in line with Spatial Objective 1.

Policy

In order to help deliver economic, social and environmental transformation, sub-regionally important cultural facilities within the Black Country (including tourist attractions, leisure facilities, museums theatres & art galleries as identified on the Economy Theme Diagram) will be protected and, where necessary enhanced, promoted and expanded in partnership with key agencies and delivery partners.

A) The Visitor Economy

Visitor attractions will be developed and enhanced at key destinations to ensure that accessibility is maximised and to continue to raise the quality of the visitor experience throughout the Black Country. The key destinations in the Black Country are:

- **Dudley Town Centre (including Castle Hill, The Black Country Living Museum and Wren's Nest National Nature Reserve and Limestone Caverns);**

- Walsall Town Centre and the Waterfront (including Walsall Art Gallery and heritage attractions centred on the leather industry);
- Wolverhampton City Centre (including an extensive shopping centre, Wolverhampton Art Gallery and a thriving evening economy, including The Grand Theatre and regionally significant concert venues);
- Nationally renowned Dunstall Park Race Course in Wolverhampton;
- West Bromwich Town Centre (including 'The Public' Art Gallery and a growing Learning and cultural Quarter);
- Brierley Hill Town Centre (including the Merry Hill Shopping Centre, the Waterfront and growing leisure facilities);
- Sandwell Valley and Park Farm, (a working farm and Country Park with archaeological interest);
- Other areas where attractions and facilities are clustered due to their industrial heritage or cultural value (e.g. the Glass Quarter at Stourbridge).

The canal network is also a significant visitor attraction, providing links to Birmingham, Staffordshire, Worcestershire and beyond. Facilities adjoining and serving the canal network should be maintained and expanded to help provide a network of linked facilities and visitor hubs in particular locations, including

- Walsall Waterfront and Town Centre
- Wolverhampton City Centre Canalside Quarter
- Brierley Hill Waterfront and Canal corridor
- Galton Valley Canal Heritage Area, Smethwick
- Bumble Hole and Warrens Hall Park on the Sandwell/Dudley border at Netherton/Tividale
- Dudley Canal Tunnels, limestone caverns and the Black Country Living Museum
- Stourbridge Arm and Wharf area

In order to maximise the potential of the visitor economy in the Black Country, physical and promotional links to visitor attractions close to the Black Country will be enhanced and promoted particularly links to Birmingham as a Global City and a business economy destination.

Additional facilities which support the visitor economy and the business tourism sector will also be encouraged and promoted, focussed within Centres (Policies CEN 1-4), including the development of a network of hotels and other accommodation with strong links to key destinations and associated conference facilities.

B) Other cultural facilities and events

The promotion and protection of other cultural attractions and events which represent and celebrate the wide range of cultural and ethnic diversity across the Black Country will also be encouraged. This includes the protection of valuable cultural and religious buildings and the promotion of cultural, religious and community festivals on a Black Country wide basis in a range of locations including key outdoor venues such as

- West Park, Wolverhampton
- Sandwell Valley
- Walsall Arboretum

Policy Justification

4.25 The Black Country has a unique past, being at the forefront of the Industrial Revolution, which has left a rich and varied industrial and cultural legacy as well as an extensive and historically significant canal network. These assets have attracted an increasing number of visitors to the

sub-region and the visitor economy is now a key growth sector. Business tourism is also a growing sector particularly in terms of high quality hotel and conferencing facilities and the proximity of the Black Country to Birmingham as a global business destination.

- 4.26 The sensitive development of heritage and cultural facilities appealing to the very diverse range of local communities will also contribute to social inclusion and the improvement in the quality of life for all sectors of the local population. Culture is also recognised by national government as making a significant contribution to 'place making' and delivering sustainable communities.

Primary Evidence

West Midlands Visitor Economy Strategy

West Midlands Regional Economic Strategy

The Black Country Visitor Economy – Vision and Strategic Framework (2004)

Delivery

Planning Permissions

Area Action Plans

Development Plan Documents

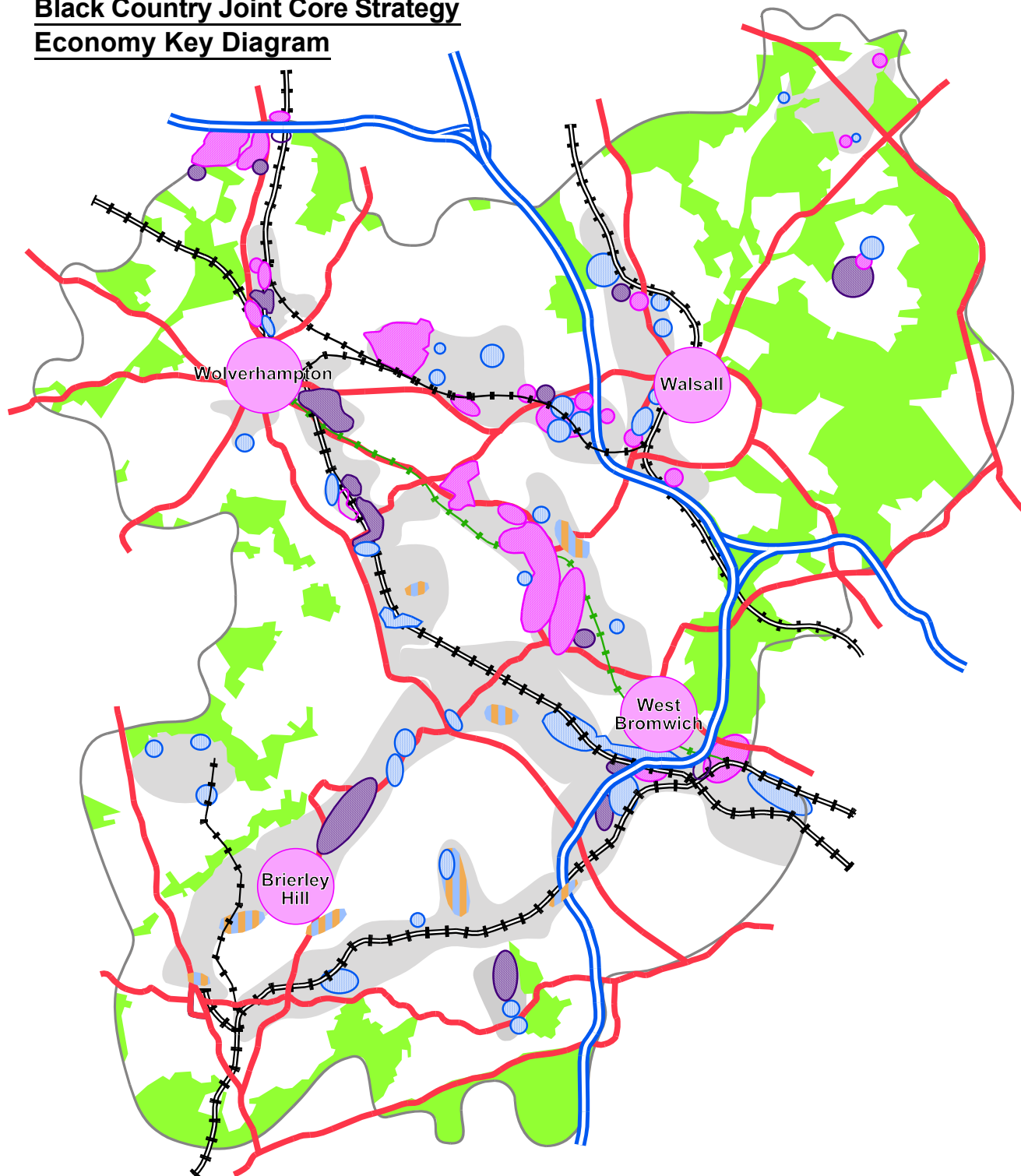
Promotion of visitor attractions in association with Economic Development Partners in the Black Country, Birmingham and surrounding areas to promote and link cultural and tourism assets in the Black Country.

Monitoring

Indicator	Target
LOI EMP6 - Loss of regionally significant visitor and cultural facilities	0

Black Country Joint Core Strategy

Economy Key Diagram



Economy Sub-Key Diagram

- | | |
|--|------------------------|
| Existing High Quality | Green Belt |
| Potential High Quality | Regeneration Corridors |
| Local Employment | Passenger Rail |
| Proposed Housing/Local Employment Mixed Area | Freight Rail |
| Strategic Centres | Midland Metro |



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Cen1 – The Importance of the Black Country Centres for the Regeneration Strategy

Spatial Objectives

The Black Country's centres are the focus for retail, leisure, commercial and civic uses and it is the strategy of this document to maintain and enhance these centres appropriate to their role and function. They have a vital role in the economy of the Black Country, and their regeneration is a key component of the Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES). It is critical that they maintain and enhance their offer in order to underpin economic growth and sustainably deliver a vital and viable network of centres to meet the current and future needs of the Black Country residents.

The unique character of the Black Country is largely defined by its network of centres and the relationships between them. This provides the basic spatial structure for the sub-region and is reflected in all 3 of the elements of the Vision. The Policies for Centres will ensure the network of Black Country Centres are consolidated, maintained and enhanced and will contribute to the delivery of Spatial Objectives 1,2,5,7 and 8.

Policy

The Strategic Centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton will provide the main focus for higher order sub-regional retail, office, cultural and service activities, balanced by a network of Town, District and Local Centres, providing for more day-to-day shopping needs (particularly convenience shopping). Development that undermines this strategy will be resisted.

To strengthen the Black Country's centres, new development should be well-integrated with existing provision. Consideration should be given to other activities such as offices and housing being accommodated on upper floors as part of mixed developments. Mixed use developments will be encouraged to generate a wide range of activities and to make the fullest use of opportunities to integrate into centres.

Development will only be appropriate on the edge of a centre where it can be demonstrated to the satisfaction of the relevant Local Authority that the development cannot be accommodated within the centre and that the development physically integrates by creating appropriate linkages into the existing fabric of the centre.

There is considerable scope for centres in the Black Country to improve provision and enhance their evening economy offer.

Policy Justification

- 4.27 Centres are well placed to achieve regeneration and to serve their communities needs. The concentration of investment and growth within the centres is the basis to achieve transformation, to make the fullest possible use of existing infrastructure and to deliver regeneration. Similarly, they will provide the best accessibility to a range of opportunities for residents, workers and visitors particularly by public transport, walking and cycling.

4.28 For the purposes of this core strategy 'town centre uses' refers to those uses contained in government guidance PPS6⁴, subsequent statements of Government Policy and sui-generis uses which attract a significant number of trips.

Primary Evidence

Back Country Centres Study :GVA Grimley 2009

Delivery

Through preparation of Development Plan Documents

Through the appropriate consideration of planning applications

Through working with delivery agents/developers to deliver town centre regeneration.

Monitoring

Indicator	Target
COI CEN1 - Amount of completed floorspace (m2) for Retail (convenience and comparison), B1 a Office, leisure/entertainment/cultural and tourism facilities by location	All retail/B1a office / leisure / entertainment / cultural and tourism facilities completions to be within an appropriate centre.

CEN2: Hierarchy Of Centres

Spatial Objectives

The Core Strategy sets out a hierarchy of centres where investment in retail and town centre uses of an appropriate scale to meet its position in the hierarchy will be promoted, and existing provision enhanced, to facilitate sustainable development.

The objective of the Joint Core Strategy sets out the broad framework to guide appropriate development which will be delivered through Local Development Documents prepared by individual Local Authorities to respond to opportunities or other key challenges and reflecting local circumstances for example Sandwell will be assessing the potential of Dudley Port as a local centre as a part of their Local Development Framework.

The unique character of the Black Country is largely defined by its network of centres and the relationships between them. This provides the basic spatial structure for the sub-region and is reflected in all 3 of the elements of the Vision. The Policies for Centres will ensure the network of Black Country Centres are maintained and enhanced and will contribute to the delivery of Spatial Objectives 1,2,5,7 and 8.

Policy

⁴ Retail (including warehouse clubs and factory outlet centres, leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls) offices, both commercial and those of public bodies and arts, culture and tourism (theatres, museums, galleries and concert halls, hotels and conference facilities).

The defined centres are shown in the hierarchy and identified on the centres key diagram.

To maximise regeneration to protect the identified centres and ensure the appropriate distribution of investment, a hierarchy of centres, consisting of three levels, has been identified across the Black Country:

- **Strategic Centres;**
- **Town Centres**
- **District and Local Centres**

Each level in the hierarchy will have a specific policy approach. In making decisions about development proposals and in preparation of Local Development Documents, consideration will be given to the centre's position in the hierarchy which reflects their scale and function.

Table 13 – The Hierarchy of Centres in the Black Country

Local Authority	Dudley	Sandwell	Walsall	Wolverhampton
Strategic Centres	- Brierley Hill	- West Bromwich	- Walsall	- Wolverhampton
Town Centres	- Dudley - Stourbridge - Halesowen	- Blackheath - Cradley Heath - Great Bridge - Oldbury - Wednesbury - Cape Hill - Bearwood	- Bloxwich - Brownhills - Aldridge - Willenhall - Darlaston	- Bilston - Wednesfield
District and Local Centres	- Kingswinford - Lye - Sedgley - Amblecote - Cradley / Windmill Hill - Gornal Wood - Netherton - Pensnett - Quarry Bank - Roseville - Shell Corner - The Stag - Upper Gornal - Wall Heath - Wollaston - Wordsley - Hawne - Oldswinford	- Smethwick High Street - Tipton - Scott Arms - Carter's Green - Quinton - Princes End - Old Hill - Stone Cross - Langley - Hamstead - Rood End - Queens Head – Bristnall - Smethwick Lower High St	- Caldmore - Stafford Street - Pleck - Pelsall - Leamore - Palfrey - Walsall Wood High St - Rushall - Blakenall - Lane Head - Streetly - Queslett - Lazy Hill - New Invention - Bentley - Park Hall - Moxley - Fullbrook - Collingwood Dr, Pheasey - Birchills - Coalpool / Ryecroft - Beechdale - The Butts - Spring Lane, Shelfield - Beacon Road, Pheasey - Brackendale - Woodlands - Shelfield - South Mossley - Dudley Fields - Streets Corner - Buxton Road, Bloxwich - Coppice Farm - Turnberry Road, Bloxwich	- Stafford Road (Three Tuns) - Cannock Road (Scotlands) - Tettenhall Village - Whitmore Reans/ Avion Centre - Broadway - Bushbury Lane - Showell Circus - Wood End - Stubby Lane - Heathtown - Parkfield - Spring Hill - Penn Manor - Upper Penn - Pennfields - Bradmore - Merry Hill - Castlecroft - Finchfield - Tettenhall Wood - Newbridge - Aldersley - Pendeford Park - Fallings Park - Ashmore Park - Compton Village - Warstones Road - Dudley Road (Blakenhall)

Policy Justification.

- 4.29 The status of Brierley Hill (including Merry Hill, the Waterfront and Brierley Hill High Street) as a strategic centre within the Regional Strategic Network along with Walsall, West Bromwich and Wolverhampton, has been confirmed through the Regional Spatial Strategy for the West Midlands. Alongside this, Dudley Town Centre has been re-designated as a Town Centre focusing on its leisure, heritage and tourism role.
- 4.30 The Strategic centres in the Black Country will provide the main focus for high level retail and office, cultural and service activities and are designated through the RSS. The Black Country Town Centres will complement the strategic centres and perform a more reduced shopping and business role but remain an important focus for day to day shopping (particularly convenience), leisure, community and cultural activity. The Town centres will be characterised having at least one anchor supermarket. The District centres provide reasonable range and choice of goods and services at the local level. All will benefit from good public transport links and car parking provision. They traditionally function as day to day shopping destinations. The Local Centres in the Black Country generally have a small supermarket present and a range of mostly convenience based outlets. Most have a minimum of 10 units present and are recognised because of the important role that they perform.
- 4.31 There are significant variations of features between the centres in the Black Country and there is a need for these characteristics to be acknowledged. Within this diversity there are identifiable common roles, functions and future aspirations. The hierarchies set out in the 4 Unitary Development Plans (UDPs) for the Boroughs have been re-assessed through the Black Country Centres Study 2009 by GVA Grimley. This has enabled centres to be grouped into a hierarchy of three levels. In particular, the process has resulted in the identification of two new local centres within Dudley (Hawne and Oldswinford). The process has also led to the removal of Darlaston Green within Walsall from the hierarchy.
- 4.32 Currently there is no evidence to justify additions or changes to this hierarchy except for potentially the designation of new local centres over the plan period which would be brought forward through the Local Development Documents prepared by Local Authorities.
- 4.33 Each level of the hierarchy will have a specific policy approach reflecting its scale and function, although it is recognised that within the hierarchy there is a need for the different characteristics of individual centres to be acknowledged. This policy approach is valuable in helping to ensure that developments are located in the type of centre that will be most appropriate to their scale, nature and catchment area.
- 4.34 The second level in the hierarchy of Town Centres carries forward the Town Centres identified in Dudley, Wolverhampton and Sandwell UDPs and those centres in Walsall which the Walsall UDP identified as District Centres but which carry out the same role and function as the Town Centres within the other Boroughs and are comparable in scale and function.
- 4.35 These centres are those which portray characteristics that serve a local service function particularly in terms of convenience shopping. They are also important in meeting the needs of their areas for comparison shopping and a range of other town

centre uses such as office, leisure and cultural facilities appropriate to their scale and function.

- 4.36 The third level of District and Local Centres carry forward the District Centres identified in the UDPs of Dudley (Kingswinford, Sedgley and Lye), Wolverhampton (Stafford Road (Three Tuns), Cannock Road (Scotlands), Tettenhall Village and Whitmore Reans/Avion Centre) and Sandwell (Smethwick High Street, Tipton (Owen Street), Carter's Green, Quinton and Scott Arms); Local Centres identified in Dudley (with the addition of Hawne and Oldswinford), Wolverhampton and Sandwell UDPs and those centres in Walsall which the Walsall UDP identified as Local Centres (with the removal of Darlaston Green).
- 4.37 These Centres range in scale but all portray characteristics that provide for day-to-day convenience shopping and services which meet local needs. These centres often have special importance for sections of the community such as ethnic minorities and the elderly.
- 4.38 In addition to this hierarchy there is an extensive network of small parades and small local shops meeting essential day-to-day needs of communities within walking distance. This is covered in Policy Cen6.
- 4.39 Existing centre boundaries will remain unaltered from those currently set out in the Boroughs' Unitary Development Plans. As a new strategic centre Brierley Hills boundary and Primary Shopping Area will be identified through its AAP. Detailed boundaries for the two new Local Centres and any adjustments made to existing centre boundaries and primary shopping areas will be delivered through Local Development Documents prepared by individual local planning authorities.
- 4.40 During the process of the development of both Regional and Local Planning strategies it might be necessary to alter the terminology describing the hierarchy but this will not alter its three-level structure.
- 4.41 The Core Strategy seeks to protect and enhance distinctive assets in different centres, for example the canal side setting of Brierley Hill, the Edwardian heritage of Walsall West Bromwich and Wolverhampton, the markets in Walsall, Wednesbury and other centres, and the traditional Black Country character in Dudley, Stourbridge, Bilston and Willenhall. .

Evidence

Back Country Centres Study: GVA Grimley 2009
Black Country Authority Unitary Development Plans

Delivery

Through preparation of Development Plan Documents
Through the appropriate consideration of planning applications
Through working with delivery agents/developers to deliver town centre regeneration.

Monitoring

Indicator	Target
COI CEN2 - Amount of completed floorspace (m2) for Retail (convenience and comparison),	All retail / B1 a office / leisure / entertainment / cultural and

B1a Office, leisure / entertainment / cultural and tourism facilities by location	tourism facilities completions to be within an appropriate centre.
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CEN3: Growth in the Strategic Centres

Spatial Objectives

The unique character of the Black Country is largely defined by its network of centres and the relationship between them. This provides the basic structure for the sub-region and is reflected in the 3 elements of the Vision. The policies for Centres will ensure the delivery of Spatial Objectives¹, 2, 5, 7 and 8

Policy

The strategic centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton will seek to secure an appropriate share of comparison and convenience retail and office development, while at the same time ensuring that investment that could regenerate the Black Country as a whole will not be lost.

Comparison Shopping Provision

The table below sets out the quantum of floorspace between 2006 and 2021 and between 2021 and 2026 for each strategic centre. Each Local Planning Authority will plan for the identified amount of comparison retail upto 2021 (prior to commitments).

Table 14 – Comparison Shopping Provision

Strategic Centre	Delivery of comparison floorspace (sqm gross)	
	2006-2021	2021-2026
Wolverhampton	70,000sqm	30,000sqm
Brierley Hill	65,000sqm	30,000sqm
Walsall	60,000sqm	25,000sqm
West Bromwich	45,000sqm	20,000sqm

Between 2021 and 2026 as set out in the RSS there could be further comparison provision as identified in the table above in each of the strategic centres.

Planning permission for development intended to meet the requirements arising after 2021 should not be granted before 2016.

This quantum of floorspace will be delivered through current existing commitments and allocations through individual Local Development Documents as outlined in Appendix Two.

New comparison retail development within Brierley Hill Town Centre as set out above will be carefully controlled so that no new comparison retail floorspace is brought into operation until the three conditions set out in the West Midlands RSS are met. Development in Brierley Hill will be planned for within the Brierley Hill Area Action Plan.

Any proposed development exceeding 500 sqm gross floorspace - whether brought forward through an LDD or planning application, that would lead to the amount of floorspace in an individual strategic centre exceeding the figures set out above, will only be considered favourably if the retail impact assessments contained in the most recent national guidance on retail planning are satisfied.

Convenience Shopping provision

Between 2006 and 2026 each Local Authority will plan for following amounts of convenience floorspace.

Table 15 – Convenience Shopping Provision

Strategic Centre	Target completions / delivery of convenience floorspace (sqm net)			
	2006-2016	2016-2021	2021-2026	Total over the Plan Period
Wolverhampton	9,400sqm	100sqm	1,300sqm	10,800sqm
Brierley Hill	5,000sqm	-	-	5,000sqm
Walsall	8,000sqm	-	-	8,000sqm
West Bromwich	4,800sq m	-	-	4,800sq m

The vast majority of convenience floorspace will be delivered by existing commitments, as outlined in Appendix 2.

In the case of Brierley Hill, convenience provision will be limited to 5,000sqm net, to ensure the delivery of convenience provision in Dudley (see Policy Cen4). This will be delivered through the Brierley Hill AAP

When putting forward proposals through LDDs or determining applications floorspace capacity will be judged over a 5 year time frame.

Any proposal exceeding 500 sqm net floorspace - whether brought forward through an LDD or planning application, that would lead to the amount of floorspace in an individual strategic centre exceeding the figures set out in the Table above, will only be considered favourably if the retail impact assessments contained in the most recent national guidance on retail planning are satisfied.

The retail growth should occur within the primary shopping areas as identified in UDPs and Brierley Hill AAP. These boundaries may be adjusted by subsequent DPDs. Proposals will have to show flexibility to ensure that retail growth can be delivered in the most sustainable way in centres. Edge-of-centre locations (within 300m walking distance of a primary shopping area) will only be considered if it can be demonstrated that growth can not be accommodated within primary shopping areas, and the edge-of-centre sites can provide physical linkages to the existing shopping core, particularly by pedestrians. Locations out-of-centre will be resisted.

Offices

Each Strategic Centre will accommodate up to 220,000 sqm of B1(a) floorspace between 2006 and 2026. Delivery of this floorspace will be planned for within, or on the edge of each of the Strategic Centres through the following mechanisms, particularly as much of the demand for B1(a) floorspace is expected to occur after 2016:

- **Brierley Hill Area Action Plan**
- **West Bromwich Area Action Plan**
- **Wolverhampton City Centre Area Action Plan**
- **Walsall Site Allocation Document and commitments at the Gigaport development and Walsall Waterfront**

Other Centre Uses

The strategic centres should be the principal locations for major leisure, commercial leisure, entertainment, cultural facilities and service, such as Hotels which meet the needs of the sub region and beyond. Policy EMP6 details the strategic objectives and policy framework in relation to cultural facilities and the visitor economy and this policy complements this. Walsall, Wolverhampton and West Bromwich are identified as priorities for cinema provision.

Policy Justification

- 4.42 The comparison floorspace figures are presented to ensure conformity with the RSS and have been subject to a sensitivity test. This sensitivity test has shown that it is not necessary to use any of the flexibility allowance identified in Regional Spatial Strategy. These figures will give the Black Country Authorities the certainty to deliver strategic regeneration. The convenience capacity has been derived from the evidence commissioned to underpin the strategy. This was undertaken by GVA Grimley and included a current and robust household survey of the Black Country. This evidence led to policy recommendations which have been reflected in the policy and ensures there is not an over concentration of convenience provision in strategic centres. This policy approach ensures regeneration of the non strategic centres which are dependant on their convenience role for their vitality and viability.
- 4.43 The policy framework for the Black Country strategic centres is based upon a proactive development strategy recognising the current economic circumstances however planning for the long term growth in the sub region.
- 4.44 The Core Strategy has not set out figures for particular kinds of leisure, entertainment and cultural development as these are predominately market led. However, it is clear the strategic centres as the most accessible locations should be the principal focus for major leisure, entertainment and cultural facilities. Existing hotel provision in the Black Country is largely out of centre. The policy approach is to improve the quality and quantity of in centre hotel provision in the Black Country to cater for tourism needs.

Primary Evidence

Black Country Centres Study ; GVA Grimley 2009

Delivery

Through preparation of Development Plan Documents in particular the production of Area Action Plans for the Strategic Centres

Through the appropriate consideration of planning applications

Through working with delivery agents/developers to deliver town centre regeneration.
Local Strategies and Regeneration Plans

Monitoring

Indicator	Target
COI CEN3 - Amount of completed floorspace (m2) for Retail (convenience and comparison), B1a Office, leisure / entertainment / cultural and tourism facilities by location	As set out in policy for 2009-2021 for each strategic centre.

CEN4 –Regeneration of Town Centres

Spatial Objectives

The unique character of the Black Country is largely defined by its network of strategic and local centres and the relationships between them. This provides the basic spatial structure for the sub-region and is reflected in all 3 of the elements of the Vision. The Policies for Centres will ensure the network of Black Country Centres are maintained and enhanced and will contribute to the delivery of Spatial Objectives 1,2,5,7 and 8.

Policy

The Black Country's town centres are a distinctive and valued part of the Black Country's character. The network of centres will help to meet needs in the most accessible and sustainable way. Development for retail, office, entertainment and leisure will be permitted, subject to other Policies in the Core Strategy, where they are of an appropriate scale that reflects the size and role of the town centres.

Of particular importance is to encourage new convenience development in Town Centres and support proposals to extend or refurbish existing stores where they are well integrated and to serve to anchor the centre as a whole. Individual retail developments of up to 650 sqm net for convenience goods and 500 sqm gross for comparison goods will be considered appropriate in these centres. For Dudley, up to a total of 5,000sqm net of convenience and 15,000sqm gross of comparison retail floorspace would be acceptable. Any development above these thresholds, any development above Dudley's totals, and any development which would be on the edge of, rather than within one of these centres will only be permitted if all of the following criteria are met:

- A particular need for the development to serve that centre's catchment, and which could not be accommodated within the boundary of the centre could be demonstrated; and**
- It could be shown the development proposed would be appropriate to the scale and role of centre and to meet the identified need and could not be served by investment in another centre; and**
- It could be demonstrated there would not be an unacceptable impact on the trade and/or investment in any other centre and**
- It could be shown that the development can provide physical linkages to the existing shopping core, particularly by pedestrians and would be accessible by a choice of means of transport including public transport and cycling.**

Retail capacity in Town Centres will largely be met by existing commitments and allocations brought forward from UDPs and any redistribution of floorspace between Centres to meet strategic priorities and these will be outlined in Appendix 2.

This floorspace, and any adjustments to Primary Shopping Areas will be planned for within individual Development Plan Documents prepared by the four Local Planning Authorities.

Locations out-of-centre will be resisted. Should there be insufficient physical capacity to accommodate floorspace requirements in, or on the edge of a Town Centre any new floorspace should be directed to nearby centres as set out in Cen7 and demonstrate flexibility in their operation requirements.

In addition up to 5,000 sq.m. of office B1(a) development will be allowed in each of the Town Centres up to 2026 to meet their local service function.

It will also be suitable for the town centres to provide entertainment, leisure and cultural facilities of an appropriate scale and kind to serve their roles and catchments. The use of upper floors will be encouraged to accommodate relevant town centre uses. It will be important to recognise the special role of Dudley Town Centre, as well as the distinctive assets offered by individual centres in the provision of other town centre uses.

Policy Justification

- 4.45 The large number of town centres across the Black Country are important to the area's character and community identity⁵. However, the comparison shopping roles of these centres has declined over recent decades, and many of the centres do not offer the space for major development, or find it difficult to attract significant comparison retail investment. Nevertheless, the smaller town centres do play a localised comparison shopping role and there are some retailers who do continue to trade and invest in smaller town centres. This policy approach seeks to protect the vitality and viability of these centres.
- 4.46 There has long been a commitment to provide convenience shopping provision in the order of 5,000 sqm net in Dudley Town Centre and 15,000 sqm gross of comparison retail to bolster its centre and this will be planned for by the Local Authority. Similarly, planning permissions for convenience provision have been granted in some of the other centres in the Black Country for example in Stourbridge and Willenhall.
- 4.47 The network of town centres across the Black Country also provides opportunities for convenience shopping and each of the town centres supports or is proposed to accommodate at least one foodstore (either within or on the edge of the centre). The Core Strategy's plans for housing growth may lead to a need for further convenience shopping in particular centres once the housing locations are determined through Area Action Plans or Site Allocation Documents.

⁵ The non-strategic town centres in Walsall (Aldridge, Bloxwich, Brownhills, Darlaston and Willenhall) are designated as 'district centres' in Walsall's UDP although the plan does make clear that they can be considered as town centres in terms of national planning policy and these have been considered as small town centres in this policy.

4.48 The RSS provides for all office developments in excess of 5,000 sq.m. gross, required to serve the Black Country (apart from committed floorspace) to be accommodated in the strategic centres. It is therefore necessary for a policy that provides for small office developments to take place within the smaller town centres as long as the total amount of new office development in each centre would not exceed 5,000 sq.m. gross over the period of the plan.

4.49 In terms of leisure, entertainment and culture the policy takes forward the recognition of Dudley Town Centre but it also recognises that other centres have particular assets, such as live music in Bilston, the library theatre at Bloxwich, or commitments, such as The Junction development at Oldbury. It is appropriate to recognise these facilities which contribute to the overall culture of the Black Country, provided they do not detract from the strategy for the strategic centres to be the 'flagships' in terms of the provision of major facilities serving extensive catchment areas.

Primary Evidence

Black Country Centres Study : GVA Grimley 2009

Delivery

Through preparation of Development Plan Documents

Through the appropriate consideration of planning applications

Through working with delivery agents/developers to deliver town centre regeneration

Local Strategies and Regeneration Plans

Monitoring

Indicator	Target
COI CEN4 - Amount of completed floorspace (m2) for Retail (convenience and comparison), B1 a Office, leisure / entertainment / cultural and tourism facilities by location	For Dudley no convenience retail development over 5,000sqm net convenience and 15,000sqm gross comparison. 100% retail development in-centre.

CEN5 - District Centres and Local Centres

Spatial Objectives

The unique character of the Black Country is largely defined by its network of strategic and local centres and the relationships between them. This provides the basic spatial structure for the sub-region and is reflected in all 3 of the elements of the Vision. The Policies for Centres will ensure the network of Black Country Centres are maintained and enhanced and will contribute to the delivery of Spatial Objectives 1,2,5,7 and 8.

Policy

Within the District and Local Centres individual convenience retail developments of up to 500 sqm net and developments for comparison retail, offices or leisure uses of up to

200 sqm gross will be permitted where they satisfy local requirements and are appropriate to the scale and function of that particular centre.

Development above this threshold or any development which would be on the edge of, rather than within, one of these centres could be allowed if all of the following criteria are met:

- A particular need for the development to serve that centre's catchment, and which could not be accommodated within the boundary of the centre could be demonstrated; and**
- It could be shown the development proposed would be appropriate to the scale and role of centre and to meet the identified need and could not be served by investment in another centre**
- It could be demonstrated there would not be an unacceptable impact on the trade and/or investment in any other centre; and**
- It could be shown that the development would be accessible by a choice of means of transport in particular public transport walking and cycling**

These criteria will also be used when considering the designation of new local centres, through Local Development Documents, where required.

Lye in Dudley Borough has been identified as a priority to provide convenience floorspace of up to 650 -1000 sqm net to strengthen its role as a District Centre to meet the needs of its local population.

Policy Justification

- 4.50 The Centres Key Diagram and Table 13 'Hierarchy of Centres' indicates that a large number of locations across the Black Country are designated as District and Local Centres. The main functions of these centres are to meet the day-to-day convenience shopping and local service needs of their local areas and they often have a special importance for certain sections of the community, such as elderly people or for ethnic minorities (for example at Smethwick High Street in Sandwell, Caldmore in Walsall and Blakenhall (Dudley Road) in Wolverhampton).
- 4.51 New developments should be of a scale and nature to serve the centres and their catchments. Convenience shopping developments should be in scale with the centre in which it is located.
- 4.52 There is a need for the smaller centres to be flexible to respond to particular circumstances such as a defined local need or a special local role or opportunity such as to support a regeneration scheme.

Evidence

Black Country Centres Study : GVA Grimley 2009
Black Country Local Authority Unitary Development Plans

Delivery

Through preparation of Development Plan Documents
 Through the appropriate consideration of planning applications
 Through working with delivery agents/developers to deliver Town/District/Local centre regeneration
 Local Strategies and Regeneration Plans

Monitoring

Indicator	Target
COI CEN5 - Amount of completed floorspace (m2) for Retail (convenience and comparison), B1a Office, leisure / entertainment / cultural and tourism facilities by location.	100% development in-centre In plan period no convenience retail developments in district and local centres over 400 sqm net. In plan period no comparison retail, offices or leisure developments in district and local centres over 200 sqm net.

CEN6 – Local Shops and Centre Uses

Strategic Objectives

Within the Black Country there are a significant number of small local shops either individually or in small parades of shops serving a very local need.

Recognising this, the Black Country Joint Core Strategy seeks to ensure the provision and retention of local shops and other centre uses to meet essential day to day needs within reasonable walking distance of people's homes.

Policy

New small-scale local facilities outside defined centres of up to 200sqm gross, or extensions to existing facilities which would create a unit of up to 200 sq.m. gross will be permitted if it can be shown that all of the following requirements are met:

- **The proposal is of an appropriate scale and nature to meet a specific day-to-day need of a population within walking distance (400m) for new or improved facilities .**
- **The local need could not be better met by investment in a nearby centre;**
- **There would not be an adverse impact on the vitality or viability of any centre;**
- **There would be no impact on existing local provision such as to leave some local needs unmet, contrary to the efforts to promote social inclusion;**
- **Access to facilities by means other than by car would be improved and, in particular, will be within convenient, safe walking distance 400 m) of the community it is intended to serve.**
- **Where new local facilities are to meet the specific needs of new housing development, particularly food provision, then proposals need to meet the requirements of Policy HOU2**

These considerations will apply to proposals for non ancillary retailing at petrol filling stations outside of defined centres.

Any larger scale proposals will have to meet the requirements of Policy CEN7.

Shops that provide an important service to a local area, whether they are in a defined centre or in a free standing location will wherever possible be protected. Development involving the loss of a convenience shop, pharmacy or post office will be resisted where this would result in an increase in the number of people living more than 400m from alternative provision.

Policy Justification

4.53 This policy acknowledges the role of existing local shopping, service, leisure community and other facilities. The approach of the Black Country Authorities is to encourage existing centres to continue to meet as many of the day-to-day needs of residents', workers and visitors in their immediate localities as possible. As such the policy protects such facilities unless it can be convincingly demonstrated these are no longer viable.

4.54 Elsewhere it is considered there is likely to be a need to provide for more / improved local facilities – for convenience shopping, local services, eating and drinking places, and health, community and local education facilities – to meet existing deficiencies, to serve housing growth or to make the best use of existing premises and /or combine uses. This should be the subject of strict criteria, to complement the regeneration strategy for centres, Developments for town centre uses which fail to meet all of the requirements listed above should be assessed against CEN 7 and the relevant tests for out-of-centre development in the most recent government advice on retail and town centres.

Primary Evidence

Black Country Centres Study : GVA Grimley 2009

Delivery

Through preparation of Development Plan Documents

Through the appropriate consideration of planning applications and resisting development in inappropriate locations

Through working with delivery agents/developers to deliver town centre regeneration

Monitoring

Indicator	Target
LOI CEN6 - Percentage of planning permissions for local facilities granted approval that are more than 400m from residential areas.	0%

CEN7 – Controlling Edge-of-Centre and Out-of-Centre Development

Spatial Objectives

The Centres Strategy for the Black Country is a Centres first strategy. Its success relies upon directing growth into the network of Centres within the Black Country to facilitate regeneration. This will deliver growth in the centres and ensure the vitality and viability of Centres as the most accessible and sustainable locations. Furthermore it promotes social inclusion across the Black Country.

Development in inappropriate locations risk undermining the Black Country Strategy, the Core Strategy therefore requires a strong policy to resist this.

Policy

There is a clear presumption in the Black Country against out of centre development.

Proposals for out of centre development will have to demonstrate that development cannot be provided in-centre or at edge-of-centre locations of existing Centres appropriate to the hierarchy.- For retail purposes, in the strategic and town centres in the Black Country, edge of centre is defined as up to 300 meters walking distance from a primary shopping area, for all other main town centre uses this is defined as 300 metres walking distance from a town centre boundary, or as otherwise defined in relevant saved UDP policies

For District and Local Centres in the Black Country centre uses adjoining the centre will be defined as edge of centre.

The need for centres to be expanded will be considered through development plans and other documents where necessary. It is not considered that there is a need for out of centre development, except to meet particular day to day local needs, in terms of policy CEN 6 as there are sufficiently sequentially preferable locations to accommodate the identified retail capacity arising in the Black Country.

Any proposal in an edge or out of centre location will only be considered favourably if the retail impact assessments contained in the most recent national guidance on retail planning are satisfied or the requirements of CEN 6 are satisfied. Any out of centre proposal which is considered to fall within the catchment area of a relevant centre will be required to include that centre in any sequential test.

It will be important to ensure developments are accessible by a choice of means of transport, in particular public transport walking and cycling, and support both social inclusion and the need to sustain strategic transport links.

It will be important to acknowledge the issues raised by particular proposals. However, the strategy is to accommodate investment (for more than local needs) in centres and to expand centres where necessary. In this context, it will be important to recognise strong justification would be required for out of centre schemes that could otherwise be contrary to the strategy for the regeneration of the Black Country.

It is not accepted that specific classes of goods can not be sold from in-centre locations. Developments will need to demonstrate flexibility in their operational requirements in terms of format.

This policy also applies to applications for extensions and variation of conditions.

Where permitted, strict conditions controlling types of goods to be sold, removing permitted development rights for mezzanine floors, future sub-division and defining unit sizes and sales areas will be applied to ensure the impact of development on the vitality and viability of centres are minimised.

Policy Justification

- 4.55 The Spatial Strategy is based upon major investment in the strategic centres whilst recognising that there are a large number of other centres across the Black Country, (Town centres, District and local centres). All of these centres are considered in need of regeneration and are vulnerable to the diversion of trade and investment away from these centres. Yet these centres serve a population that is relatively deprived and needs access to an increased range of opportunities. The success of the regeneration strategy depends on major housing growth and providing for investment in industry and distribution. This will inevitably put pressure on land outside of centres.
- 4.56 Apart from developments to meet specific local 'day-to-day' needs within walking distance, development outside of centres will need to show there is a clear requirement that cannot be accommodated within or failing that, on the edge of any appropriate centre, and that there would not be an adverse impact on the strategy to expand and strengthen the Black Country's centres. National policy and the other policies of this plan ensure such developments would be accessible to all sections of the community.
- 4.57 Due to the multi-centred nature of the Black Country it is considered that strong justification will be required for development outside of the network of existing centres and that, whilst centres are to be expanded where necessary, out-of-centre developments will be rare. The assumptions of the GVA Grimley study of Black Country Centres 2009 are based upon the redirection of any of out of centre notional capacity to centres to complement the overall strategy.
- 4.58 It is not considered that there is any quantitative or qualitative requirement for out-of-centre development, except to meet particular specific small-scale local day-to-day needs within walking distance as outlined in Policy Cen6.
- 4.59 Where edge of centre and out of centre developments are considered as the only way of meeting particular needs the location of such developments will be considered in relation to the catchment areas they will serve irrespective of local authority boundaries. Locations should be sought adjacent to appropriate centres of an appropriate scale to serve the catchment area.
- 4.60 It will be important to ensure that such developments are accessible by a choice of means of transport and support both social inclusion and the need to sustain strategic transport links. The potential impacts on centres will also need to be assessed within the context of the strategy to regenerate centres.

Primary Evidence

Black Country Centres Study : GVA Grimley 2009

Delivery

Through preparation of Development Plan Documents in particular Area Action Plans for centres

Through the appropriate consideration of planning applications and resisting development in inappropriate locations

Through working with delivery agents/developers to deliver town centre regeneration

Monitoring

Indicator	Target
LOI CEN7 - % of development out of centre	0%

CEN8: Car Parking in Centres

Spatial Objectives

The management of the demand for road space and car parking, together with influencing travel choices, is fundamental to achieving the Vision for sustainable communities. The Policies for centres will also ensure the network of Black Country Centres are maintained and enhanced and will contribute to the delivery of Spatial Objectives 1, 2, 5, and 7

Policy

Pricing

The pricing of parking will not be used as a tool for competition between Strategic Centres.

A more generous pricing regime may be identified for Town Centres and District and Local Centres.

Type of Parking

The amount and charging of publicly available long stay parking in centres will be managed to ensure a balance between provision of long stay parking and encouraging commuters to use more sustainable modes.

Except where there is an accepted need for secure dedicated provision, car parking within or on the edge of Strategic Centres, Town centres and District and Local Centres will generally be required to be available to the public to serve the centre as a whole.

Adequate provision will be made in centres as a whole and in new parking facilities for all types of users, including those with reduced mobility, cyclists and users of powered two wheelers.

Maximum Parking Standards

The application of maximum parking standards will be consistent with PPG 13 and any subsequent government guidance, which, in the case of long stay provision, will encourage reduced levels of provision where public transport accessibility is highest.

A more generous maximum standard for off street parking will be identified for development within Town Centres and District and Local Centres where the parking provision is to serve the centre as a whole.

Policy Justification

- 4.61 Core Spatial Policy 5 Strategic Transport priority (h) indicates that demand management and the promotion of sustainable transport will play a key part in achieving a shift in favour of these modes of transport. This policy supports this priority and will assist in reducing congestion, greenhouse gas emissions, improve road safety, promote social cohesion and improve the attractiveness of centres as places to visit and invest in.

- 4.62 A number of measures are available to help manage travel demand but their potential impact on economic regeneration needs to be considered. In particular, the correct balance needs to be found between managing and pricing regimes to maximise the use of sustainable travel to centres and avoiding the situation where new development is deterred. The JCS Spatial Strategy aims to promote centres as sustainable locations for investment while making centres as attractive and accessible as possible by sustainable modes.
- 4.63 Non strategic centres have increasingly struggled to compete with the more dominant higher order centres and out of centre shopping provision. These non strategic centres are generally less well served by good quality off street parking.

Primary Evidence

Black Country Centres Study 2009 GVA Grimley
 Dudley Parking Strategy 2007
 Walsall Parking Strategy
 Review of Parking Policy 2009, AECOM

Delivery

The provision of parking in new developments within centres will be managed through Development Plan Documents, Supplementary Planning Documents, Town Centre Strategies and other non statutory documents, and through “Network Management Duty Strategies” which Local Authorities are obliged to publish by the Traffic Management Act 2004 and monitored through West Midlands LTP monitoring.

Monitoring

Indicator

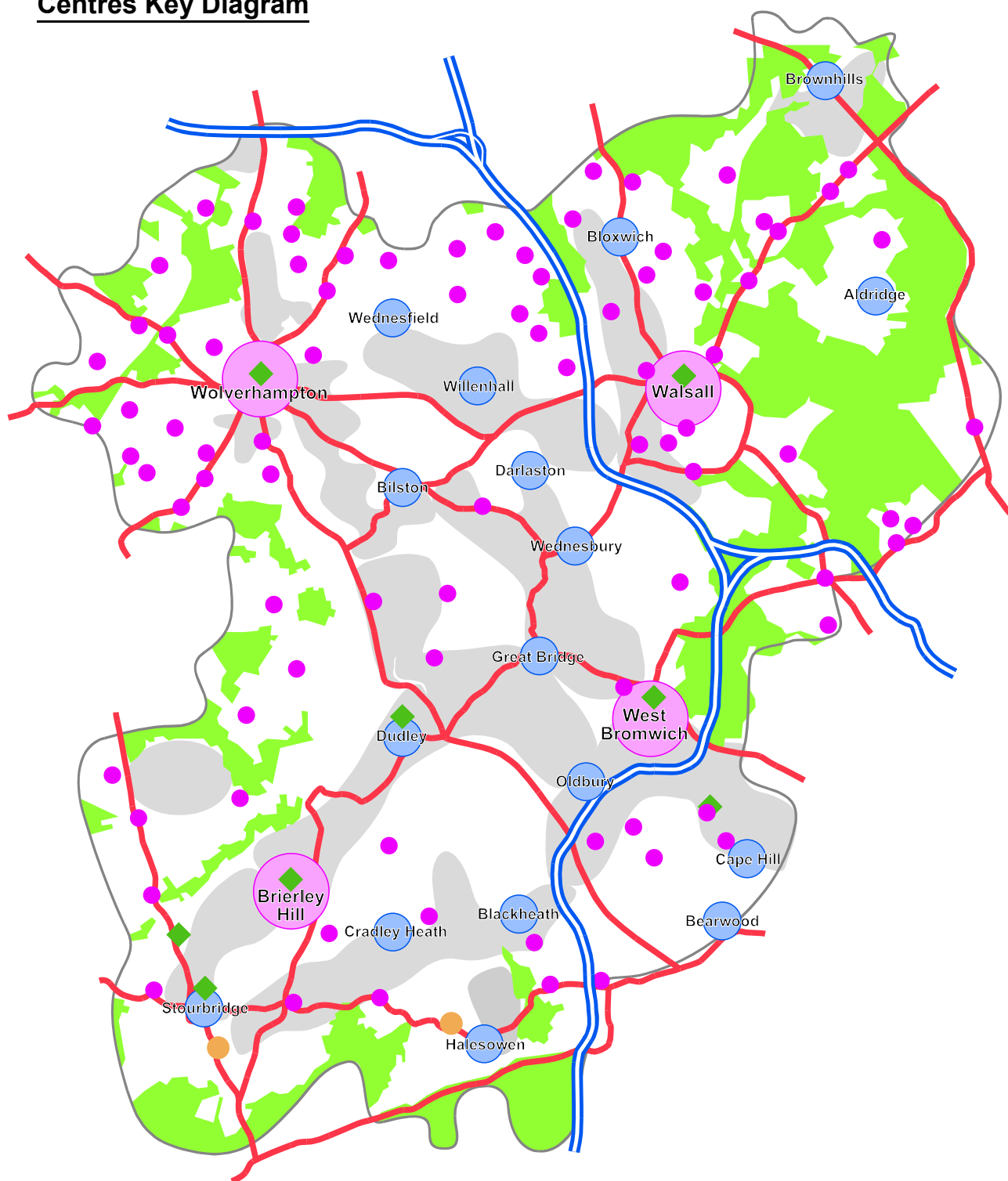
LOI CEN8a - Mandatory Indicator
 Target LTP6
 LOI CEN8b - Mandatory Indicator
 Target LTP6 – Additional target at
 Local Authorities’ discretion

Target

No increase in morning peak traffic flows into the nine LTP centres between 2005/6 and 2010/11
 Increase in the morning peak proportion of trips by public transport into the nine LTP centres as a whole to 33.8% by 2009/10 from the 2005/6 forecast baseline of 32.7%

Black Country Joint Core Strategy

Centres Key Diagram



Centres Key Diagram

- | | |
|---|-----------------------|
| Strategic Centres | Green Belt |
| Town Centres
(inc. Walsall's District Centres) | Regeneration Corridor |
| District/Local Centres | Major Road Network |
| New Local Centres | Motorway |
| Tourism & Culture Facilities | |



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5. TRANSPORT AND ACCESSIBILITY

TRAN1: Priorities for the Development of the Transport Network

Spatial Objectives

The delivery of an improved and integrated transport network both within the Black Country and in links with regional and national networks is fundamental to achieving the Vision and in helping to transform the area, deliver housing growth and improve economic performance, and achieving Spatial Objective 7.

Policy

The development of transport networks in the Black Country is focused on a step change in public transport provision serving and linking centres, improving sustainable transport facilities and services across the area, improving connectivity to national networks and improving the efficiency of strategic highway routes. Land needed for the implementation of priority transport projects will be safeguarded in order to assist in their future implementation. All new developments will address the transport network and provide adequate access for all modes, including walking, cycling and public transport. Residential development will be expected to meet the accessibility standards set out in Policy HOU2.

Given uncertainty over the availability of future funding for major transport infrastructure over the longer term, continuing priority will be given to improving transport in key corridors through the roll out of the Smarter Routes initiative that embraces a range of techniques for improving public transport, traffic management (including localised junction improvements), road safety and facilities for cyclists and pedestrians.

The improvements needed to deliver the transport strategy are shown on the Transport Key Diagram.

The key transport priorities are:

- Providing rapid transit extensions to the Midland Metro to connect the Black Country Strategic Centres to each other and to Birmingham – first priority being within the Walsall to Stourbridge corridor, providing high quality access to Merry Hill and Brierley Hill
- Improving Junctions 1 and 2 of M5
- Improving Junctions 9 and 10 of M6
- Active Traffic Management and Hard Shoulder Running on M6.
- Delivering a Quality Bus Network, particularly to serve Brierley Hill
- Improving access from the Black Country to Birmingham International Airport
- New freight railways between Stourbridge and Walsall and Walsall to Lichfield
- Burnt Tree Junction
- A41 Expressway / A4031 All Saints junction
- Wolverhampton Interchange
- Metro Line 1 Improvements and Wolverhampton City Centre Extension
- West Bromwich Regeneration Road
- I54 link
- Red Routes Package 1 and 2
- Darlaston SDA access scheme

Priority will also be given to the implementation of the priority public transport projects identified in the West Midlands Local Transport Plan, particularly Smart Routes, local rail improvements, transport interchanges and Park and Ride sites, including:

- Improved Rail Passenger Services
- Walsall to Wolverhampton passenger rail

- **Walsall to Cannock rail line**
- **New railway stations at Aldridge and Willenhall**

Other corridors where the public transport demand would support rapid transit include:

- **Stourbridge to Brierley Hill**
- **A456 Hagley Road from Birmingham to Quinton**
- **A449 Stafford Road from Wolverhampton to I54**

Justification

- 5.1 Good connectivity to the wider region national transport networks and Birmingham International Airport for both passengers and freight has been identified as being necessary to support the regeneration of the Black Country. The economic growth will be supported by improved access to major global economies.
- 5.2 A strategic public transport “spine” comprising high quality, reliable, fast and high capacity rapid transit between the strategic centres - Brierley Hill, Walsall, West Bromwich, Wolverhampton and Birmingham is considered as a crucial element of the Strategy and is necessary to support the expansion of these centres as a focus for employment, shopping and leisure. The Black Country Public Transport Spine has been identified as one of the 9 Regional Transport Priorities. Currently Metro line 1 provides the required standard of link between Wolverhampton, West Bromwich and Birmingham but it is important that the public transport modes of rail, metro and bus are better integrated to ensure that people can use them to travel where and when they need to.
- 5.3 It is vital that new development has access to high quality public transport facilities and services from the outset as this will ensure that people travelling to and from these areas do not establish unsustainable travel patterns due to the initial absence of good public transport.
- 5.4 The Core Strategy supports the delivery of an enhanced transport network for the Black Country to ensure a seamless integration of land-use and transport planning and to demonstrate the strong interdependency of future land-use decisions and adequate servicing by a variety of travel modes. The exact mode of public transport should reflect existing demand and also take account of potential future economic or housing growth points to ensure an integrated approach to sustainable development and travel patterns. This is essential to support the scale of growth proposed for the regeneration corridors and strategic centres and to create an effective transportation system to support sustainable communities. This transport network will provide communities with access to employment, leisure, education and health care and will facilitate improved access to employment sites. Public Transport will be at the heart of these proposals with a Black Country rapid transit spine connecting the centres of Brierley Hill, Walsall, West Bromwich, Wolverhampton and Birmingham. As well as delivering greatly improved accessibility to the Regeneration Corridors as shown on the transport strategy diagram:
- 5.5 International, national and regional rail connectivity is the subject of continuous improvement but needs to be enhanced as set out in the West Midlands Rail Utilisation Strategy (RUS) and Rail Network Development Plan. As Brierley Hill is not served directly by the national rail network and West Bromwich is linked to the national rail network only by Metro there are significant gaps in the Black Country’s connectivity which are priorities for public transport investment.
- 5.6 The operation of the highway network needs to be improved to support the Growth and long term viability of the Black Country’s economy whilst limiting the environmental effect of excessive congestion. The West Midlands Local Transport Plan 2006-11(LTP2) sets out a strategy of making the best of the existing highway network in a coordinated way through a programme of route based traffic management, improvements to traffic signal control and low cost measures to tackle particular problems. It is anticipated that this strategy will continue in LTP3 due to be adopted in 2010.

- 5.7 New highway building will be mainly in support of regeneration, but some key junctions on the Principal and Trunk Road network on important links to the motorway network for freight and public transport will be improved by major construction schemes. Highway improvements will be expected to address the needs of all users especially pedestrians and cyclists
- 5.8 High quality employment land is defined in terms of good access standards to the motorway network. As no new motorways are planned within the lifetime of this plan the M6 and M5 motorways will remain vital transport links for Black Country business and freight. The Highways Agency has announced plans to allow hard shoulder running and Active Traffic Management (ATM) to be delivered in order to deal with regular and severe congestion.
- 5.9 Buses will continue to dominate local public transport provision in the Black Country throughout the life of the plan period, delivering 85 % of passenger miles by 2026. Bus priority will be delivered through the ‘Smart Routes Initiative’, where a comprehensive approach to building in bus priority together with walking and cycling measures at the same time as general traffic management measures will be pursued to reduce congestion on the highway network and improve accessibility by walking and cycling road safety. Specific local measures to help buses will be delivered in other locations where appropriate. Coaches have a role to play in providing affordable long distance connectivity and access facilities to major Black Country destinations and will be encouraged.
- 5.10 Centro in partnership with the local authorities will continue to develop and roll out the Transforming Bus Travel initiative, including Bus Showcase and Partnership Routes, with operators, which will result in a step change in the provision of bus service quality across the West Midlands. .
- 5.11 The concentration of new employment, leisure, retail and housing in the four strategic centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton will increase the demand for travel to these centres. The strategy calls for this extra demand at peak travel times to be met primarily by use of public transport, cycling, walking and increased car sharing. This will require more buses to serve these centres than at present and this in turn will put pressure on existing bus stations and stops. This requires extra bus stand capacity in the strategic centres will need to be provided.
- 5.12 While improvement of accessibility to bus services will be a priority, some people will have little choice, but to make the first part of their journey by car. The success of Park and Ride in contributing to a sustainable travel pattern will depend on minimising the distance driven, before transferring to public transport. Well located Park and Ride facilities can provide a realistic alternative for many car drivers and contribute to environmental improvement by reducing congestion on radial routes into centres at peak times and by improving public transport patronage.. A new strategic Park and Ride site is proposed at Brinsford, Wolverhampton and opportunities will be taken to expand existing local park and ride sites at rail stations and Metro stops. Local provision will also be created as rail and Metro proposals are implemented.
- 5.13 As transport projects reach the design stage there will be a need to safeguard the land needed for the implementation of schemes. When projects are sufficiently advanced, improvement lines or land will be safeguarded in the appropriate LDDs such as Site Allocations Documents or Area Action Plans.

Primary Evidence

Black Country Study 2006

Review of Transport Strategy 2009 – Mott MacDonald

PRISM model testing the Black Country Strategy – 2006

PRISM Black Country Core Strategy Transport Technical Document - July 2009

West Midlands Local Transport Plan 2006

Highways Agency 2009
West Midlands Rail Utilisation Strategy
Rail Network Development Plan 2009
Walsall Rail Services and Facilities Improvement Plan
Integrated Transport Authorities Public Transport Prospectus 2009

Delivery

Regional Funding Advice and Allocation process
LTP 2 and 3

Safeguarded land will be defined for particular projects as schemes are designed and will be included in appropriate documents in the Local Development Schemes

Safeguarding will be implemented through the Development Management process

Transport Assessments & Travel Plans will help to fund some infrastructure.

Monitoring

Indicator	Target
LOI TRAN1 - % of Development Plan Documents identifying and safeguarding land to meet transport requirements	100% of Development Plan Documents

TRAN2: Managing Transport Impacts of New Development

Spatial Objectives

In order to ensure that the transport elements of the Spatial Strategy are deliverable it is essential that new developments and existing facilities demonstrate their travel and transportation impacts together with proposals for mitigation. It is important that accessibility by a choice of sustainable modes of transport is maximised at all developments. Transport Assessments and Travel Plans, produced by developers, employers, schools and facility operators, are essential to bring about sustainable travel solutions and help deliver Spatial Objective 7.

Policy

Planning permission will not be granted for development proposals that are likely to have significant transport implications unless applications are accompanied by proposals to provide an acceptable level of accessibility and safety by all modes of transport to and from all parts of a development including, in particular, access by walking, cycling, public transport and car sharing. These proposals should be in accordance with an agreed Transport Assessment, where required, and include implementation of measures to promote and improve such sustainable transport facilities through agreed Travel Plans and similar measures.

Justification

5.14 All developments will be assessed both in terms of their impact on the transport network and the opportunities that could be available to ensure that the site is accessible by sustainable modes of transport. The supporting documentation will either take the form of a full Transport Assessment (TA) or a less detailed Transport Statement (TS) and will generally be determined by the size and scale of development or land use. This will be based on Appendix B of the DfT Guidance on Transport Assessment, although a TA may be required instead of a TS for a range of other reasons (for example road safety concerns, existing congestion problems, air quality problems, concerns over community severance or likelihood of off-site parking being generated).

5.16 Depending on the size, nature and location of the development the TA will need to make recommendations for a range of Travel Plan (TP) measures that are capable of achieving either significantly lower than average traffic levels or reduced levels of car use. A Travel Plan is a long term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is set out in a document that

is regularly reviewed and up-dated. Travel Plans will normally be secured as planning obligations and/or planning conditions along with any remedial transport measures required due to the potential impact of the development.

- 5.17 The scope of the Travel Plan will be determined by the size, scale and nature of the development, the findings of the Travel Assessment or Statement and through pre-application discussions.

Primary Evidence

The Preparation of Transport Assessments and Travel Plans, Sandwell MBC (October 2006)

Delivery

Through the Development Management process and via Planning Obligations or other legal and funding mechanisms.

Set out in appropriate Supplementary Planning Guidance.

Monitoring

Indicator	Target
LOI TRAN2 - Appropriate provision or contributions towards transport works and Travel Plans measures by all relevant permissions.	Travel Plans to be produced for 100% of all planning applications that are required to submit a Transport Assessment or a Transport Statement.

TRAN3: The Efficient Movement of Freight

Spatial Objectives

New freight railways and rail sidings will present an economic opportunity for Black Country businesses. Improved journey times on the highway network will further aid economic prosperity and switching traffic to rail or inland waterways will relieve the highway network of traffic, reducing congestion and improving air quality and the environment. The location of businesses producing heavy flows of freight vehicles in locations with good access to the Principal Highway Network will also assist with environmental improvement. Improvements to the freight network are fundamental to achieving the Vision for sustainable communities, environmental transformation and economic prosperity and in particular to delivering Spatial Objectives 2, 5 and 7.

Policy

The movement of freight by sustainable modes such as rail and waterways will be encouraged. Road based freight will be encouraged to use the Primary Route Network whenever this is practicable. Junction improvements and routeing strategies will be focussed on those parts of the highway network particularly important for freight access to employment sites and to the motorway network.

Proposals which generate significant freight movements will be directed to sites with satisfactory access to the Principal Road Network.

Existing and disused railway lines as shown on the Transport Key Diagram will be safeguarded for rail related uses. Sites with existing and potential access to the rail network for freight will be safeguarded for rail related uses.

Justification

- 5.18 Within the Black Country, freight traffic has always been particularly important reflecting the areas past level of manufacturing and it remains significant today with industry, distribution and logistics giving rise to much freight traffic. This is reflected in both the M5 and M6 motorways, where the proportion of heavy goods vehicles can be 30% of total traffic, and the local road network where the traffic on many main routes has an exceptionally high percentage of heavy goods vehicles.
- 5.19 Much of the primary route network in the Black Country was never designed to cope with modern heavy goods vehicles and this gives rise to problems of reliability and with deliveries and servicing. The Black Country Authorities are members of the West Midlands Freight Quality Partnership, as are freight operators and their national representative bodies.
- 5.20 The Regional Freight Strategy sets a context for planning for freight within the Black Country. Removal of freight from the road to rail or canal will reduce congestion, and support investment in rail and canals.
- 5.21 The railway network serving the Black Country suffers from capacity problems during the day when there is high demand for passenger services and this has shifted much freight traffic to night time operation.
- 5.22 Of the disused lines the most important is Stourbridge-Walsall-Lichfield which has been identified in the Regional Freight Strategy and the Region Rail Development Plan as being an important link for freight moving between the South West and North East regions. Locally, four sites have been identified as being suitable for rail connection if rail freight services are reinstated. Within the West Midlands conurbation the Stourbridge to Lichfield link would act as a bypass for the rail network around Birmingham which has severe capacity constraints. The capacity released by the reopening of Stourbridge, Walsall, Lichfield, as well as benefiting the freight network, would allow extra passenger services to operate to and through Birmingham to the benefit of the West Midlands region.

5.23 The Regional Freight Strategy notes a shortage of private sidings in the West Midlands Region. Sites with existing or potential rail access along existing and proposed freight routes particularly Stourbridge - Walsall and Walsall - Lichfield will be protected for rail related uses. Sites which will be examined for such potential may include:

- Tansey Green, Dudley
- Albright and Wilson Trinity Street Oldbury, Sandwell/Walsall
- Gulf Oil Site Union Road Blackheath Sandwell
- Bilport Lane/Smiths Road, Wednesbury. Sandwell
- Middlemore Road Industrial Estate. Sandwell
- Bescot Sidings, Bescot. Sandwell/ Walsall
- Neachells, Wolverhampton
- Bentley Road South, Walsall
- Dumblederry Lane/Middlemore Lane, Aldridge Walsall
- Engineering Sidings off Corporation Street, Caldmore, Walsall

Primary Evidence

Regional Freight Strategy

Regional Rail Action Plan

DfT Strategic Rail Freight Network: Longer Term Development.

Delivery

Signing strategies for road based freight will be enhanced.

Development generating significant amounts of freight traffic will be directed to sites with satisfactory access to the Principal Road Network by allocations in other Local Development Framework

Documents and through development control.

Safeguarding of land and facilities through allocations in Local Development Framework documents and through development management.

Monitoring

Indicator	Target
LOI TRAN3a - The safeguarding of key existing and disused railway lines identified on the Transport Key Diagram.	No loss of safeguarded lines
LOI TRAN3b - Protection of sites with existing or potential rail access identified in TRANS3.	No loss of protected sites

TRAN4: Creating Coherent Networks for Cycle and for Walking

Spatial Objectives

The development of sustainable modes and encouraging people out of their cars, particularly for short and commuter journeys is an important element of Spatial Objective 5. Places need to be well connected with attractive, convenient, direct, and safe routes available to users and providing real choice.

Policy

Joint working between the four local authorities will ensure that the Black Country has a comprehensive cycle network based on integrating the four local cycle networks, including common cycle infrastructure design standards

Creating an environment that encourages sustainable travel requires new developments to link to existing walking and cycling networks. The links should be safe, direct and not impeded by infrastructure provided for other forms of transport. Where possible, existing links should be enhanced and the networks extended to serve new developments. New developments should have good walking and cycling links to public transport nodes and interchanges.

Cycle parking facilities should be provided at all new developments and should be located in a convenient location with good natural surveillance, e.g. in close proximity of main front entrances for short stay visitors or under shelter for long stay visitors. The number of cycle parking spaces required will be determined by local standards in supplementary planning documents.

Justification

- 5.24 It is essential that the development of walking and cycling facilities are an integral part of the transport system both on the highway network, canal corridors, Public Rights of Way and on other paths. Comprehensive cycle and walking networks within the Black Country will enable communities to access employment, public transport interchanges, services and facilities in a sustainable way. A transport network that facilitates car use and disadvantages walking and cycling can adversely affect the health and well being of its communities. Identifying and overcoming barriers to walking and cycling during development processes will encourage a renaissance of walking and cycling within the Black Country and help improve the health and well being of local communities by reducing the incidence of obesity, coronary heart disease, strokes, and diabetes. While both walking and cycling are active modes of travel with clear health benefits, the implementation recognises the specific requirements of each with cycling provision mainly on carriageway and a comprehensive network walking opportunities available both on highway and off road.
- 5.25 Walking and Cycling Strategies are incorporated within the West Midlands Local Transport Plan (LTP2) with a target to increase cycling by 1% by 2010/11. The four Black Country local authorities have their own walking and cycling strategies and use funding allocated through LTP2 to make infrastructure improvements.
- 5.26 A Black Country Cycle Network map (Appendix 6) has been developed to identify missing links and barriers between borough boundaries.
- 5.27 In order to achieve a coherent Black Country cycle network the four local authorities have agreed to follow common cycle infrastructure design standards by adhering to Department for Transport publication 'Local Transport Note 2/08 Cycle Infrastructure Design'.

Primary Evidence

The cycling strategies for Dudley, Sandwell, Walsall and Wolverhampton

Delivery

- 5.28 The four local authorities have cycling strategies that identify proposed routes and facilities within their local cycle networks, which serve centres, public transport interchanges, local employment and facilities. These cycle infrastructure proposals will be funded through LTP allocations, which may attract match funding from other sources.
- 5.29 New cycle facilities will be provided through the development control process, either through direct provision by applicants in carrying out works or through making appropriate contributions as part of a Section 106 agreement made in line with Council's Supplementary Planning Guidance on Planning Obligations or an updated Supplementary Planning Document.

Monitoring

Indicator	Target
LOI TRAN4a - Increase in cycle use of monitored routes	1% increase in cycling
LOI TRAN4b - Implementation of missing links and overcoming barriers identified in the sub regional cycle network map.	Increase % length implemented

TRAN5: Influencing the Demand for Travel and Travel Choices

Spatial Objectives

The management of the demand for road space and car parking, together with influencing travel choices, is fundamental to achieving the Vision for sustainable communities, environmental transformation and economic prosperity and in particular to delivering Spatial Objectives 1, 2, 5 and 7.

Policy

The Black Country Local Authorities are committed to considering all aspects of traffic management in the centres and wider area in accordance with the Traffic Management Act 2004.

The priorities for traffic management in the Black Country are:

- **The pricing of parking - ensuring that it is not used as a tool for competition between centres;**
- **The type of parking – ensuring that where appropriate long stay parking is removed near to town centres to support parking for leisure and retail customers and encourage commuters to use more sustainable means and reduce peak hour traffic flows;**
- **Maximum parking standards – ensuring that a consistent approach maximum parking standards is enforced in new developments as set out in supplementary planning documents;**
- **The location of parking – by reviewing of the location of town centre car parks through the “Network Management Duty Strategy” to ensure that the flow of traffic around the town centres is as efficient as possible;**
- **Identifying appropriate strategic and local Park and Ride sites on current public transport routes to ease traffic flows into centres;**
- **Working together with the rest of the region to manage region wide traffic flows through the West Midlands Metropolitan Area Urban Traffic Control (UTC) scheme and further joint working;**
- **Promoting and implementing Smarter Choices measures that will help to reduce the need to travel and facilitate a shift towards using sustainable modes of transport (walking, cycling, public transport, car sharing).**

Justification

- 5.30 The correct balance needs to be found between managing and pricing parking to maximise the use of sustainable travel means to enter town and city centres, whilst avoiding restricting parking to the extent that consumers are dissuaded from using town centres and that new development is deterred. The Spatial Strategy aims at making the network of town and city centres as attractive and accessible as possible to encourage use the most sustainable modes.
- 5.32 Other important aspects of demand management are the prioritisation of allocation of road space towards sustainable methods of travel such as walking, cycling and buses by using schemes such as traffic calming measures and full or time limited pedestrianisation so making these modes more attractive to people visiting the centres.
- 5.33 Other important elements include the promotion and marketing of sustainable transport through travel plans (refer to Policy TRAN2), planning conditions / obligations and other associated Smarter Choices / TravelWise initiatives, including the promotion of schemes and opportunities for walking, cycling, public transport and car sharing.
- 5.34 These policies will reduce road traffic congestion and pollution, improve road safety, promote social inclusion and accessibility, therefore encouraging consumers to access the four strategic centres using sustainable transport.

Primary Evidence

Black Country Centres Study 2009, GVA Grimley

Delivery

5.35 The policy will be delivered through local authorities 'Network Management Duty Strategies' under the Traffic Management Act 2004, which places new network management duties on local highway authorities. The main duty is to secure the expeditious movement of people and goods, inclusive of cyclists and pedestrians, on the authority's road network and on adjacent road networks for which another authority is the traffic authority.'

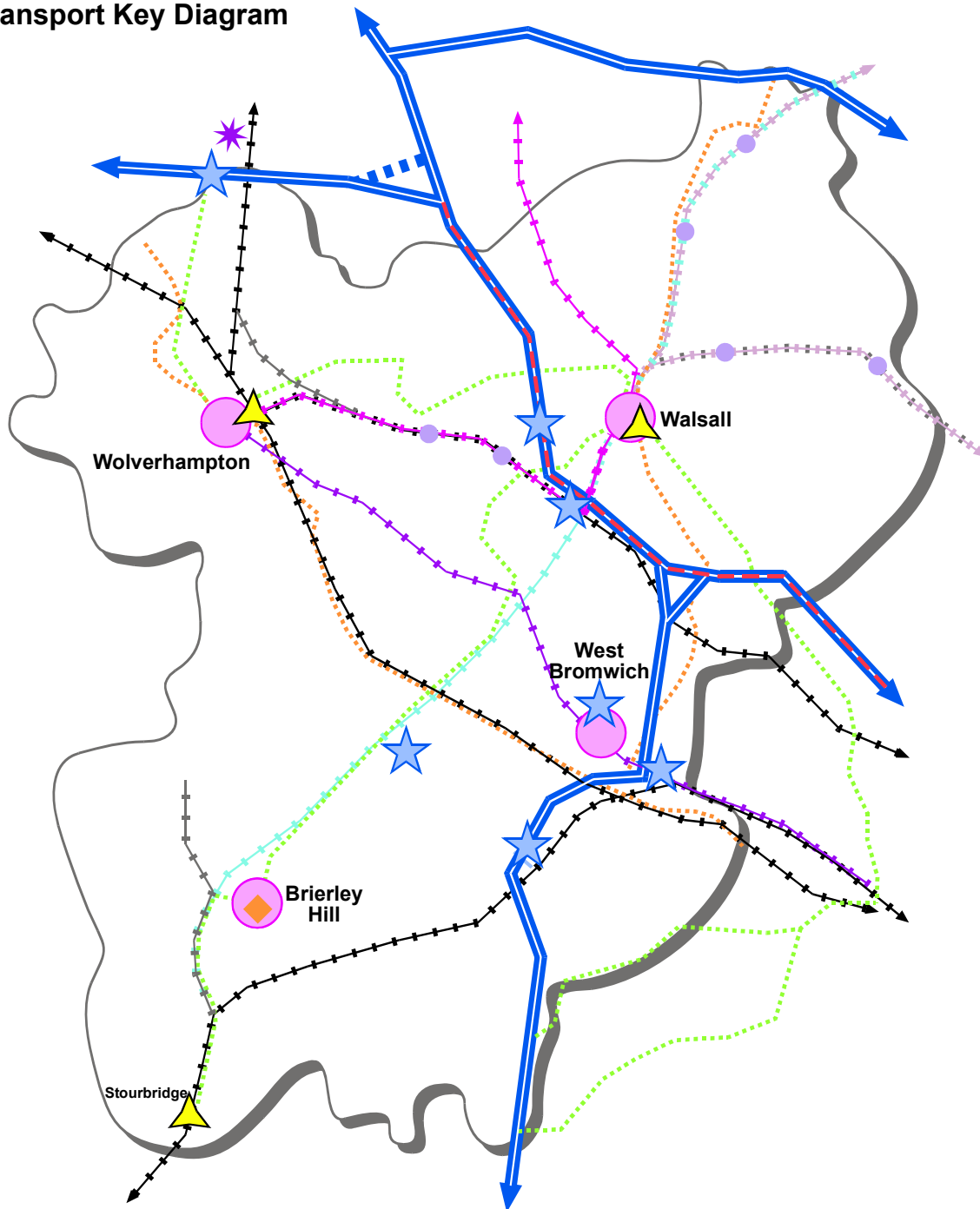
- Mandatory Indicator Target LTP2 – no more than a 7% increase in road traffic mileage between 2004 and 2010
- Mandatory Indicator Target LTP6 – no increase in morning peak traffic flows into the nine LTP centres between 2005/06 and 2010/11
- Mandatory Indicator Target LTP6 – additional target at authorities' discretion: increase the morning peak proportion of trips by public transport into the nine LTP centres as a whole to 33.8% by 2009/10 from the 2005/06 forecast baseline of 32.7%
- Mandatory Indicator Target LTP7 – target to be determined in accordance with DfT PSA Guidance based upon average journey times.

Monitoring

Indicator	Target
LOI TRAN5a - Number of publically available long stay parking places in strategic centres.	Decrease the number of long stay parking spaces in centres over baseline for each centre by 2026.
LOI TRAN5b - All new publically owned long stay parking spaces in Strategic Centres to be located in peripheral locations.	By 2026.


















Black Country Joint Core Strategy

Transport Key Diagram



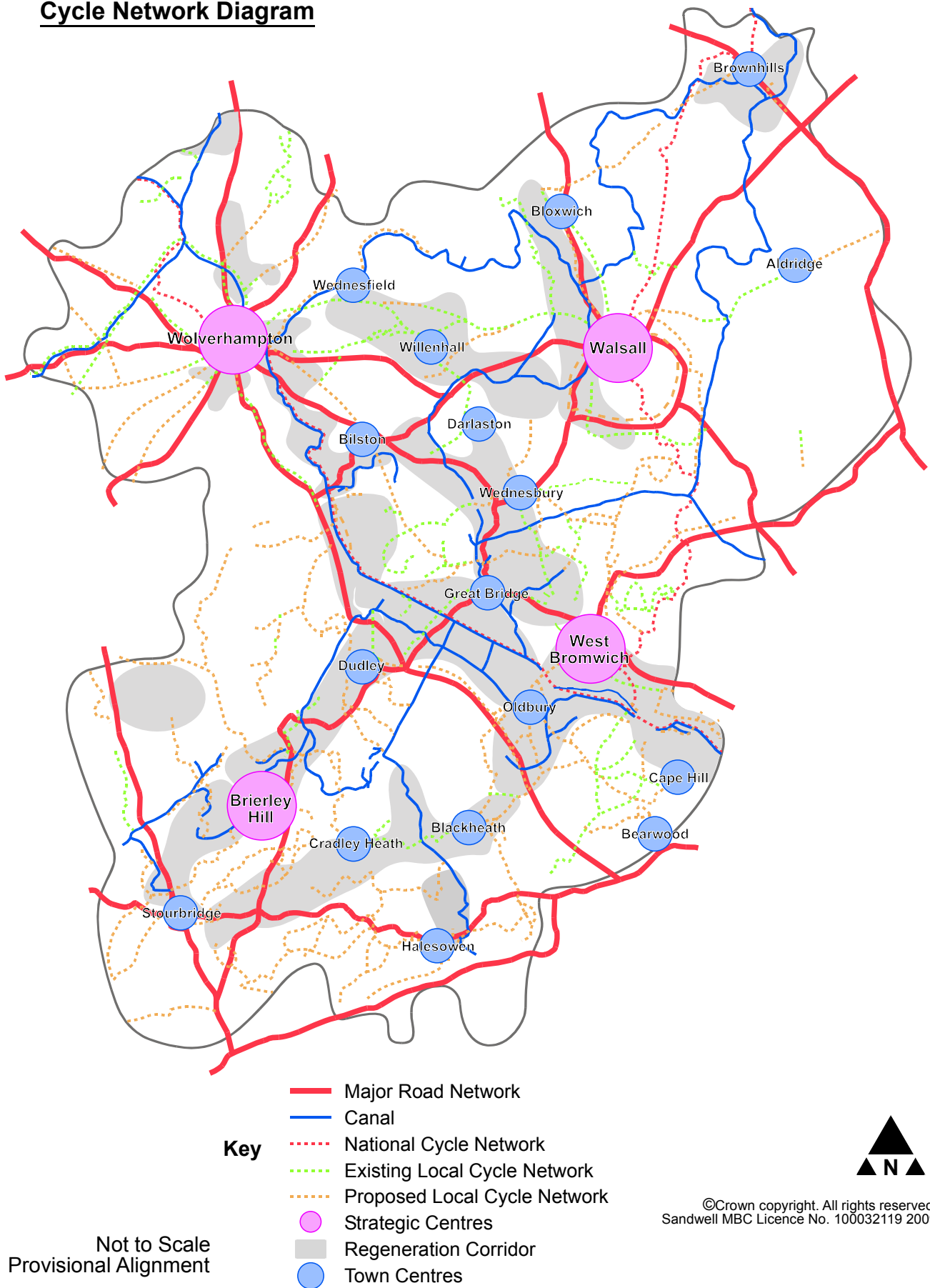
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KEY

- | | |
|---|--|
|  Strategic Centres |  Metro Line |
|  Motorway |  Passenger Rail |
|  Hard Shoulder Running/
Active Traffic Management |  Freight Rail |
|  Proposed Motorway Link |  Rapid Transit |
|  National Cycle Route |  Proposed Freight Railway |
|  Interchange Improvements |  Proposed Passenger Railway |
|  Junction Improvements |  Improved Passenger Railway |
|  Bus Quality Network |  New Station |
| |  Strategic Park & Ride |

Black Country Joint Core Strategy

Cycle Network Diagram



6. ENVIRONMENTAL INFRASTRUCTURE

ENV1: Nature Conservation

Spatial Objectives

The protection and improvement of the Black Country's biodiversity and geodiversity will improve the attractiveness of the area for people to live, work, study and visit while at the same time improving the physical and natural sustainability of the conurbation in the face of climate change. This will directly contribute to achieving Spatial Objectives 2, 3, 4, 5, 7 and particularly 6 "A High Quality Environment".

Policy

The Black Country's nature conservation resource will be safeguarded by ensuring that:

- development is not permitted where it would harm internationally (Special Areas of Conservation), nationally (Sites of Special Scientific Interest and National Nature Reserves) or regionally (Local Nature Reserve and Sites of Importance for Nature Conservation) designated nature conservation sites;
- locally designated nature conservation sites (Sites of Local Importance for Nature Conservation), important habitats and geological features are protected from development proposals which could negatively impact upon them;
- the movement of wildlife within the Black Country and its adjoining areas, through both linear habitats (e.g. wildlife corridors) and the wider urban matrix (e.g. stepping stone sites) is not impeded by development;
- species which are legally protected, in decline, are rare within the Black Country or which are covered by national, regional or local Biodiversity Action Plans will not be harmed by development.

Adequate information must be submitted with planning applications for proposals which may affect any designated site or any important habitat, species or geological feature to ensure that the likely impacts of the proposal can be fully assessed. Without this there will be a presumption against granting permission.

Where, exceptionally, the strategic benefits of a development clearly outweigh the importance of a local nature conservation site, species, habitat or geological feature, damage must be minimised. Any remaining impacts, including any reduction in area, must be fully mitigated. Compensation will only be accepted in exceptional circumstances. A mitigation strategy must accompany relevant planning applications.

Current designated nature conservation sites will be carried forward from existing Proposals Maps, subject to additions and changes arising from site surveys. Local Authorities will look to designate additional nature conservation sites as necessary and consequently sites may receive new, or increased, protection during the Plan period.

Local Authorities will look to designate additional Local Nature Reserves as appropriate. The Local Site Partnership will periodically review Sites of Importance for Nature Conservation and Sites of Local Importance for Nature Conservation. Therefore sites may receive new, or increased, protection during the life of the Core Strategy.

All appropriate development should positively contribute to the natural environment of the Black Country by:

- extending nature conservation sites;
- improving wildlife movement; and/or
- restoring or creating habitats / geological features which actively contribute to the implementation of Biodiversity Action Plans (BAP's) and/or Geodiversity Action Plans (GAP's) at a national, regional or local level.

Details of how improvements (which are appropriate to the location and scale) will contribute to the natural environment, and their ongoing management for the benefit of biodiversity and geodiversity will be expected to accompany planning applications. Local authorities will provide additional guidance on this in Local Development Documents.

Justification

- 6.1 The past development and redevelopment of the Black Country, along with Birmingham, has led to it being referred to as an “endless village”, which very well describes well the interlinked settlements and patches of encapsulated countryside present today. The Black Country is home to internationally and nationally designated nature conservation sites and it has the most diverse geology, for its size, of any area on Earth. Many rare and protected species are found thriving within the matrix of greenspace and built environment.
- 6.2 The Black Country lies at the heart of the British mainland and therefore can play an important role in helping species migrate and adapt to climate change as it renders their existing habitats unsuitable. It is therefore very important to 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.
- 6.3 Development offers an opportunity to improve the local environment and this is especially so in an urban area. The Black Country’s Local Authorities are committed to meeting their “Biodiversity Duty” under the Natural Environment and Rural Communities Act (2006) and to deliver the principles of PPS9 and RSS by proactively protecting, restoring and creating a richer and more sustainable wildlife and geology.
- 6.4 The local Biodiversity Partnership, Geodiversity Partnership and Local Sites’ Partnership will identify, map and regularly review the priorities for protection and improvement throughout the Black Country. These will be used to inform planning decisions.

Primary Evidence

Biodiversity Action Plan for Birmingham and the Black Country (2009)
Geodiversity Action Plan for the Black Country (2005)
EIG Phase 1 (2009)
Current UDP Proposals Maps

Delivery

Biodiversity and Geodiversity Action Plans
Preparation of LDDs
Development Management process.

Monitoring

Indicator	Target
COI ENV1 - Change in areas of biodiversity importance	No net reduction in the area of designated nature conservation sites through development.

ENV2: Historic Character and Local Distinctiveness

Spatial Objectives

Environmental transformation is one of the underpinning themes of the Vision which requires a co-ordinated approach to the protection and enhancement of the built and natural environment. The protection and promotion of the historic character and the areas local distinctiveness is a key element of transformation and in particular helps to deliver Spatial Objectives 3, 4, 5 and 6

Policy

All development should aim to protect and promote the special qualities, historic character and local distinctiveness of the Black Country in order to help maintain its cultural identity and strong sense of place. Development proposals will be required to preserve and, where appropriate, enhance local character and those aspects of the historic environment together with their settings which are recognised as being of special historic, archaeological, architectural, landscape or townscape quality.

All proposals should aim to sustain and reinforce special character and conserve the historic aspects of the following locally distinctive elements of the Black Country:

- a) The network of now coalesced but nevertheless distinct small industrial settlements of the former South Staffordshire Coalfield, such as Darlaston & Netherton;**
- b) The civic, religious and commercial cores of the principal settlements of medieval origin such as Wolverhampton, Dudley, Wednesbury & Walsall;**
- c) Surviving pre-industrial settlement centres of medieval origin such as Tettenhall, Aldridge, Oldbury and Kingswinford;**
- d) Areas of Victorian and Edwardian higher density development which survive with a high degree of integrity including terraced housing and its associated amenities;**
- e) Areas of extensive lower density suburban development of the mid 20th century including public housing and private developments of semi-detached and detached housing;**
- f) Public open spaces, including Victorian and Edwardian municipal parks, often created upon and retaining elements of relict industrial landscape features;**
- g) The canal network and its associated infrastructure, surviving canal-side pre-1939 buildings and structures together with archaeological evidence of the development of canal-side industries and former canal routes (see also Policy ENV4);**
- h) Buildings, structures and archaeological remains of the traditional manufacturing and extractive industries of the Black Country including glass making, metal trades (such as lock making), manufacture of leather goods, brick making, coal mining and limestone quarrying;**
- i) The Beacons shown on the Environment Key Diagram and other largely undeveloped high prominences lying along:**
 - the Sedgley to Northfield Ridge, including Sedgley Beacon, Wrens Nest, Castle Hill and the Rowley Hills (Turner's Hill);**
 - the Queslett to Shire Oak Ridge (including Barr Beacon);****including views to and from these locations.**

In addition to statutorily designated and protected historic assets particular attention should be paid to the preservation and enhancement of:

- locally listed historic buildings and archaeological sites;**
- historic parks and gardens including their settings;**
- locally designated special landscape areas and other heritage based site allocations.**

Development proposals that would potentially have an impact on any of the above distinctive elements should be supported by evidence included in Design and Access Statements which demonstrates that all aspects of the historic character and distinctiveness of the locality have been fully assessed and used to inform proposals. In some instances local authorities may require developers to undertake detailed Historic Landscape Characterisation studies to support their proposals.

Justification

- 6.5 The Black Country has a rich and diverse historic environment which is evident in the survival of individual historic assets and in the local character and distinctiveness of the broader landscape. The geodiversity of the Black Country underpins much of the subsequent development of the area. The exploitation of abundant natural mineral resources, particularly those of the South Staffordshire coalfield, together with the early development of the canal network gave rise to rapid industrialisation and the distinctive settlement patterns which characterise the area.
- 6.6 Towns and villages with medieval origins survive throughout the area and remain distinct in character from the later 19th century industrial settlements which typify the coalfield and gave rise to the description of the area as an 'endless village' of communities each boasting a particular manufacturing skill for which many were internationally renowned.
- 6.7 Beyond its industrial heartland, the character of the Black Country can be quite different and varied. The green borderland, most prominent in parts of Dudley, Walsall and the Sandwell Valley, is a largely rural landscape containing fragile remnants of the ancient past. Undeveloped ridges of high ground punctuate the urban landscape providing important views and points of reference which define the character of the many communities. Other parts of the Black Country are characterised by attractive well treed suburbs with large houses in substantial gardens and extensive mid 20th century housing estates designed on garden city principles.
- 6.8 This diverse character is under constant threat of erosion from modern development; some small scale and incremental and some large scale and fundamental, and as a result some of the distinctiveness of historic settlements has already been lost to development of a "homogenising" character. In many ways the Black Country is characterised by its ability to embrace change, but future changes will be greater and more intense than any sustained in the past. Whilst a legislative framework supported by national guidance exists to provide for the protection of statutorily designated historic assets the key challenge for the future is to manage change in a way that realizes the regeneration potential of the proud local heritage and distinctive character of the Black Country.
- 6.9 To ensure that historic assets make a positive contribution towards the wider economic, social and environmental regeneration of the Black Country it is important that they are not considered in isolation but are conserved and enhanced within their wider context. An holistic approach to the built and natural environment maximises opportunities to improve the overall image and quality of life in the Black Country by ensuring that historic context informs planning decisions and provides opportunities to link with other environmental infrastructure initiatives.
- 6.10 Considerable progress has been made towards achieving a fuller analysis and understanding of the local character and distinctiveness of the area using historic landscape characterization (HLC) principles. Much data is already available at sub-regional level, in the context of the Black Country Historic Landscape Characterization and from other local and more detailed HLC studies. Locally distinctive elements of the Black Country have been defined, including Beacon sites – characteristic, elevated landmarks which divide and help define individual communities.

Primary Evidence

The Black Country: An Historic Landscape Characterisation – First Report (2009)

Delivery

Development Management process including Design and Access Statements
Area Action Plans, Site Allocation Documents and Supplementary Planning Documents.

Monitoring

Indicator	Target
LOI ENV2 - Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations	100%

ENV3: Design Quality

Spatial Objectives

Achieving sustainable development is fundamental to the Vision for transforming the Black Country environmentally and economically. High quality design is an essential element of place-making and reflecting the distinctive character of the area and will help deliver all of the Spatial Objectives by setting challenging but appropriate standards.

Policy

Each place in the Black Country is distinct and successful place-making will depend on understanding and responding to the identity of each place with high quality design proposals. Development proposals across the Black Country will deliver a successful urban renaissance through high quality design that stimulates economic, social and environmental benefits by demonstrating that the following aspects of design have been addressed through Design and Access Statements reflecting their particular Black Country and local context:

- 1. Implementation of the principles of “By Design” to ensure the provision of a high quality network of streets, buildings and spaces;**
- 2. Implementation of the principles of “Manual for Streets” to ensure urban streets and spaces are designed to provide a high quality public realm and an attractive, safe and permeable movement network;**
- 3. Use of the Building for Life criteria for new housing developments, to demonstrate a commitment to strive for the highest possible design standards, good place making and sustainable development, given local circumstances;**
- 4. Meeting Code for Sustainable Homes Level 3 or above for residential development and BREEAM Very Good or above for other development, or the national requirement at the time of submitting the proposal for planning permission, to demonstrate a commitment to achieving high quality sustainable design;**
- 5. Consideration of crime prevention measures and Secured By Design principles.**

Justification

- 6.11** The Black Country Local Authorities support the RSS agenda for urban renaissance by ensuring all new development demonstrates a high quality of design. The Black Country Study has highlighted that the ideas and principles behind successful place-making and urban design will be a key factor in the urban renaissance of the sub-region. A high quality environment has also been identified through the Core Strategy preparation process as an essential prerequisite for economic competitiveness and housing choice.
- 6.12** Great opportunities exist across the Black Country to transform areas, such as the Regeneration Corridors, into high quality places for people to live, work and invest in and to

reinforce or reinvent where necessary, a sense of place and local identity within the Black Country, in accordance with the Government's strategy for improving quality of place, "World Class Places". The Black Country needs a collective commitment to high quality design if it is to seize the opportunities offered by transformation on this scale.

- 6.13 This Policy therefore seeks to ensure that all new development has regard to key design principles but which need to interpret and reflect both the overall character of the Black Country and local distinctiveness. High quality design relates to buildings and architecture, but also the spaces within which buildings sit, the quality of the public realm within streets and spaces and the relationship between the development and the surrounding area. To ensure that development proposals accord with the policy requirements, the Design and Access Statements accompanying planning applications should follow CABE guidance on Design and Access Statements.
- 6.14 A key objective for new developments should be that they create safe and accessible environments where crime, anti-social behaviour or fear of crime does not undermine the quality of life or community cohesion. It is accepted that good design, layout and spatial relationships can make a positive contribution towards improving community safety in the area. It is the intention of the local authorities and the Police to work jointly towards the reduction of crime, anti-social behaviour and fear of crime across the Black Country area. This will be a material consideration in all planning initiatives.

Primary Evidence

Broadening Horizons – A Vision of the Black Country Urban Park, Lovejoy (2004)

Dudley New Housing Development SPD (2007)

Wolverhampton Planning for Sustainable Communities SPD (2008)

Walsall Design Guide SPD (2008)

Sandwell Residential Design Guide (2005)

Housing Audit: Assessing the Design Quality of New Housing in the East Midlands, West Midlands and the South West, CABE (2007)

Delivery

Development Management process including Design and Access Statements

Through AAPs, SADs and SPDs.

Monitoring

Indicator	Target
LOI ENV3a - Proportion of major planning permissions adequately addressing By Design, Manual for Streets, Building for Life and Code for Sustainable Homes / BREEAM standards, as appropriate.	100%
COI ENV3 – Housing Quality Building for Life assessment of major housing schemes completed.	Move towards 100% with a rating of good or very good by 2026
LOI ENV3b - Proportion of major planning permissions meeting at least Code for Sustainable homes Level 3 or BREEAM very good standard	100%

ENV4: Canals

Spatial Objectives

The Black Country's canal network is one of its most defining historical and environmental assets and its preservation and enhancement is a major objective in the Vision for environmental transformation and the delivery of Spatial Objective 6.

Policy

The Black Country canal network comprises the canals and their surrounding landscape corridors, designated and undesignated historic assets, character, settings, views and interrelationships.

The canal network can provide a focus for future development through the potential to provide a high quality environment and accessibility. All development proposals likely to affect the canal network must:

- safeguard the operation of a navigable and functional waterway;
- protect and enhance its special historic, architectural, archaeological and cultural interest (including potential to record, preserve and restore such features);
- protect and enhance its nature conservation value;
- protect and enhance its visual amenity.

Where opportunities exist, all development proposals within the canal network must:

- enhance and promote its leisure, recreation and tourism value;
- improve and promote walking, cycling and boating access, including for freight;
- promote beneficial and multifunctional use of the canal network.

Such development proposals must be fully supported by evidence that the above factors have been fully considered and properly incorporated into their design and layout.

Where proposed development overlays part of the extensive network of disused canal features, the potential to record, preserve and restore such features must be fully explored. Development will not be permitted which would sever the route of a disused canal or prevent the restoration of a canal link where there is a realistic possibility of restoration, wholly or in part.

Justification

- 6.15 The development of the Black Country's canal network had a decisive impact on the evolution of industry and settlement during the 18th, 19th and 20th centuries. It was a major feat of engineering and illustrates a significant stage in human history - development of mercantile inland transport systems in Britain's industrial revolution during the pre-railway age. As such, the Black Country Study and RSS (Policy QE10) recognise the aspiration for World Heritage Site status for the Black Country canal network, and the preparation of a Canal Management Plan. Although the pursuit of a bid for inclusion of the Black Country canal network on the UNESCO list of World Heritage Sites is a longer term aspiration, the outstanding universal values of the Black Country's canal network today should still be acknowledged, promoted, protected and enhanced.
- 6.16 The canal network is a major unifying characteristic of the Black Country's historic landscape. The routes of the canals that make up the network have created landscape corridors with distinctive character and identity based on the industries and activities that these transport routes served and encouraged. The network also has significant value for nature conservation, tourism and recreation and potential to make an important contribution to economic regeneration through the provision of high quality environments for new developments and a network of pedestrian, cycle and water transport routes.
- 6.17 It is also important for development in the Black Country to take account of disused canal features, both above and below ground. Only 54% of the historic canal network has survived in use to the present day and a network of tramways also served the canals. In particular, proposals should consider the potential for the restoration of disused sections of canal.
- 6.18 Proposals to restore the disused Hatherton Branch Canal are well established. This scheme is largely outside the Black Country but would link the Wyrley and Essington Canal in Pelsall with

the Staffordshire and Worcestershire Canal west of Cannock. This scheme is supported as an important strategic addition to the region's canal network.

- 6.19 Although it is clear from the West Midlands Canal Freight Study that economic conditions are not right at the moment for the transport of bulk goods and recyclable material on the canal network in the Black Country, it is important for the navigation to be maintained and improved to facilitate such developments when conditions are more favourable.

Primary Evidence

The Representation of Canals in the Black Country Historic Landscape Characterisation: An Analysis of Change in the Landscape, Black Country Archaeology Service (2009)

Developing Waterside Investment Opportunities in the Black Country Urban Park, GHK (2009)

Birmingham and Wolverhampton Canal Freight Feasibility Study, West Midlands Canal Forum (2009)

Delivery

Development Management Process in consultation with British Waterways

Through Local Development Documents, including Area Action Plans

Monitoring

Indicator	Target
LOI ENV4a - Proportion of planning permissions granted in accordance with Conservation Section's recommendations	100%
LOI ENV4b - Proportion of planning permissions granted in accordance with British Waterways' planning related advice	100%

ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island

Spatial Objectives

Facing up to climate change and promoting sustainable development are key principles which underpin the Vision. Robust, locally specific policies on Flood Risk, Sustainable Drainage Systems and Urban Heat Island are required to help deliver Spatial Objectives 3, 4, and 6.

Policy

The Black Country Authorities will seek to minimize the probability and consequences of flood risk by adopting a strong risk-based approach in line with PPS25. Development will be steered to areas with a low probability of flooding first through the application of the sequential test. The Exception test will then be required for certain vulnerable uses in medium and high probability flood areas.

Proposals for development must demonstrate that the level of flood risk associated with the site is acceptable in terms of the Black Country Strategic Flood Risk Assessment and its planning and development management recommendations as well as PPS25 depending on which flood zone the site falls into and the type of development that is proposed (see PPS25, table D1: Flood Zones to explain appropriate uses in flood zones).

To assist in both reducing the extent and impact of flooding and also reducing potential urban heat island effects, all developments should:

- a) Incorporate Sustainable Drainage Systems (SUDs), unless it would be impractical to do so, in order to significantly reduce surface water run-off. The appropriate application of SUDs schemes will be heavily dependant on the sites topography & geology;**
- b) Open up culverted watercourses where feasible;**
- c) Take every opportunity, where development lies adjacent to the river corridors or their tributaries, to benefit the river by reinstating a natural, sinuous river channel and restoring the functional floodplain within the valley where it has been lost;**

- d) On sites requiring a Flood Risk Assessment, reduce surface water flows back to equivalent greenfield rates.**

Justification

- 6.20 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. Future flood waters can be accommodated without harm to the built environment by creating natural flood water sinks such as ponds, wet woodlands, reedbeds and low lying grasslands in flood risk areas. This both helps to prevent flooding and creates a wider range of natural habitats
- 6.21 Climate change is likely to increase the risk of flooding in the future. The topography of the Black Country is relatively well defined, with steep sided valleys and narrow waterway corridors, and therefore the likely impact of an increase in the peak design flow is unlikely to affect vast areas currently not at risk. Localised intense storms are likely to occur more frequently, however, and therefore the many culverted watercourses in the Black Country may be subject to more regular surcharging, resulting in localised flooding.
- 6.22 Development Management recommendations contained within the Black Country Level 1 Strategic Flood Risk Assessment (SFRA) assist in providing a robust and sustainable approach to the potential impacts that climate change may have upon the sub region over the next 100 years, ensuring that future development is considered in light of the possible increases in flood risk over time. Attention should be paid to these when considering proposals for development. The requirements for Flood Risk Assessments (FRA's) within each delineated flood zone are set out in the Black Country SFRA and Annex E and F of PPS25. Level 2 SFRA's will be produced for all sites proposed for allocation within Site Allocations Documents or Area Action Plans where the Level 1 SFRA has identified that the site is subject to flood risk.
- 6.23 Water quality within the Black Country is fairly poor, but compliant with current targets. The most significant cause of poor water quality is surface water systems, which can be affected by increases in effluent discharges from Waste Water Treatment Works (WwTWs) and additional runoff as a result of development within the catchment. The use of Sustainable Drainage Systems (SUDs) in new developments will significantly help to reduce the risks both of flooding and of impact on surface water quality at times of high rainfall. As the vast majority of development over the Plan period will be on brownfield land, surface water flows will be greatly reduced through development, therefore reducing pressures on WwTWs, the sewerage system and water quality. The Scoping Black Country Surface Water Management Plan (SWMP) illustrates how the complex geology of the Black Country is likely to affect the types of SUDs appropriate in different areas. More detailed work on SWMP's will be required to evidence Development Plan Documents.
- 6.24 The Outline Black Country Water Cycle Study (WCS) concludes that there will be a shortfall in water supply over the Plan period in areas supplied by Severn Trent Water, and that this will be addressed through their Water Resources Management Plan. The WCS also found that there is a good coverage of existing strategic sewers across the Black Country, but that more detailed work is required to assess capacity in the network, in the light of proposed levels of new housing in certain Regeneration Corridors and Strategic Centres (as detailed in Appendix 2). Therefore, more detailed Water Cycle Study work will be required to evidence Development Plan Documents.

Primary Evidence

Strategic Flood Risk Assessment for the Black Country (Level 1), Jacobs (2009)
Black Country Outline Water Cycle Study and Scoping Surface Water Management Plan, Scott Wilson (2009)
River Tame Flood Risk Management Strategy, Environment Agency (emerging)
Humber and Severn River Basin Management Plans, Environment Agency (emerging)

Delivery

Through the Development Management process in consultation with the Environment Agency

Monitoring

Indicator	Target
COI ENV5 – Number of planning permissions granted contrary to EA advice on flooding and water quality grounds	0%
LOI ENV5 - Proportion of major planning permissions including appropriate SUDs	100%

ENV6: Open Space, Sport and Recreation

Spatial Objectives

The principles of national policy on open space, sport and recreation need to be applied in a Black Country context to support the Vision for urban renaissance and environmental transformation and in particular to deliver Spatial Objective 6

Policy

In addition to the values and functions of open space set out in Government Policy and Guidance, development proposals should recognise the following roles that are of particular importance in the Black Country:

1. Improving the image and environmental quality of the Black Country;
2. Defining and enhancing local distinctiveness;
3. Reducing potential urban heat island effects;
4. Preserving and enhancing diversity in the natural and built environment;
5. Preserving and enhancing industrial, archaeological and architectural heritage, including canals;
6. Providing components of a high quality, multifunctional green space network or “Urban Park”;
7. Enhancing people’s mental and physical well-being;
8. Strengthening (through extension, increased access and enhanced value) the existing greenway* network.

Development that would reduce the overall value of the open space, sport and recreation network in the Black Country will be resisted. Development that would increase the overall value of the open space, sport and recreation network will be encouraged, especially in areas of deficiency.

Each Local Authority will set out, in Local Development Documents and on Proposals Maps, policies and proposals for specific open space, sport and recreation facilities and planning requirements for open space, sport and recreation, in order to:

- Move towards the most up-to-date local open space, sport and recreation standards for each Local Authority. In order to balance achievement of these standards, in some cases a loss in quantity of open space or facilities may be acceptable if compensatory gains in quality and / or accessibility which are of a greater value can be secured in the local area;
- Deliver the broad open space, sport and recreation proposals for each Regeneration Corridor and Strategic Centre set out in Appendix 2;
- Address the priorities set out in RSS and Black Country Environmental Infrastructure Guidance;
- Make more efficient use of urban land by:
 - creating more multifunctional open spaces;

- significantly expanding community use of open space, sport and recreation facilities provided at places of education (see Policy HOU5);
- providing opportunities to increase appropriate open space, sport and recreation use of the Green Belt;
- making creative use of land exchanges and disposing of surplus assets to generate resources for investment; and
- increasing access to open space, sport and recreation facilities, including for people with disabilities;
- where there is a cross boundary impact, identifying the most appropriate location to maximise community access and use of new facilities.

Justification

- 6.26 All open spaces and sport and recreation facilities in the Black Country, both existing and proposed, are subject to the policies and requirements of national planning guidance (currently PPG17: Planning for Open Space, Sport and Recreation). These policies apply to existing sites which have an open space, sport or recreation function, regardless of whether they are currently designated on local authorities' Proposals Maps.
- 6.27 Separate local standards for different types of open space, sport and recreation facilities are being developed for Dudley, Sandwell, Walsall and Wolverhampton, based on robust audits and needs assessments. These standards will form the basis for the application of national planning guidance in each local authority area. Open space, sport and recreation standards will be set out in SPDs and will be subject to review during the Plan period, to ensure that a full range of up-to-date standards is provided across the Black Country.
- 6.28 Publicly accessible urban open space, play and sports facilities all have a vital role to play in helping to promote more healthy lifestyles. As sports participation rates in the Black Country are particularly low, standards set for sports facilities will take into account the need to increase sports participation as well as meet existing needs. Existing and potential cross-boundary effects will also be taken into account when setting standards and when developing proposals which would affect sports facility provision. Cross-boundary issues particularly affect facilities with large catchment areas, such as swimming pools.
- 6.29 Some common themes regarding open space, sport and recreation have emerged through audits and needs assessments. Communities greatly value local open spaces and the Black Country as a whole is close to combined open space quantity standards. However, quantity and accessibility for each type of open space and facility varies considerably from area to area, and increasing population in particular areas over the Plan period will further affect these imbalances. In general terms, prosperous areas have low levels of provision but of a higher quality, whereas deprived areas may have sufficient open space but of limited quality and function. Low quality is a particular issue for playing pitch sites across the Black Country, which would benefit from improved changing facilities and a shift towards more small pitches. Increasing community access to school sports facilities would also help to address shortfalls in some areas.
- 6.30 The provision of high quality open space to serve new residential developments and the improvement of existing open spaces is critical to the overall aims of urban renaissance and environmental transformation across the Black Country. The protection, enhancement and provision of open spaces is therefore essential to support key aspects of the Vision and Spatial Objectives for the Black Country. Policy ENV6 therefore identifies the roles of open space that are of particular importance to the Black Country, in addition to those set out in PPG17.
- 6.31 Appendix 2 sets out broad, strategic open space, sport and recreation proposals for each Regeneration Corridor and Strategic Centre. These proposals aim to address existing deficiencies against existing local standards and meet the needs of new development, whilst taking into account cross-boundary issues and strategic priorities established through the RSS Phase 1 Revision and Black Country Environmental Infrastructure Guidance. The proposals

are more detailed in some areas (e.g. where an AAP has been prepared) than in others. However, the provision of a network of high quality open space, sport and recreation facilities is a recognised cornerstone of environmental transformation and will be progressed in detail through Local Development Documents.

- 6.32 The provision of open space, sport and recreation facilities within new development will not be sufficient alone to fully address gaps in open space, sport and recreation provision. Consequently, the Policy sets out a number of ways Local Authorities should seek to make more efficient use of scarce land resources within the urban area to help meet quantity, quality and access standards.
- 6.33 Greenways are defined as linear features of mostly open character, including paths through green spaces, canal corridors and disused railway lines (although some of these could be brought back into rail use in the future), which act as wild life corridors and provide attractive and safe off-road links for pedestrians and cyclists. They form an important network throughout the Black Country but in some cases are of poor quality or are severed by other infrastructure or barriers. The restoration of towpaths, bridges, public rights of way and the creation of cycle and pedestrian links to enhance the greenway network will be sought via LTP funding, Safer Routes to School, British Waterways, Groundwork, Sustrans and planning obligations.

Primary Evidence

PPG17 Studies for the Black Country Authorities
 Playing Pitch Strategies for the Black Country Authorities
 Black Country Sports Facilities Strategy (technical evidence)

Delivery

Black Country Authorities' Greenspace Strategies and Playing Pitch Strategies, in partnership with Sport England
 Local Transport Plan
 Through the Development Management process

Monitoring

Indicator	Target
LOI ENV6a - Ha's accessible open space per 1,000 population	Dudley: 5.08 (2009 Baseline: 4.51) Sandwell: 3.44 (2007 Baseline: 3.42) Walsall: 5.00 (2006 Baseline: 5.00) Wolverhampton: 4.74 (2007 Baseline: 4.63)
LOI ENV6b - Delivery through LDD's of broad open space, sport and recreation proposals for each Regeneration Corridor and Strategic Centre set out in Appendix 2	100% by 2026

ENV7: Renewable Energy

Spatial Objectives

Facing up to climate change and promoting sustainable development are key principles which underpin the Vision. The use of renewable and low carbon energy has an increasingly important part to play in meeting these principles and in particular in helping to deliver Strategic Objectives 3, 4 and 6

Policy

Proposals involving the development of renewable energy sources will be permitted where the proposal accords with local, regional and national guidance and would not significantly harm the natural, historic or built environment or have a significant adverse effect on the amenity of those living or working nearby, in terms of visual, noise, odour, air pollution or other effects.

All non-residential developments of more than 1,000 sqm floor space and all residential developments of 10 units or more gross (whether new build or conversion) must incorporate generation of energy from renewable sources sufficient to off-set at least 10% of the estimated residual energy demand of the development on completion. The use of on-site sources, off-site sources or a combination of both should be considered. The use of combined heat and power facilities should be explored for larger development schemes. An energy assessment must be submitted with the planning application to demonstrate that these requirements have been met.

The renewable energy target may be reduced, or a commuted sum accepted in lieu of part or all of the requirement, only if it can be demonstrated that:

- a variety of renewable energy sources and generation methods have been assessed and costed;
- achievement of the target would make the proposal unviable (through submission of an independently assessed financial viability appraisal); and
- the development proposal would contribute to achievement of the objectives, strategy and policies of the Core Strategy.

Justification

6.34 There are various sources of renewable and low carbon energy that can be applied in the Black Country. These include passive solar energy, solar thermal panels, photovoltaic panels, wind power, and ground source heat pumps, combined heat and power (CHP) plants and bio energy. Bio energy in particular provides opportunities for carbon neutral energy generation through micro-generation, biomass schemes using locally sourced waste wood, anaerobic digestion of food and garden waste, and the reuse of waste oil. Controlled use of landfill gas can remove danger of fires and explosions and supplement gas supplies or generate heat and electricity. The canal system can also be used for heating and cooling buildings. There is no evidence that any particular type of renewable energy technology would not be appropriate in any part of the Black Country. Therefore, any renewable energy proposal will be treated on its merits in accordance with Policies ENV7 and WM4, regional and national guidance, and any specific guidance which may be adopted in local authority specific LDD's.

6.35 Renewable energy sources currently account for only 1% of total energy consumption in the West Midlands. The West Midlands Regional Energy Strategy (2004) aims to increase renewable energy generation to 5% of total energy generation by 2010 and 10% by 2020. Currently there is very little renewable energy generation in the Black Country. Therefore, it is important that all new developments of a reasonable size should reduce their carbon emissions through contributing to renewable energy generation. The Black Country local authorities and Housing Associations will lead by example by seeking to maximise energy efficiency and incorporation of renewable energy generation through the refurbishment and redevelopment of land and buildings in their ownership. The use of Combined Heat and Power is currently being promoted and the potential for wind power and anaerobic digestion are also being explored.

6.36 All development in the Black Country must accord with national and regional standards and targets for sustainable design and construction, including Code for Sustainable Homes levels.

Primary Evidence

Black Country Renewable Energy Technical Background Document (2009)
West Midlands Regional Energy Strategy (2004) and Monitoring Report (2006)

Delivery

Development management process
Local authority Climate Change Strategies and Waste Strategies

Monitoring

Indicator	Target
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LOI ENV7 - Proportion of eligible developments delivering measures sufficient to off-set at least 10% of estimated residual energy demand	100%
COI ENV7 - Renewable Energy Generation	Increase in accordance with regional targets

ENV8: Air Quality

Spatial Objectives

Promoting healthy living is a key element of the Sustainable Communities direction of change which underpins the Vision. Reducing exposure to poor air quality will improve the health and quality of life of the population, and support Spatial Objectives 3, 6, 7 and 8.

Policy

New residential or other sensitive development, such as schools, hospitals and care facilities, should, wherever possible, be located where air quality meets national air quality objectives.

Where development is proposed in areas where air quality does not meet (or is unlikely to meet) air quality objectives or where significant air quality impacts are likely to be generated by the development, an appropriate air quality assessment will be required. The assessment must take into account any potential cumulative impacts as a result of known proposals in the vicinity of the proposed development site, and should consider pollutant emissions generated by the development.

If an assessment which is acceptable to the local authority indicates that a proposal will result in exposure to pollutant concentrations that exceed national air quality objectives, adequate and satisfactory mitigation measures which are capable of implementation must be secured before planning permission is granted.

Should permission be granted, as a departure from this policy, this will be conditional upon contributions being secured towards the cost of air quality action planning, to compensate for the additional burden placed on local authority air quality management regimes.

Justification

- 6.37 The Rogers Review (2007) recommended six national enforcement priorities for local authority regulatory services, one of which is air quality. Within the review it is stated that:
 “Air quality is a high national political priority and action taken to improve it will also contribute to tackling climate change. Local authorities have a vital role to play in delivering better outcomes. Air quality is a national enforcement priority because it impacts on whole populations, particularly the elderly and those more susceptible to air pollution ... and its trans-boundary nature means that local action contributes to national outcomes.” The planning system has a key role to play in limiting exposure to poor air quality.
- 6.38 All the Black Country local authorities have declared their areas as air quality management areas to address the government’s national air quality objectives which have been set in order to provide protection for human health. The main cause of poor air quality in the Black Country is traffic and there are a number of air quality hotspots where on-going monitoring is required. The Black Country local authorities are working to reduce pollutant concentrations and to minimise exposure to air quality that does not meet with national objectives.
- 6.39 For some developments a basic screening assessment of air quality is all that will be required, whereas for other developments a full air quality assessment will need to be carried out, using advanced dispersion modelling software. An appropriate methodology should be agreed with the relevant Environmental Health / Environmental Protection Officer on a case by case basis.

6.40 Where a problem is identified mitigation measures might include:

- Increasing the distance between the development façade and the pollution source;
- Using ventilation systems to draw cleaner air into a property;
- Improving public transport access to a development;
- Implementing a travel plan to reduce the number of trips generated;
- Implementing Low Emission Strategies.

Primary Evidence

Annual Progress Report on Air Quality (2008)

Detailed Assessment of Air Quality (2004) and Annual Progress Report (2008) for each of the Black Country local authorities.

Delivery:

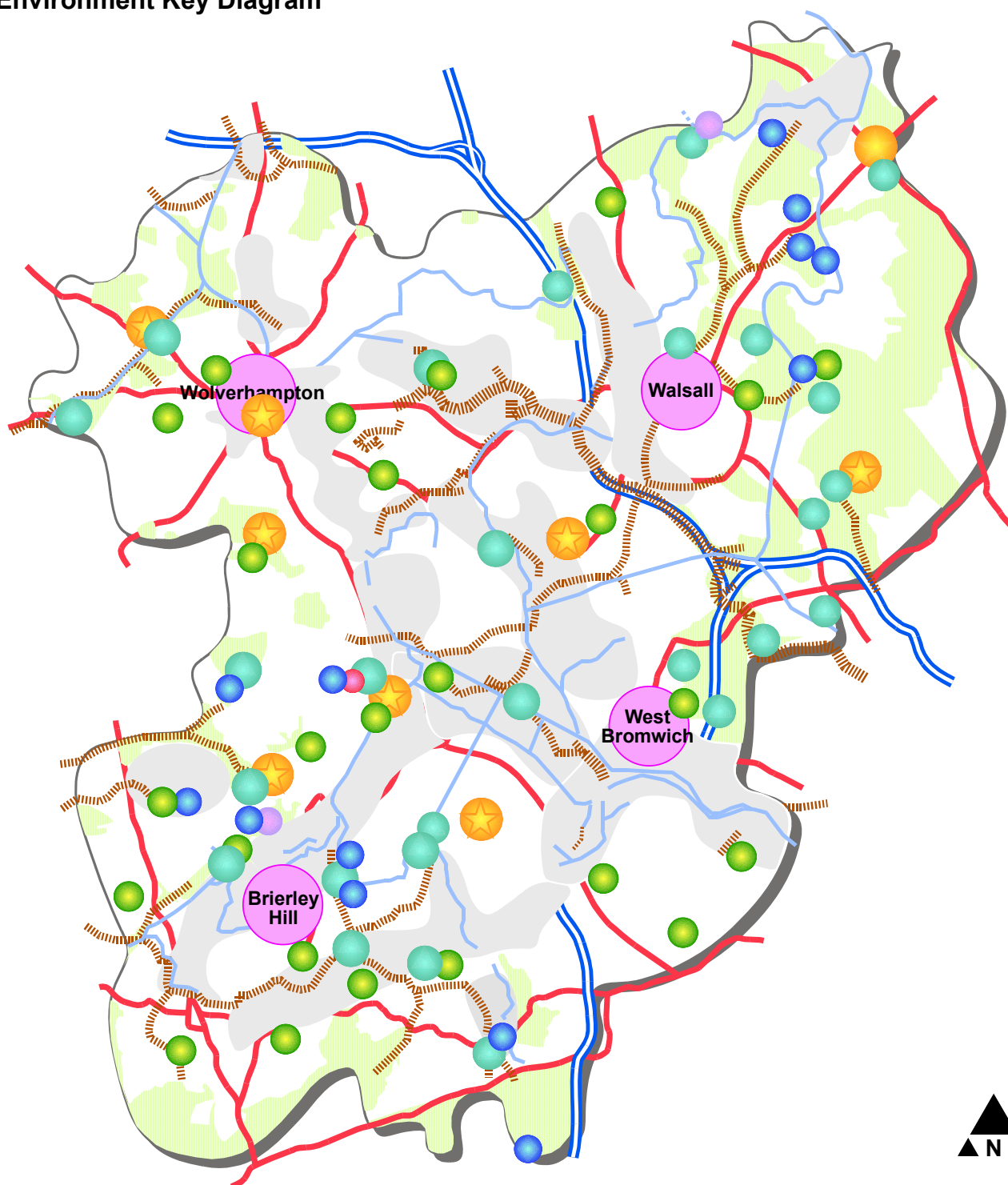
Development Management process.

Monitoring

Indicator	Target
LOI ENV8 - Proportion of planning permissions granted in accordance with Air Quality Section's recommendations	100%

Black Country Joint Core Strategy

Environment Key Diagram



KEY

- | | | | |
|--|--|--|--|
| | Strategic Centres | | Motorway |
| | Special Area of Conservation (SAC) | | Flood Zones 2 & 3 (see SFRA for detailed boundaries) |
| | National Nature Reserve (NNR) | | Green Belt |
| | Site of Special Scientific Interest (SSSI) | | Canal |
| | Local Nature Reserve (LNR) | | Black Country Landscape Beacons |
| | Major Road Network | | Strategic Parks |
| | | | Disused Hatherton Branch Canal |

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7. WASTE

WM1: Sustainable Waste and Resource Management

Spatial Objectives

Managing waste in a responsible way is an important element of sustainable development. Addressing waste as a resource, minimising waste, managing unavoidable waste in ways that will minimise harmful effects and providing sufficient waste management capacity to meet current and future requirements will support Sustainability Principles A and B and Spatial Objective 9.

Policy

Achieving Sustainable Waste Management

Sustainable waste management will be delivered through the following measures:

1. Requiring new developments to address waste as a resource and take responsibility for the unavoidable waste they generate though on-site management where possible;
2. Setting targets for landfill diversion and encouraging provision of recovery, recycling and composting facilities to reduce reliance on landfill and move waste up the “waste hierarchy”;
3. Providing guidance on the number, type and capacity of new waste management facilities needed by 2026, for the Black Country to achieve “equivalent self-sufficiency” and minimise the export of wastes that can be managed locally;
4. Protecting existing strategic waste management capacity and enabling existing waste management infrastructure to expand or relocate where appropriate;
5. Supporting the implementation of the strategic site allocations identified on the Waste Key Diagram and in Policy WM3;
6. Providing general guidance on the types of location suitable for different types of waste management facilities;

Landfill Diversion Targets

We will aim to achieve the following landfill diversion targets across the Black Country in line with the West Midlands Regional Spatial Strategy.

Table 16 – Landfill Diversion Targets

Waste Stream	Minimum Diversion from Landfill			
	2010/11	2015/16	2020/21	2025/26
MSW	74%	80%	84%	84%
C&I	65%	70%	75%	75%

New Waste Capacity Requirements

To meet the above targets and achieve “equivalent self-sufficiency” across the Black Country, the following new waste management capacity will need to be provided by 2026:

Table 17 – New Waste Capacity Requirements

Waste Management Types	Total Additional Capacity Required by 2026 (tonnes per annum)	Typical Average Capacity per Facility (tonnes per annum)	Typical Average Land Take per Facility (ha)	Equivalent No of Facilities Required
Municipal Solid Waste (MSW) Treatment				
Material Recovery	124,000	50,000	1.7	2 – 3
Composting/ Organic Waste Treatment	84,000	40,000	1.3	2
Treatment/ Energy Recovery	95,000	150,000	2.5	1
Commercial and Industrial Waste (C&I) Treatment				
Non-metal waste treatment and recovery	1,000,000	50,000 – 100,000	1.5	10 – 20
Construction, Demolition and Excavation Waste (CD&EW) / Hazardous Waste Treatment				
CD&EW Recovery/ Urban Quarry	Not possible to quantify	Not possible to quantify	Not possible to quantify	1
Contaminated Soils (storage, treatment, remediation)	Not possible to quantify	Not possible to quantify	Not possible to quantify	Temporary “hub” sites to serve regeneration corridors as required
Transfer, Handling, Bulking and Ancillary				
2 HWRCs (to serve Dudley and Walsall)	Dudley 30,000 Walsall 10-15,000	20,000	1.0	2
2 MSW Depots (to serve Dudley and Walsall, one with transfer / bulking)	Up to 10,000 (Dudley only)	Not possible to quantify	1.0 – 3.0	2
Commercial Waste Transfer Facilities	150,000	25,000 – 50,000	0.7	3 – 6
Final Disposal				
Non-Hazardous Landfill	Total additional capacity required = 1,169,000	Average max. MSW and C&I allowance = 747,000	Mostly former mineral working sites	Capacity depends on void space
Inert Landfill	Total additional capacity required = 1,825,000	Estimated annual CD&EW requirement = 125,000	Mostly former mineral working sites	Capacity depends on void space

The above requirements reflect gaps in existing provision and future requirements, taking into account proposed housing growth, capacity likely to be lost as a result of proposals for change within the Growth Network, and the need to diversify the range of recovery and treatment capacity currently available in the Black Country.

These requirements are based on the assumption that existing capacity will be maintained in line with Policy WM2, and that the Black Country’s future waste requirements will be in line with what is assumed in the RSS. To discourage further waste growth, Policy WM5 sets out waste and resource management requirements for new developments.

Some of the Black Country’s waste infrastructure requirements will be addressed through the Strategic Site Allocations in this plan (Policy WM3). The remaining gaps will be addressed through future Municipal Waste Management Strategies, Site Allocations in other DPDs, and market driven proposals for the expansion of existing facilities and for new facilities, brought forward in accordance with Policy WM2 and WM4.

Justification

Sustainable Waste Management – General Principles

- 7.1 The strategic objectives for waste management in the Black Country reflect the requirements and aspirations of the emerging regional waste strategy, the National Waste Strategy (2007), national policy guidance, and local Municipal Waste Management Strategies and Sustainable Community Strategies.
- 7.2 The National Waste Strategy has established the concept of the “waste hierarchy,” which ranks methods of managing waste in order of preference. At the top sits waste reduction, followed by re-use, recycling and composting, energy recovery, and at the bottom, disposal of waste to landfill. The strategy has also set national targets for reducing the amounts of waste sent to landfill. Waste planning policies are expected to support the waste hierarchy and contribute towards achieving the national targets.
- 7.3 The emerging regional waste strategy is set out in the draft RSS Phase 2 Revision Preferred Option (December 2007). The principles of this strategy have already been carried forward into the waste policies and proposals and into other elements of the Core Strategy. Policies WM1 – WM5 require new developments to address waste as a resource (thus discouraging further waste growth), and include targets and proposals aimed at providing sufficient waste management capacity to achieve “equivalent self-sufficiency” in waste treatment by 2026. The targets and requirements in Policy WM1 are aimed at addressing the minimum diversion targets in the RSS and other deficiencies identified through the waste technical work and consultation and engagement process.
- 7.4 The “equivalent self sufficiency” principle means that by 2026 the Black Country as a whole, and each of the authorities individually, should have in place the capacity needed to manage a tonnage of waste equivalent to that arising within the area. Although this does not mean that all of the waste arising in the Black Country will necessarily be managed in the Black Country, if we have more waste facilities which can manage a wider range of wastes, this should give local communities and businesses more opportunities to manage their waste locally rather than having to export it to other areas. Minimising the distance waste needs to travel will also indirectly reduce the impact of waste on the highway network, air quality and greenhouse gas emissions.

Future Waste Arisings

- 7.5 A considerable body of technical work has been undertaken at a regional and local level to determine how much waste is likely to arise in the Black Country between now and 2026. The waste management requirements in WM1 are based on current and future projected arisings and landfill diversion requirements in RSS, which have been further refined and developed in the Black Country Waste Planning Study Final Version (May 2009) (BCWPS) undertaken on behalf of the authorities by Atkins Ltd. The MSW projections reflect the levels of housing growth proposed in Policy HOU1.
- 7.6 The Waste Background Paper 2 (November 2009) (BCWBP2) provides an update on the latest waste arisings data, which shows that the RSS and BCWPS projections are generally valid although this will need to be kept under review. A summary of estimated current arisings and projected arisings by 2026 can be found in the Waste Data Tables in Appendix 6.

Landfill Diversion Targets

- 7.7 Up to now, the Black Country has relied heavily on landfill as a means of managing waste, as it has been readily available and relatively cheap. The Black Country still has a number of operational landfill sites and most of its existing mineral working sites are subject to conditions requiring restoration by landfilling with waste. Landfill will therefore continue to play a role in managing waste in the Black Country in the foreseeable future. However, landfilling is a waste of potentially valuable resources and a potential threat to the environment - if untreated or not captured for energy, landfilled organic wastes can give off methane, a powerful greenhouse

gas. It should therefore be regarded as a “last resort” to dispose of waste residues for which no viable use can be found.

- 7.8 Landfill capacity in the Black Country is also diminishing and may not be replaced at the rates it is being used up. At present it is estimated that there will be sufficient inert and non-hazardous landfill capacity available within existing sites and sites expected to come forward in the foreseeable future to meet requirements up to 2026 and beyond. However, landfill capacity in other parts of the region is also falling, and the latest evidence suggests that capacity at a regional level may not last until 2026. If landfill capacity reduces over time, waste producers will be forced to consider alternatives. There are a number of other drivers likely to reduce reliance on landfilling in the future, such as the Landfill Tax and the Landfill Allowance Trading Scheme (LATS).
- 7.9 In line with PPS10, the emerging RSS has set minimum landfill diversion targets or “apportionments” for MSW and C&I waste for the Black Country up to 2026. These targets are expressed as tonnages of waste to be managed at facilities other than landfill sites, in other words, facilities which can re-use, recycle, compost, recover or treat waste. This therefore tells us how much MSW and C&I capacity we need to have in place in the Black Country by 2026 to demonstrate “equivalent self-sufficiency.”
- 7.10 The Black Country authorities have themselves set local targets for recycling of household waste and reduction of residual household waste in their Sustainable Community Strategies and Local Area Agreements. Each authority is also subject to LATS targets, aimed at reducing the amount of biodegradable MSW sent to landfill. The RSS targets and underlying waste technical data for the Black Country have been further developed and refined through the BCWPS, in consultation with the Waste Disposal Authorities, to provide diversion targets for each authority for MSW and C&I Waste (see Monitoring section below).
- 7.11 In summary, this means that by 2026 the Black Country will need to have in place facilities to recover or treat the following tonnages of waste per annum (TPA):
- MSW – 560,000 TPA
 - C&I – 611,000 TPA
- 7.12 At the present time, no targets have been set for diversion of CD&EW and hazardous waste away from landfill in the emerging RSS. The available data does not support the development of a local target for CD&EW diversion at present, although the national target to halve the amount of CD&EW sent to landfill by 2012 (from a 2005 baseline), is reflected in the requirements for on-site management of CD&EW in new developments (see Policy W5). There is no need to identify additional hazardous waste treatment capacity, other than provision for contaminated soils, as the Black Country can already demonstrate “equivalent self sufficiency.”

Existing Waste Management Capacity and Capacity Gaps

- 7.13 National policy guidance requires Core Strategies to demonstrate how waste treatment capacity equivalent to at least 10 years of the annual rates set in RSS can be provided. The RSS sets annual rates for MSW and C&I waste only, so we must also consider future needs for other waste streams (CD&EW and hazardous waste) and for waste handling, bulking and transfer facilities and landfill.
- 7.14 The BCWPS indicates that the Black Country has significant waste management capacity and this is confirmed in the most recent regional capacity estimates (West Midlands Regional Waste Capacity Database, September 2009). However, there are overall treatment capacity gaps across all waste streams apart from C&I and hazardous waste treatment. The Waste Background Paper 2 summarises the current position with regard to existing and long-term capacity gaps. The gaps include allowances for existing capacity likely to be lost as a result of planned land-use changes in this strategy.

- 7.15 As well as highlighting the overall capacity gaps, the BCWPS also shows that the range of waste management facilities in the Black Country is limited and that there are gaps in the provision of facilities for managing certain types of waste. Existing MSW capacity is dominated by energy from waste, C&I capacity by metal recycling, and hazardous waste treatment by facilities treating hazardous waste liquids. There are only a few MRFs for recycling and recovering dry (non-biodegradable) waste, and there are no facilities for managing or treating organic wastes or any hazardous waste final disposal facilities. There is also only one known facility based in the Black Country specialising in contaminated soil management. This suggests there must be significant movements of waste into and out of the area (in-flows of metals and hazardous waste and out-flows of organic wastes and contaminated soils and hazardous waste residues).
- 7.16 Although it has not been possible to carry out a survey of C&I waste arisings or review evidence on waste movements which has recently become available through the Environment Agency Waste Data Interrogator, there is enough evidence in the BCWPS to demonstrate a mismatch between the waste capacity available and the wastes that arise. Stakeholders have also told us that Municipal waste infrastructure needs to be improved, and that the waste management needs of small businesses are not being properly catered for.
- 7.17 A recent study commissioned by AWM (Waste – A Future Resource for Businesses) further highlights the potential costs to businesses of not having facilities to manage the wastes they produce. There is clearly a need to broaden the range of facilities available to provide local communities and businesses with more opportunities to manage their waste locally and cost-effectively, so that they will be less likely to resort to transporting waste elsewhere, sending it to landfill or fly-tipping.
- 7.18 The evidence base shows that the Black Country will be able to achieve an overall balance between its landfill diversion targets and waste recovery and treatment capacity by 2026, provided that there is no significant net loss in existing capacity, that the strategic site allocations in Policy WM3 are delivered, and that the balance will be provided by other as yet unidentified proposals for waste management facilities coming forward within the plan period, through allocations in other DPDs or other mechanisms.

Primary Evidence

West Midlands Waste Facilities – Phase 2 Future Capacity Requirements (November 2004), Shropshire CC for WMRA

Black Country Core Strategy - Waste Background Paper (March 2007), Black Country Authorities
A Study into Future Landfill Capacity in the West Midlands Region (May 2007), Scott Wilson for WMRA

Waste Treatment Facilities and Capacity Survey (May 2007), SLR for WMRA

Waste – A Future Resource for Businesses (March 2008), SLR for AWM

Black Country Waste Planning Study (May 2009), Atkins

Black Country Core Strategy Waste Background Paper 2 (November 2009), Black Country Authorities
Environment Agency Waste Data Interrogator and Hazardous Waste Interrogator 2007

West Midlands Regional Waste Capacity Database (September 2009), WMRA

Delivery

Waste diversion and new waste capacity targets will be delivered through maintaining and enhancing existing waste management capacity in accordance with Policy WM2, implementation of strategic site allocations in Policy WM3, and bringing forward of other facilities in accordance with Policy WM4, through site specific DPDs / planning framework preparation, review of MWMS, development management process and engagement with relevant stakeholders.

Monitoring

Indicator	Target
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LOI WM1a - Diversion of waste from landfill – a) % Municipal waste diversion b) % Commercial waste diversion	Targets for the Black Country are set out in the table 16, and for individual WPAs in Appendix 6
LOI WM1b - % of new waste capacity granted permission / implemented as specified in WM1(tonnes per annum) by 2026,	100%
COI WM1a - Capacity of new waste management facilities by waste planning authority	Will be used to monitor waste capacity in accordance with above targets.
COI WM1b - Amount of municipal waste arising, and managed by management type	Will be used to monitor new waste capacity indicator in accordance with above targets.

WM2: Protecting and Enhancing Existing Waste Management Capacity

Spatial Objectives

Protecting and retaining the capacity of existing strategic waste management facilities, and encouraging and facilitating enhancement of existing facilities will support Sustainability Principles A and B, as well as Spatial Objective 9.

Policy

Protecting Existing Waste Management Capacity

The existing strategic waste management sites in the Black Country are shown on the Waste Key Diagram and on the Regeneration Corridor Maps. They are also listed in Appendix 6. They include waste treatment, transfer and landfill facilities.

The maximum throughput capacity of existing strategic waste treatment sites (approximately 2.7 million TPA) and transfer sites (approximately 1.1 million TPA) will be protected as far as possible.

Development proposals which would result in the loss of a strategic waste management site to a non-waste management use must be accompanied by supporting information setting out how much waste management capacity would be lost as a result of the proposal, the impact on the Black Country's waste management capacity, and justification for any loss of capacity.

This policy will also apply to site allocations for waste management in adopted DPDs (including those in Policy WM3) and any other new strategic waste management sites which are implemented and identified in Annual Monitoring Reports within the lifetime of the plan.

Existing Waste Management Facilities – General

Area Action Plans, planning frameworks and other plans addressing major change and transformation within the Growth Network should consider the impact of the proposed changes on waste management sites and the Black Country's overall waste management capacity. Where feasible, they should aim to replace or relocate any capacity likely to be lost as a result of redevelopment and/ or changes of use.

Changes of use from waste management to housing or community uses will be supported in principle if the waste management site is within an area proposed to change to housing in this Strategy (see DEL2). Such proposals should be accompanied by supporting information setting out how much waste management capacity will be lost as a result of the proposal.

Proposals for housing and other potentially sensitive uses will not be permitted near to or adjacent to an existing waste management site where there is potential for conflict between the uses. Such proposals must be accompanied by supporting information demonstrating that the

existing and proposed uses would be compatible, and that the proposal has addressed any potential effects of the existing use on the amenity of the occupiers of the proposed development.

Proposals to expand or upgrade an existing waste management site, redevelop with a different waste management use, or relocate to a new site elsewhere within the Black Country will be supported in principle, subject to compliance with other policies in the Core Strategy (including WM4). The following factors will be taken into account in assessing such proposals:

- Whether the proposal would maintain or increase existing throughput capacity and / or improve operational efficiency
- Whether the proposal would help diversify the range of facilities or waste management technologies currently available within the Black Country to move waste up the “waste hierarchy”
- Whether the proposal would support the relevant Municipal Waste Management Strategy and / or Sustainable Community Strategy
- Whether the proposal would result in improvements to the design of the buildings and / or layout of the site
- Whether the proposal would help to address existing land use conflicts and improve the amenity of adjoining occupiers
- In the case of relocation, whether this would support other elements of the Spatial Strategy.

Justification

Strategic Waste Management Sites

7.19 The existing pattern of waste management infrastructure is illustrated in the BCWBP2, which shows the location of all known waste management facilities in the Black Country. This shows a general correlation between the Spatial Strategy and current waste management infrastructure.

7.20 The existing strategic sites identified on the Waste Key Diagram and listed in Appendix 6 are the key waste management facilities operating within the Black Country. They have been identified through a detailed analysis of all known licensed and exempt facilities in each authority area. The definition of a “strategic waste management site” is:

- All facilities that form a vital part of the Black Country’s Municipal Waste management infrastructure, e.g. Energy from Waste Plants, Waste Transfer Facilities, HWRCs, Depots
- All commercial waste management facilities that fulfil more than a local role, e.g. they are part of a nationwide or regional operation linked to other facilities elsewhere, and take in waste from all over the Black Country and/ or beyond
- All commercial facilities specialising in a particular waste stream or waste management technology, of which there are no others, or very few others, of the same type operating elsewhere in the Black Country
- All existing or proposed open gate landfill facilities, which are likely to fulfil more than a purely local role given the shortage of such facilities nationally
- All facilities likely to make a significant contribution towards existing waste management capacity, such as:
 - Recovery/ treatment/ processing facilities with an annual throughput capacity of 50,000 TPA +
 - Waste transfer/ ancillary facilities with an annual throughput capacity of 20,000 TPA+

7.21 Taken together, existing strategic waste management sites make up a very high proportion of the area’s waste treatment and transfer capacity - 100% of total licensed Municipal waste treatment capacity, around 80% of Commercial & Industrial waste treatment capacity, and

around 75% of commercial transfer capacity. A summary of total capacity and the estimated capacity of strategic sites can be found in the BCWBP2.

Potential Losses of Waste Management Capacity

- 7.22 The Spatial Strategy will result in modifications to the existing pattern of facilities, as some employment areas are proposed to change to housing, and some waste management facilities will be affected by this. A risk assessment of strategic sites has been carried out, and the capacity of sites considered to be at “high risk” of loss through these proposals has been added to the new waste capacity requirements in WM1.
- 7.23 The process of change will need to be managed carefully, so that as far as possible the residual waste management capacity/ capability of sites that are not at “high risk” is retained. The loss of further capacity over and above what is already identified as “high risk” will have a knock-on effect on the overall waste management requirements identified in Policy WM1 and could have a significant impact on the Black Country’s ability to achieve “equivalent self-sufficiency” in waste management. We therefore consider that potential loss of waste management capacity is an important material consideration which should be taken into account when assessing new development proposals affecting these sites.
- 7.24 Some strategic sites are considered to be at “medium risk” of being lost. These are in areas where change is proposed, but it need not necessarily result in the loss of a strategic waste management site or any waste management capacity. In these cases it is up to each individual authority to decide how to address the need to retain capacity. Area Action Plans, regeneration frameworks and other plans that will deliver change in particular areas will need to address potential losses in waste management capacity. Major changes should be managed sensitively and discussed with operators at the earliest possible stage.
- 7.25 In some cases, facilities may be lost for reasons other than new development/ change of use, and it may be more difficult to track these. The policy can also only influence impacts on existing capacity where planning permission is required for a proposed change of use.
- 7.26 The main objective of the policy is to protect existing waste management capacity / capabilities, rather than necessarily protecting existing waste management facilities on their existing sites. The policy recognises that in some cases, relocation of a facility will be beneficial in terms of resolving land use conflicts, increasing waste management capacity or moving towards better/ more sustainable waste management. Relocation of a facility will therefore be supported in such circumstances, subject to other planning considerations.
- 7.27 Effective implementation of the policy will be dependent on monitoring net losses of strategic waste management sites and significant net gains/ losses in overall waste management capacity. Hence, there are requirements within the policy for proposals affecting waste management sites to provide information on losses or gains in capacity. If monitoring shows that significant losses in capacity have occurred or will occur as a result of future changes of use, the waste management requirements will need to be adjusted to compensate for this.

Primary Evidence

Black Country Waste Planning Study (May 2009), Atkins

Black Country Core Strategy Waste Background Paper 2 (November 2009), Black Country Authorities

West Midlands Regional Waste Capacity Database (September 2009), WMRA

Delivery

Delivery will be through other DPDs / planning framework preparation and through development management process / pre application discussions. There will also be a need for engagement with local communities, businesses and any waste operators affected by regeneration proposals.

Monitoring

Indicator	Target
LOI WM2 - % protection* of capacity at existing / proposed strategic waste management sites, by waste planning authority	100%
COI WM2 - Capacity of new waste management facilities by waste planning authority	Will be used to monitor new strategic capacity coming forward through expansion of existing facilities, but no target can be set.

*Definition of "protection" = no net loss of waste management capacity at strategic sites identified in the Core Strategy (includes existing sites in WM2 and proposals in WM3). Capacity may be maintained either through retention of facilities on their existing sites, or through relocation of capacity elsewhere within the Black Country.

WM3: Strategic Waste Management Proposals

Spatial Objectives

Identifying sites and locations for new strategic waste management infrastructure will make a significant contribution towards meeting new capacity requirements set out in WM1 and will support Sustainability Principles B and E and Spatial Objective 9.

Policy

The following locations are proposed for new strategic waste management infrastructure which is expected to make a significant contribution towards the new capacity requirements in Policy WM1. Site-specific proposals are shown on the Waste Key Diagram, Regeneration Corridor Maps and Proposals Maps.

Table 18 – Proposed Locations for New Strategic Waste Management Infrastructure

Site / Location	Map Ref	WPA	Proposal	Waste Stream(s)	Estimated Throughput Capacity (TPA)	Timescale for Delivery
Aldridge Quarry, Birch Lane, Aldridge	WP1	Walsall	Inert Landfill	CD&EW	765,000 (total capacity)	To be confirmed
Dudley Borough	N/A	Dudley	Satellite Depot/ Depot/ Bulking Facility	MSW	10,000	2015/16
Dudley Borough - north	N/A	Dudley	Additional HWRC	MSW	30,000	2020/21
Former Gulf Oil Depot, Union Road, Smethwick	WP2	Sandwell	Waste Treatment	To be confirmed	To be confirmed	To be confirmed
Former Trident Alloys Site, Fryers Road, Bloxwich	WP3	Walsall	Resource Recovery Park (MRF and CHP)	C&I, CD&EW	240,000	2010/11 – 2011/12
Oak Farm Clay Pit and Environs	WP4	Dudley	Non-Hazardous Landfill/ Waste Treatment (possibly)	MSW, C&I, CD&EW	2,000,000 (total capacity)	To be confirmed
Pikehelve Eco-Park, Hill Top, Wednesbury	WP5	Sandwell	Resource Recovery Park (possibly MRF, MBT, IVC)	MSW	200,000	By 2014/15
Sandown Quarry, Stubbers Green Road, Aldridge	WP6	Walsall	Non-Hazardous Landfill	MSW, C&I, CD&EW	2,100,000 (total capacity)	Post 2020/21

SITA Transfer Station, Neachells Lane, Willenhall	WP7	W'ton	Expansion of Existing Facility (various options)	C&I, CD&EW	Up to 60,000	Post 2016
Walsall Borough	N/A	Walsall	Replacement Depot	MSW	N/A	2015/16
Walsall Borough – Darlaston / Willenhall	N/A	Walsall	Additional HWRC	MSW	10 – 15,000	To be confirmed

Further site allocations for waste management may also come forward through other DPDs, regeneration frameworks and planning applications. Such proposals must comply with the guidance in Policy WM4.

Justification

Background to the Strategic Proposals

- 7.28 National policy guidance requires Core Strategies for waste to demonstrate how at least 10 years' worth of the RSS annual diversion rates could be provided (PPS10, paragraph 18). The strategy must therefore identify the mechanisms which will deliver the new capacity targets in Policy WM1 by the end of the plan period, including strategic proposals which are likely to provide significant part of the capacity requirements.
- 7.29 Such proposals are listed in the table in this policy, and those which are site-specific have been shown on the Waste Key Diagram and Regeneration Corridor Maps (where relevant). It is not possible to do this for the MSW, HWRC and Depot proposals in Dudley and Walsall as only broad locations can be specified at the moment. The details of these proposals will be further developed at a later date through other DPDs and Municipal Waste Management Strategies.
- 7.30 The strategic proposals have been identified in liaison with the Waste Disposal Authorities and commercial waste operators, who have put forward proposals for consideration. The specific site proposals have been assessed for suitability using an assessment framework developed by the authorities. This has also informed the Policy WM4 assessment criteria. Further information about the strategic proposals, the waste site assessment framework and the results of the assessment are provided in the BCWBP2.

Residual Capacity Requirements

- 7.31 Not all of the capacity required by 2026 can be identified in the Core Strategy. Assuming the proposals in the policy are implemented, the following requirements remain to be identified through other DPDs or new planning permissions.

Table 19 - Residual Waste Management Capacity Requirements for the Black Country Authorities

Authority	MSW	C&I*	CD&EW	Hazardous	Transfer*
Dudley	To be determined through MWMS. Possible need for material recovery facilities and organic / composting facilities.	130,000	0	Temporary "hub" sites for managing contaminated soils in appropriate locations in the growth network as appropriate	30,000
Sandwell		250,000	0		55,000
Walsall		160,000	0		35,000
Wolverhampton		160,000	1 urban quarry		35,000

Black Country Total	74,000 (material recovery) 54,000 (organic/ composting)	700,000	1 urban quarry		155,000
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* Based on pro-rata share of employment land across the authorities (Dudley 19%, Sandwell 36%, Walsall 23%, Wolverhampton 22%), rounded figures, therefore total transfer requirement is slightly higher than residual requirement.

- 7.32 There are further details of how residual requirements will be addressed in the Waste Data Tables (Appendix 6).
- 7.33 With regard to MSW, as well as the proposal at Pikehelve Eco-Park, by 2012/13, Sandwell and Walsall will have access to around 110,000 TPA of capacity at the proposed W2R EfW plant to be developed at Four Ashes in South Staffordshire by Staffordshire County Council in partnership with Sandwell MBC, Walsall MBC and Warwickshire County Council. As this proposal is in another WPA area, we cannot allocate it in the Core Strategy although we can take into account the capacity it will provide.
- 7.34 No other MSW proposals have been identified apart from the HWRCs and Depots required by Dudley and Walsall. The authorities are expected to continue with existing arrangements for managing dry recyclable waste and green waste through waste management contracts with commercial operators. The need for new infrastructure will be kept under review, and if the situation changes, further MSW recycling and composting capacity may be needed. Any new MSW capacity needed will be brought forward through individual authorities' MWMS and Site Allocations DPDs or other DPDs as appropriate.
- 7.35 Monitoring shows that commercial waste management proposals are continuing to come forward in the Black Country despite the recession, although at a slower rate, and not all of them will necessarily be implemented. Other future commercial waste management proposals may be difficult to identify through monitoring if operators are able to find a site or building with an appropriate lawful use. In the absence of any evidence to the contrary, we expect market-led proposals to continue to come forward throughout the plan period at similar rates to the recent past. There will also be opportunities to bring forward new waste management proposals through other DPDs such as Site Allocations DPDs and Area Action Plans. The suitability of all new proposals / sites will be assessed against the criteria in Policy WM4.
- 7.36 The requirements for CD&EW and waste transfer specified in Policy WM1 are specifically to replace capacity likely to be lost as a result of the proposals in the growth network, as there is no evidence of future needs/ requirements for these types of facilities. However, temporary or permanent CD&EW facilities may be developed in conjunction with facilities for managing contaminated soils, for which a need has been identified in the RSS.
- 7.37 In accordance with emerging RSS policy we have given specific priority towards identifying sites to store, treat and remediate contaminated soils. There is already one operator specialising in this field in the Black Country (Enviro-treat in Dudley), and their base has been identified as a strategic site (see WM2), but no other waste operators have come forward with proposals to develop such facilities through the Core Strategy process. The Stage two Infrastructure and deliverability Study by Mott MacDonald has also not identified any particular "hot spots" for contamination within the Black Country. The evidence therefore does not support the identification of preferred locations or specific sites for such facilities in the Core Strategy.
- 7.38 So far no waste operator has come forward with a firm proposal for such a facility. The Stage Two Infrastructure & Deliverability Study and Viability Study by Mott MacDonald have also not identified contaminated soil as a barrier to deliverability of the overall strategy, nor have they

identified any particular “hot spots” for contamination. The evidence therefore does not support the identification of preferred locations or specific sites for such facilities in the Core Strategy.

- 7.39 However, it is accepted that this is an important issue which if not addressed may affect the deliverability of some regeneration projects. The Core Strategy therefore provides guidance on suitable locations for such facilities (Policy WM4). It also sets out requirements for management of contaminated soils where they occur within sites proposed for regeneration projects (Policy WM5).
- 7.40 The Black Country will be self sufficient in non-hazardous landfill capacity if the three planning obligated site proposals come forward within the plan period.

Primary Evidence

Black Country Waste Planning Study (May 2009), Atkins

Black Country Employment Land Study (November 2009), GVA Grimley

Black Country Core Strategy Waste Background Paper 2 (November 2009), Black Country Authorities
West Midlands Regional Waste Capacity Database (September 2009), WMRA

Delivery

Delivery of identified MSW requirements will be through competitive tender (being progressed by Sandwell MBC) in the case of Pikehelve Eco-Park, and through other DPDs / MWMS and liaison with WDAs in the case of proposed HWRCs and depots. Delivery of identified commercial waste proposals will be through development management process / pre application discussions with the relevant operators. There will also be a need for engagement with local communities, and adjacent land users at the detailed planning stage. Where major change/ redevelopment is proposed within the Growth Network, the need for facilities to store, treat and remediate contaminated soils will be addressed at a local level through relevant DPDs and other mechanisms.

Monitoring

Indicator	Target
LOI WM3 - % and capacity of strategic proposals / capacity specified in Policy WM3 implemented by 2026, by waste planning authority	100%
COI WM3 - Capacity of new waste management facilities by waste planning authority	Will be used to monitor new strategic capacity coming forward.

WM4: Locational Considerations for New Waste Management Facilities

Spatial Objectives

Steering waste management facilities towards the most suitable locations where they are likely to generate maximum benefits in terms of co-location, provide supporting infrastructure for other uses, and minimise potentially harmful effects on the environment and local communities, will support the Vision, Sustainability Principles B, D and E, and Spatial Objectives 2 and 9.

Policy

Key Locational Considerations for All Waste Management Proposals

Proposals should demonstrate how they will contribute towards Spatial Objective 9 and the strategic objectives of Policy WM1, such as the contribution they will make towards landfill diversion, delivery of new waste management capacity and diversification of the range of facilities currently available.

Waste arising in the Black Country should be managed within the Black Country where feasible, and should be managed as close as possible to its source of origin. Proposals involving on-site management of waste will be supported where this would not have unacceptable impacts on neighbouring uses.

All proposals should minimise visual impacts and localised impacts on neighbouring uses from noise, emissions, odours, vermin and litter. Wherever possible, waste management operations should be enclosed within a building or other physical structure. The design of new buildings, other structures, boundaries and landscaping should make a positive contribution to the area (see ENV3).

Preferred Locations for Enclosed Waste Management Facilities

The preferred locations for enclosed waste management facilities are the employment areas shown on the Waste Key Diagram, the Strategic Key Diagram and Regeneration Corridor Maps. Locations proposed for change to housing should be avoided (see DEL2). The following guidance defines the types of operation likely to be suitable on different types of employment land (see Policies EMP2 and EMP3).

Operations Likely to be Suitable on all Employment Land

- Any waste operations falling within Class B1 (b) or (c), B2 or B8
- Household Waste Recycling Centres (HWRC)
- Material Recycling/ Recovery Facilities (MRF)
- Mechanical Biological Treatment (MBT)
- In Vessel Composting (IVC)
- Anaerobic Digestion (AD)
- Thermal Treatment/ Energy Recovery (Incineration without Recovery, Energy from Waste (EfW), Combined Heat and Power (CHP), Pyrolysis, Gasification)
- Ancillary facilities linked to an existing employment use

Operations Likely to be Suitable on Local Quality Employment Areas only

- Transfer stations / skip hire
- Small scrap yards and open storage facilities
- Hazardous waste treatment / processing facilities
- Urban quarries (enclosed CD&EW processing/ aggregate recycling)
- Storage/ screening of contaminated soils

All proposals should demonstrate compatibility with the uses already present within / adjacent to the area and with future aspirations for the area, for example, if it is a Potential High Quality Strategic Employment Area (see EMP2). New waste management facilities will only be allowed on employment land which is predominantly B1 (a) where it would compliment the uses in that area.

Other Potentially Suitable Locations for Enclosed Operations

The following types of operation may be suitable for location within/ on the edge of centres or near to residential areas, particularly where they are linked to or providing a service to a neighbouring use, the local community or local businesses:

- Household Waste Recycling Facilities (HWRCs)
- Storage/ warehouse facilities
- “Clean” Material Recycling/ Recovery Facilities (MRFs)
- Biomass/ Combined Heat and Power (CHP)
- Other operations whose impacts can be easily controlled

Proposals should be compatible with adjoining uses and provide justification for the location chosen, such as demonstrating that they complement or provide a service to adjacent uses.

Preferred Locations for Open Air Facilities

Where feasible, operations in the open air should ideally be accommodated on Local Employment Land. However, a peripheral location may be the only viable option for certain operations. The following types of waste management operation will normally require an open air or outdoor site:

- Landfill/ land-raising operations
- Disposal of inert wastes to land as part of land remediation/ engineering
- Open windrow composting facilities
- Large scrap yards and other large open storage facilities
- CD&EW processing/ aggregate recycling associated with quarries and landfill sites
- Bioremediation of contaminated soils

Open air operations should include mitigation for visual impacts and other potentially harmful effects on adjoining uses through appropriately-designed landscaping, boundaries and screening. Proposals in the Green Belt and/ or on a green field site should clearly demonstrate that there are no alternative options on previously-developed land and that the need for the proposal outweighs any harm to the environment. Where proposals for landfilling or land-raising with non-hazardous wastes are likely to generate significant amounts of gas, they should include provision to capture landfill gas for energy.

Assessment Criteria for New Waste Management Facilities

When considering new proposals involving waste management operations or for new waste management facilities, the authorities will have regard to the following criteria:

- Consistency with waste strategy
- Proximity to source of waste
- Suitability, flexibility and adaptability
- Potential for co-location/ synergies
- Re-use of previously-developed land
- Environmental/ amenity impacts
- Transport and accessibility

The same criteria will be used to identify and select sites for inclusion in other DPDs and MWMS as well as for assessing planning applications.

Justification

Policy Background

7.41 National policy guidance requires WPAs to identify “suitable” sites and areas for waste management in development plan documents. When deciding which sites should be allocated, we are expected to assess their suitability against a range of criteria, including physical and environmental constraints, cumulative impacts, and transport impacts (PPS10, paragraphs 20 – 21).

7.42 A number of specific sites and locations suitable for the development of new waste management facilities have been identified in Policy WM3 and on the Waste Key Diagram. These proposals and sites have been assessed for suitability using a framework developed by the authorities based on the policy criteria. This has been developed having regard to the

locational considerations in national policy guidance and the emerging RSS waste policies, feedback from stakeholders on the emerging Core Strategy waste policies, the BCWPS, the SA framework and the assessment framework developed for the Employment Land Study (2009).

- 7.43 The framework has also informed the locational considerations, and assessment criteria in this policy, which should be taken into account when planning a new waste management facility, whether it will come forward through another DPD, a regeneration framework or a planning application.
- 7.44 The strategic proposals in Policy WM3 will not provide sufficient capacity to meet the whole of the Black Country's waste management requirements up to 2026. The remaining capacity will be met from site allocations in other DPDs, regeneration frameworks, MWMS and / or planning applications.
- 7.45 Due to the constraints of the timetable, it has not been possible to reflect the emerging findings of the Landfill Diversion Strategy being developed by AWM in the Core Strategy. However, the location analysis tool which has been developed through this strategy may help operators to identify potential opportunities in the Black Country. It may also help individual authorities to further refine the locational guidance in Policy WM4 and to identify employment locations in their area which are particularly suited to managing specific types of waste. This can then be reflected in the local guidance and site allocations brought forward in other DPDs.

General Locational Considerations

- 7.46 There are a number of spatial issues common to all waste management proposals which should be addressed in all cases. These are set out at the beginning of the policy. The relationship of a proposal to the strategy for waste as set out in Spatial Objective 9 and Policy WM1 is of paramount importance and all proposals should demonstrate how they will contribute towards this. They should also address other locational issues such as proximity to the source of waste, relationships to adjoining/ neighbouring uses, visual impacts and other potential effects on the surrounding area. Potentially harmful environmental/ amenity impacts will be minimised where operations are contained within a building or enclosure, so facilities should always be enclosed where feasible.
- 7.47 The quality of design will be important in all cases as well-designed facilities are crucial to improving the image and acceptability of waste management proposals. Particularly high standards will be expected in High Quality Strategic employment areas, sites in or near to centres and residential areas, and open locations. All waste management proposals will be expected to comply with Policy ENV3. Specific guidance on the design of waste management facilities has been published by Defra in association with CABI (Designing Waste Facilities: a guide to modern design in waste (2008)). Operators are also advised to have regard to this when designing new proposals.

Locations Suited to Different Types of Operations

- 7.48 As the strategy towards sustainable waste management involves broadening the range of waste management infrastructure available in the Black Country it is necessary to identify a range of opportunities that can accommodate different types of operation. The Core Strategy has also responded to the views expressed by the waste industry that broad locations should be identified rather a limited number of site allocations.
- 7.49 Many waste management operations are similar to industrial processes and may be located in retained employment areas within the strategic centres and regeneration corridors, or in a free-standing employment area. We have therefore been able to identify employment locations across the Black Country suitable for most kinds of waste management operations. However, it is important to remember that not all employment areas will be retained long-term. Operators

seeking a location for a new waste management facility should therefore be focusing their search on areas to be retained in employment use, and should avoid areas proposed to change to housing.

- 7.50 The retained employment areas fall into two broad categories: High Quality Strategic and Local Quality. Although most operations would be suited to a Local Quality employment area not every operation will be suited to a High Quality Strategic area. We have therefore listed the types of facility that are likely to be suitable in all employment areas and those which should be steered towards Local Quality employment areas only. The demand for new waste management facilities has been considered as part of the wider requirement for employment land in the Black Country through the Employment Sites Study (2009). There is enough supply of employment land identified in EMP1 to account for the demand for new waste management facilities identified in WM1.
- 7.51 The policy aims to guide policy makers and waste operators and is not meant to be applied rigidly, so we cannot rule out that some operations which would not normally be suitable could go into a High Quality Strategic employment area, where there are good reasons for this. However, the onus will be on those promoting the development to demonstrate that it is suitable for a High Quality Strategic employment location without compromising the future plans for the area.
- 7.52 The policy also lists other areas which could provide opportunities for location of enclosed waste management facilities. These are most likely to be suitable where they are linked to or associated with an existing development, or are providing a direct service to it, such as a waste collection service or combined heat and power from a biomass unit.
- 7.53 There are certain types of operation which usually require an open site and will therefore be difficult to accommodate within the built-up areas of the Black Country due to the lack of suitable sites. These are also highlighted in the policy.
- 7.54 For example, there are restrictions on the development of open windrow composting facilities. These types of operation are subject to strict regulation by the Environment Agency and must be located at least 250m away from housing. The only realistic option for such facilities would be somewhere in the Green Belt. A number of potential locations have been considered, but no suitable sites or locations have been identified.
- 7.55 Thermal treatment facilities may also be subject to restrictions due to potential impacts on air quality. Poor air quality is a major concern in the Black Country. Thermal treatment can give rise to emissions of pollutants into the atmosphere such as dioxins. Such facilities may have to be excluded from areas where monitoring shows that air quality is a particular problem. Proposals involving these types of operation will be expected to comply with Policy ENV7 which sets out specific requirements for renewable and low carbon energy developments including energy from waste technologies such as pyrolysis, gasification and combined heat and power.

Assessment Criteria

- 7.56 The last part of the policy sets out the criteria against which new waste management proposals will be assessed. This includes proposals being brought forward through Site Allocations DPDs, Area Action Plans, other regeneration frameworks and MWMS as well as those which come forward as planning applications. The BCWBP2 includes a summary of some of the key considerations which will be taken into account when assessing proposals against the criteria.

Primary Evidence

The Regional Approach to Landfill Diversion Infrastructure: Main Report (July 2009), DTZ and SLR for AWM
Black Country Waste Planning Study (May 2009), Atkins

Delivery

Delivery of new facilities in accordance with the policy will be primarily through Site Allocations DPDs, Area Action Plans, other area regeneration frameworks, and planning applications. Whereas Municipal waste facilities will be driven by the needs of the WDAs, which may be identified through future MWMS or other mechanisms. Commercial facilities will be brought forward as and when the market allows, in some cases through the LDF as site allocations, and in others through planning applications. Compliance with the locational criteria will be considered through the Development Management process including pre-application discussions with waste operators.

Indicator	Target
LOI WM4 - % of new waste management facilities proposed/ implemented that meet Policy WM4 locational requirements by waste planning authority	100%
COI WM4 - Capacity of new waste management facilities by waste planning authority	Will be used to monitor new waste capacity coming forward within the policy locations.

WM5: Resource Management and New Development

Spatial Objectives

Managing material resources - including "waste" -, in a responsible way is an important element of sustainable development and will support Sustainability Principle B and Spatial Objective 9.

Policy

Resource Efficiency and New Development – General Principles

All new developments should:

- **address waste as a resource;**
- **minimise waste as far as possible;**
- **manage unavoidable waste in a sustainable and responsible manner, and**
- **maximise use of materials with low environmental impacts.**

Where a proposal includes uses likely to generate significant amounts of waste, these should be managed either on-site or as close as possible to the source of the waste.

Resource and waste management requirements should also be reflected in the design and layout of new development schemes. Wherever possible, building, engineering and landscaping projects should use secondary, recycled, renewable and locally sourced products, and materials with low environmental impacts. Where redevelopment of existing buildings or structures and/ or remediation of derelict land is proposed, construction, demolition and excavation wastes (CD&EW) should be managed on-site where feasible and as much material as possible should be recovered and re-used for engineering or building either on-site or elsewhere (see MIN2). Consideration should also be given to how waste will be managed within the development once it is in use.

Major Development Proposals

Planning applications for major development (as defined in the GDPO) should include supporting information explaining what material resources will be used in the development, and how and where the waste generated by the development will be managed. This should cover the following, where applicable:

- **Construction waste management – resource efficiency targets, tonnages of CD&EW generated by type, methods of management, and what proportion will be managed on-site/ off-site**
- **Secondary and recycled aggregate production – tonnages of aggregate produced from re-used or recycled CD&EW generated by the development**
- **Responsible sourcing of building, engineering and landscaping materials – use of materials with low environmental impacts, use of secondary, recycled, renewable, and locally sourced materials**
- **Provision for on-site management of waste – details of the provision to be made for management of waste within the development once it is in use, such as waste management systems and storage of non-recyclable and recyclable waste**

Supporting information may include a site waste management plan (SWMP) where one has been prepared. Alternatively, information may be included within a waste audit, design and access statement, or planning statement.

Area Action Plans, regeneration frameworks, Masterplans linked to phased planning applications and other plans for areas of major change within the Growth Network should adopt a holistic approach towards resource management. They should include a strategy for managing the CD&EW generated by the proposals, including contaminated soils (where present) on site or as close to the site as possible (for example at temporary “hub” sites). They should also include a resource management strategy for the area as a whole.

Plans should also adopt a “whole life” approach towards resource management and consider how waste generated by the end users of the proposed developments will be managed. Where new provision for waste management is needed, this should be integrated into the proposals for the area (see WM4).

Justification

General Principles

- 7.57 Achieving zero waste growth and driving waste up the “waste hierarchy” are important objectives of national policy guidance, the emerging regional waste strategy, and the strategy for waste in the Black Country (see Policy WM1). Stakeholders have also commented that the strategy should be seeking to minimise waste. Delivering the on-site management of waste and making better use of waste generated through development are critical to the delivery of these objectives as well as the Mineral policies (specifically MIN2). Waste also adds significant costs to the local economy - evidence cited in Waste – A Future Resource for Businesses suggests it accounts for up to 4% of annual turnover. Successfully addressing this through design and layout of new development is a way of reducing this avoidable cost.
- 7.58 However, achieving this will also require a step change in attitudes towards waste. The scale of development and change proposed in the Growth Network presents a major opportunity to influence decisions over how resources are managed, and develop a more integrated and holistic approach towards this at a local level. The policy therefore sets out minimum requirements planning applications for “major” developments (as defined in the GPDO) and area regeneration plans to demonstrate how they have addressed waste and resource issues. This should ensure that opportunities to drive change and maximise resource efficiency are not missed.

Resource Management in Residential Developments

- 7.59 As a matter of course, residential developments should include adequate storage for recyclable and non-recyclable waste pending collection including storage for recyclable wastes, and access for waste collection vehicles. The Black Country is not a Joint Waste Authority at the

moment, so approaches towards waste collection differ across the sub-region. Applicants for housing development should therefore liaise with the relevant Waste Disposal Authority at the earliest possible stage, to check the requirements for storage of recyclable and non-recyclable waste and the access requirements for waste collection vehicles.

- 7.60 Materials and Waste are specific categories within the Code for Sustainable Homes, attracting potential credits which contribute towards the overall Code Level of a development. There are credits available for house-builders able to demonstrate that they have made full provision for waste storage, construction waste management and provision for composting. Further credits may be obtained through use of building materials with very low environmental impacts, and materials which have been responsibly sourced.

Resource Management in Other Developments

- 7.61 The resource and waste management requirements of businesses and providers of community facilities will be an important consideration in projects to improve employment areas or town and district centres within the Growth Network. Where feasible, regeneration schemes should include provision for on-site waste management, or for shared “hub” facilities.
- 7.62 Where organisations are generating significant amounts of a particular type of waste which is not currently managed in the Black Country, consideration should be given towards providing a new facility for managing the waste. In some cases there may be potential to generate energy from waste, which could help support local businesses by providing cheap and low carbon heat and power (see ENV7).
- 7.63 Opportunities for symbiosis – matching waste producers with organisations who might have a use for the “waste” - should also be explored. Businesses and organisations involved in regeneration of business areas should consider joining the National Industrial Symbiosis Project (NISP), which can help them find new uses for “waste” and bring them into contact with other organisations which may have a need for these materials.

Resource Management Tools and Guidance

- 7.64 The development and implementation of a Site Waste Management Plans (SWMP) is mandatory for all demolition, excavation and construction projects with a total cost of £300,000 or more. These are seen by Government as a major tool in helping to achieve the national target of reducing CD&EW to 50% of 2005 levels by 2012. Many construction companies are also adopting “best practice” with regard to resource efficiency, waste reduction and sourcing of materials, and are using tools developed by various organisations to promote greater resource efficiency and achieve the national CD&EW reduction target.
- 7.65 The developers of major schemes will therefore already be preparing SWMPs, and in many cases they will be able to provide them as a supporting document with a detailed planning application or reserved matters application (though not necessarily with an outline application). As part of the implementation of this policy the authorities will put in place mechanisms to monitor the provision of SWMPs and other supporting information which must be provided with planning applications. Free online tools and templates for preparing SWMPs, are available from the Waste and Resources Action Programme (WRAP) and Building Research Establishment (BRE).
- 7.66 BREEAM now includes benchmarking for waste recovery and use of recycled and locally sourced materials. WRAP has launched the “Halving Waste to Landfill” commitment which construction companies are invited to sign up to, and has recently produced a guide on designing out waste in association with RIBA (Designing out Waste: A design team guide for buildings (2009)). Developers, designers and architects are encouraged to make use of these resources at the earliest possible stage of the design of a new development, and to make use of this as supporting evidence with applications to demonstrate compliance with the policy.

- 7.67 Information on resource flows for various industrial and commercial sectors and commodities is also available from Mass Balance project by Biffaward. This is based on the concept that mass can be neither created nor destroyed. The project has tracked the mass of a variety of different resources and commodities through their life cycle, from inputs into a process, industry or area, through to outputs, emissions and wastes, and changes in stocks.

Primary Evidence

The Code for Sustainable Homes: Setting the standard for sustainability for new homes (February 2008), CLG

The Mass Balance Movement: The definitive resource for resource flows within the UK environmental economy (2006), Biffaward, and Mass Balance Website

Site Waste Management Plan Guidance and Template, WRAP

SMART Waste Plan – Online SWMP and Waste Measurement Tool, BRE

Designing out Waste: A design team guide for buildings (2009), WRAP/ RIBA

Black Country Waste Planning Study (May 2009), Atkins

Black Country Core Strategy Waste Background Paper 2 (November 2009), Black Country Authorities

Black Country Core Strategy Minerals Background Paper 2 (November 2009), Black Country Authorities

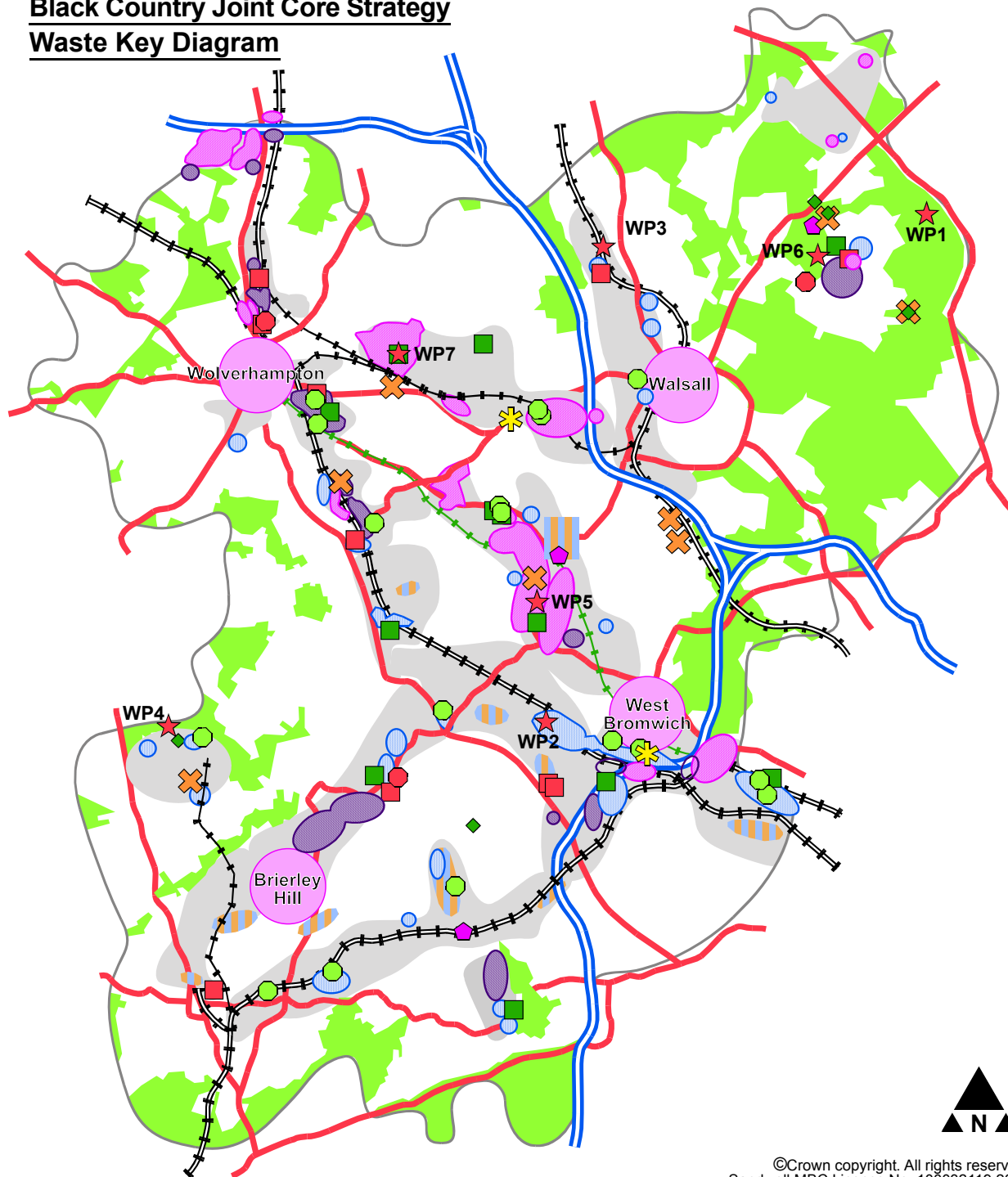
Delivery

Sustainable resource management in new developments will be delivered through site specific DPDs / planning framework preparation and development control process including local validation checklists / pre-application discussions.

Monitoring

Indicator	Target
LOI WM5 - % of major planning applications granted which address WM5 requirements (e.g. provision of supporting information on resource management).	100%
COI WM5 - Production of Secondary and Recycled Aggregates	No target can be set for this at present, although this will be reviewed when information becomes available through monitoring the above indicator.

Black Country Joint Core Strategy Waste Key Diagram



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Waste Sub-Key Diagram

MSW - Transfer	Strategic Centres	CD&EW Facility	Potential High Quality
C&I - Transfer	Green Belt	Landfill	Local Employment
Hazardous - Transfer	Regeneration Corridors	Strategic Proposals	Proposed Housing/Local Employment Mixed Area
MSW - Treatment	Passenger Rail	Existing High Quality	
C&I - Treatment	Freight rail	Major Road Network	
Hazardous - Treatment	Midland Metro	Motorway	

8. MINERALS

MIN1: Managing and Safeguarding Mineral Resources

Spatial Objectives

The Black Country's mineral resources need to be managed carefully to provide the raw materials needed to support regeneration within the Growth Network, and to conserve the area's geological heritage. Identifying important mineral resources, providing guidance on where they are to be found, minimising waste of these resources and making provision for mineral production will support the Vision, Sustainability Principles B and D and most of the Spatial Objectives, in particular Objectives 6, 9 and 10.

Policy

A Strategy for Future Management of Mineral Resources

Sustainable management of the Black Country's mineral resources will be achieved through the following measures:

1. Requiring new mineral developments to minimise waste produced through the extraction process, and encouraging the re-use, reprocessing and recycling of secondary material;
2. Encouraging the production and use of alternatives to primary land won minerals;
3. Identifying and safeguarding potentially important mineral resources and mineral related infrastructure against needless loss or sterilisation by non-mineral development;
4. Identifying locations containing viable resources where mineral extraction can take place during the plan period at levels that will support national and regional objectives, the local economy and regeneration, without compromising key environmental objectives;
5. Providing guidance on other mineral resources which may be exploited in the future to provide energy, support the local economy and enable the repair and conservation of important cultural assets;
6. Highlighting issues which should be addressed in mineral applications to maximise the benefits and minimise the potential negative effects of mineral working and related activities;

Mineral Resources to be Safeguarded

The Black Country has the following mineral resources which are either currently of economic importance or have the potential to become important in the future:

- Aggregates (sand and gravel)
- Brick clays (Etruria Marl and fireclay)
- Coal
- Limestone
- Dolerite
- Building stone

The resources are very extensive and cover almost the whole of the Black Country. They will be protected by being included within the Mineral Safeguarding Area (MSA) shown on the Minerals Key Diagram. The MSA has been defined in detail on the Proposals Maps for each

authority, and separate maps showing the extent of each mineral commodity are provided in Appendix 7. Mineral commodity areas may be further refined and developed in other DPDs.

Non-Mineral Development within the MSA

Proposals for non-mineral development within the Areas of Search (see MIN2 and MIN3) will not be permitted unless it can be demonstrated that the development will not result in sterilisation of the resources within these areas. Proposals for non-mineral development close to an operational quarry should also demonstrate that the quarrying operation would not be compromised by the proposed development.

All non-mineral development proposals within the MSA will be encouraged to extract any viable mineral resources present in advance of construction where practicable, and where this would not have unacceptable impacts on neighbouring uses. Particular encouragement will be given to schemes involving the prior extraction of minerals for use on-site or for use/stockpiling elsewhere for future use (such as brick clays or natural building stone), to support a land remediation or stabilisation scheme, and schemes which will help conserve features important to the Black Country's geological heritage.

The following types of development within the MSA should be accompanied by supporting information demonstrating that mineral resources will not be needlessly sterilised:

- All major non-mineral development proposals (as defined in the GPDO) in the Green Belt;
- All non-mineral development proposals relating to sites or areas of 5ha and over in the urban areas (outside the Green Belt).

The supporting information to be provided with the above types of application should include details of a prior extraction scheme or, where this is not considered feasible, evidence that:

- Mineral resources are either not present, are of no economic value or have already been extracted as a result of a previous site reclamation scheme or other development; or
- Extraction of minerals is not feasible, for example due to significant overburden or because mineral extraction would lead to or exacerbate ground instability; or
- Prior extraction of minerals would result in abnormal costs and / or delays which would jeopardise the viability of the development; or
- There is an overriding need for the development which outweighs the need to safeguard the mineral resources present; or
- Extraction of minerals would have unacceptable impacts on neighbouring uses, the amenity of local communities or other important environmental assets.

Where prior extraction is proposed, conditions will be imposed on any grant of permission requiring applicants to provide details of the tonnages of minerals extracted, once the scheme has been completed.

Safeguarding of Mineral Related Infrastructure

Important mineral related infrastructure will also be safeguarded. Key mineral infrastructure sites are shown on the Minerals Key Diagram and listed in Appendix 7 (Table Min1). These include storage, handling and processing facilities (including facilities processing waste into aggregates) and existing and potential rail heads (see also WM2 and TRAN3). Development proposals which would result in the loss of one of these sites to a non-mineral related use will be expected to demonstrate that the site has no realistic potential for the development of mineral related infrastructure or no longer meets the needs of the minerals industry.

Justification

Sustainable Management of Mineral Resources – General Principles

- 8.1 Minerals and mineral products are essential to the creation of sustainable communities, because they provide the raw materials needed for building and engineering projects. They are also an important part of the environmental infrastructure of the Black Country, having shaped the existing townscape and landscape (see CSP3). However, minerals are a finite resource, so we must make best use of them by avoiding unnecessary waste, safeguarding them from needless sterilisation by other uses, and making maximum use of alternatives such as secondary and recycled materials.
- 8.2 There are currently four “urban quarry” sites across the Black Country for recycling of quarry wastes and construction, demolition and excavation wastes (CD&EW) into aggregates (see Appendix 7, table Min1). Temporary processing of CD&EW also happens on building sites. In the Black Country, more aggregates are produced from recycling than from quarrying, and this trend is expected to continue.
- 8.3 Although the Black Country is rich in mineral resources, active mineral working is now confined to the fringes of the area. The only minerals currently being extracted are sands and gravels and Etruria Marl, a type of clay used for brick and tile making. Policies MIN2 and MIN3 make provision to sustain production of sand and gravel and Etruria Marl at current rates, to support regional requirements for aggregates and to support the local brick-making industry. Policy MIN4 sets out guidance on extraction of coal and natural building stone, which have been exploited in the past and may be in the future. Policy MIN5 provides general criteria for considering new mineral-related applications.
- 8.4 Dealing with the legacy of previous mineral extraction (particularly coal mining and limestone working) is another important issue in the Black Country. Delivery of the scale of development proposed within the Growth Network will be dependent on addressing these issues in the areas affected.

Mineral Safeguarding and Mineral Safeguarding Areas

- 8.5 National policy guidance requires MPAs to safeguard mineral resources that are or may become of economic importance by including them in a mineral safeguarding area (MSA). The purpose of a MSA is to alert prospective developers to the existence of mineral resources, so that they can be taken into account at the earliest possible stage of the development project.
- 8.6 The Black Country Minerals Study (2008) (BCMS) has defined the extent of mineral resources in the Black Country in line with the BGS good practice guide “A Guide to Mineral Safeguarding in England (2007).” The primary sources used to develop the MSA are the mineral resource maps published by BGS and Coal Authority. Since the completion of the study, the MSA has been defined in consultation with relevant stakeholders.
- 8.7 The decision to have a single MSA for the Black Country is a result of the complexity of the mineral deposits within the area. Relative to its area, the Black Country has the most diverse geology of any area in the world. It is therefore not possible to show each mineral commodity separately on the Minerals Key Diagram or on the Proposals Maps alongside all the other designations and maintain an acceptable degree of clarity.
- 8.8 However, there is a need to give clear guidance to the development industry on where the different mineral commodities may be found within the Black Country, so that they can consider the likelihood of extracting value from them. The extent of each mineral commodity is shown in Appendix 7. There is scope to refine these further at a later stage, through other DPDs (such as Site Allocations DPDs), if necessary.
- 8.9 National policy guidance also requires mineral planning authorities to ensure that non-mineral development does not encroach on existing mineral operations (MPS2, paragraph 13), and

appropriate guidance is therefore included in the policy. Where mineral resources underlie the urban areas, they are effectively already sterilised by built development. The Spatial Strategy proposes that the Growth Network will be the main focus for development in the Black Country, and in some cases this will involve large-scale redevelopment. There will therefore be opportunities to safeguard mineral resources through extraction in advance of development (“prior extraction”).

- 8.10 The available evidence suggests that prior extraction normally only happens in a very few development projects in urban areas, and that coal and sand and gravel are the main mineral resources exploited in this way. A Guide to Mineral Safeguarding in England (2007) acknowledges this and advises that minor developments may be excluded from safeguarding policies. Given the abnormal costs associated with many development sites in the Black Country (see 2e Delivering our Vision), it would be unreasonable – and disproportionate - to apply a mineral safeguarding requirement to all but the largest schemes within the built-up areas.
- 8.11 Hence, whilst prior extraction of minerals is encouraged in all urban developments where feasible and appropriate, the requirement to demonstrate that minerals have not needlessly been sterilised applies only to development proposals on sites of 5ha and over. A lower threshold will apply to non-mineral development within the Green Belt, as here opportunities to safeguard mineral resources are likely to be greater, because development is strictly controlled and there are fewer physical constraints.
- 8.12 Supporting evidence relating to the extent or quality of the mineral resource and geotechnical issues should be prepared by a qualified mineral surveyor or geologist, and should be informed by the most up-to-date mineral resource information available for the site or area. This could include published mineral resource maps, geological maps and other information available from the British Geological Survey (BGS), the Coal Authority (where appropriate) and the relevant Council’s geotechnical section.
- 8.13 Prior extraction of sand and gravel has the potential to contribute towards meeting the Black Country’s requirements for aggregates, although there is no hard evidence of the extent to which resources are exploited in this way. Effective monitoring will depend on the availability of information on the tonnages of material generated as a result of implementing the policy.
- 8.14 This approach may also potentially contribute towards needs for brick clays and natural building stones. Although the materials present may have no value to a developer, they may be of value to other users. For example, if good quality clays are present in sufficient quantities, local brick manufacturers may be interested in obtaining them. Similarly, if good quality building stone is present, there may be interest in stockpiling this for future use in future conservation projects.
- 8.15 There may also be opportunities to safeguard minerals when dealing with “legacy” issues. Where extensive redevelopment is taking place, prior extraction can sometimes be integrated into a land remediation or stabilisation scheme. The value of the minerals extracted may also help offset the cost of the works, as well as minimising further sterilisation of the mineral resource.

Safeguarding of Mineral Related Infrastructure

- 8.16 Key mineral related infrastructure such as “urban quarries” and other processing, handling, storage and transport facilities also need to be safeguarded, so that minerals can be processed into useable products and transported to where they are needed. Important mineral related infrastructure sites in the Black Country are shown on the Minerals Key Diagram. A number of CD&EW recycling facilities have been identified as strategic waste management sites whose throughput capacity will be protected (see WM2).

- 8.17 In the Black Country, the safeguarding of existing and potential rail heads which could be used to transport bulky goods such as minerals and mineral products is of particular importance given the impact of freight on the highway network. Sites with existing or potential rail access which are or may be used for the bulk transport of minerals and mineral products will be protected (see TRAN3).

Primary Evidence

Mineral Resource Information for Development Plans – West Midlands: Resources and Constraints (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton) (1999), British Geological Survey

Surface Mining and Coal Resource Areas (2008), Coal Authority

The Black Country Geodiversity Action Plan (2006), Black Country Geodiversity Partnership

A Guide to Mineral Safeguarding in England (December 2007), British Geological Survey

Black Country Minerals Study (March 2008), RPS

Surface Mining and Coal Resource Areas (2008), Coal Authority

Black Country Core Strategy: Minerals Background Paper 2 (November 2009), Black Country Authorities

Black Country Viability Study (2009), Mott Macdonald

Delivery

Delivery will be primarily through development management (possibly local validation requirements), through assessing planning applications falling within the thresholds and through pre-application discussions.

Monitoring

Indicator	Target
LOI MIN1 - % of non-mineral development proposals approved within the MSA (falling within the policy thresholds) which do not needlessly sterilise mineral resources	100%

Information on the tonnages of minerals extracted through “prior extraction” can also contribute towards monitoring of Core Output Indicator M1 (production of primary land won aggregates) although no specific production targets can be set for prior extraction schemes.

MIN2: Production of Aggregate Minerals

Spatial Objectives

Aggregate minerals are essential raw materials needed for building and engineering, and the regeneration of the Black Country cannot take place without an adequate supply of these materials. Maximising use and production of alternatives to primary resources, and making provision for quarrying of primary sand and gravel at current levels supports the Vision, Sustainability Principles B and E and most of the Spatial Objectives, in particular, Spatial Objectives 9 and 10.

Policy

The main source of supply of aggregates in the Black Country will be from alternatives to primary aggregates such as secondary and recycled materials (see Policy WM5).

However, the Black Country will also continue to produce primary land-won sand and gravel, and will aim to produce a minimum of 50,000 tonnes per annum throughout the plan period.

Suitable Locations for Sand and Gravel Working

The full extent of sand and gravel resources in the Black Country is shown on Map MC1 in Appendix 7. However, not all of these resources are likely to be viable or suitable for use as aggregates, and some are affected by significant constraints.

During the plan period, primary sand and gravel extraction will be concentrated within the following areas of search identified on the Minerals Key Diagram:

MA1: Birch Lane (Walsall)

MA2: Branton Hill (Walsall)

The resources within these areas of will enable the Black Country to maintain a minimum 7-year landbank of sand and gravel up to 2026 and beyond.

New sand and gravel quarries outside the areas of search may also be permitted, if there is evidence that extraction proposals are unlikely to come forward in the areas of search within the plan period, or that the production targets cannot otherwise be met. All new proposals for sand and gravel extraction will be subject to the general requirements in Policy MIN5.

Specific Requirements within the Areas of Search

All proposals for sand and gravel extraction within the areas of search will be expected to satisfy the following requirements:

- There should be clear evidence that the restoration of the areas already worked is being progressed or will be progressed in a timely manner;
- There should be no adverse impacts on water resources within the Bourne Vale and Shire Oak groundwater source protection zones;
- Extension to Branton Hill Quarry will be subject to implementation of the proposed access road (approved in March 2009);
- Potential adverse impacts of haulage routes on the local highway network (in particular Shire Oak junction (junction of A461 and A452)) should be minimised as far as possible.

Borrow Pits

Temporary “borrow pits” may also be permitted (either within or outside the areas of search) to provide sand, gravel and other aggregate materials required for specific construction or engineering projects.

Proposals for “borrow pits” should be well-related to the project they are serving and should demonstrate benefits in terms of safeguarding mineral resources and minimising the distance material needs to travel.

If permission is granted for a “borrow pit,” it will be a temporary permission, and will be subject to conditions limiting the duration of the operation and restricting the use of the material extracted to the specified project.

Justification

Use of Alternatives to Primary Aggregates

- 8.18 Like other minerals, aggregates are a finite resource and should not be needlessly wasted. Policy MIN5 requires mineral-related development to minimise the waste produced from quarrying and related processes. The use (where practicable) of alternatives to primary aggregates for building and engineering is also encouraged in Policy WM5. The Black Country focus towards sustainable development, urban regeneration and prioritising the use of previously developed land heightens demand for aggregates but also provides opportunity for their recovery and re-use.

- 8.19 A significant amount of aggregates processing is already happening in the Black Country. There are four static processing facilities in the Black Country (see Appendix 7, Table Min1), as well as on-site recycling on construction and demolition sites. Recent research suggests that on-site recycling and recovery of CD&EW is already meeting some of the demand for aggregate materials in the West Midlands Metropolitan area. However, growth in the use of alternatives to secondary and recycled materials is finite and will probably reach optimum levels by 2016 (The Sustainable Use of Resources for the Production of Aggregates in England (2006), WRAP).
- 8.20 The evidence suggests that more than 0.75 million tonnes of recycled aggregate and around 0.09 million tonnes of recycled soil is produced in the Black Country per annum (see BCWPS, Table 3.7), compared to around 0.05 million tonnes of primary aggregate. Thus, more than 90% of the aggregates produced in and the Black Country is from secondary or recycled sources.
- 8.21 Although this is the best available evidence, it is based on a national survey and is unlikely to be reliable enough to be able to support local or sub-regional targets for secondary and recycled aggregate production at the present time. Targets may be set in future once reliable local data becomes available. In the meantime, the recovery and recycling of waste for aggregates and the use of secondary and recycled aggregates in construction projects will be supported and encouraged through Policies WM3 - WM5.

Primary Aggregates – Regional and Sub-Regional Apportionments

- 8.22 Although secondary and recycled sources are expected to continue to be the Black Country's main source of supply of aggregates, the area also has active sand and gravel quarries and it is anticipated that they will continue in production. The Core Strategy therefore aims to maintain primary sand and gravel production at current levels throughout the plan period. As well as supporting the development needed within the Growth Network, this will contribute towards regional requirements for aggregates.
- 8.23 Policy M2 of the West Midlands RSS (January 2008) includes sub-regional targets or "apportionments" for primary aggregates production (sand and gravel and crushed rock). These production targets relate to primary aggregates, which are virgin materials extracted from quarries. There is currently no apportionment or target for secondary or recycled aggregates, although there are assumptions built into the national and regional aggregates guidelines that a certain proportion of regional requirements will be met from these sources.
- 8.24 There are no specific aggregates apportionments for the Black Country as for aggregates planning purposes it is part of the West Midlands County sub-region. The Black Country is therefore expected to contribute towards the West Midlands County Area apportionment for sand and gravel, which is currently 0.506 million tonnes per annum. The only authorities which currently contribute towards this apportionment are Solihull and Walsall. Historically, Solihull has contributed around 90% of the apportionment, and the balance has been met by Walsall.
- 8.25 At the time Policy MIN2 was finalised a major review of the regional aggregates apportionments had just begun as part of the RSS Phase 3 Revision. The production target in the policy is based on the best and most up-to-date evidence available for what the area can realistically provide, and this has been fed through into the regional review.

Primary Aggregates Production in the Black Country

- 8.26 This will involve sand and gravel extraction only, as there is no longer any requirement for the West Midlands County Area to produce crushed rock. At present, Walsall is the only Black Country authority contributing to the sub-regional sand and gravel requirements. This position

is not expected to change as there is no evidence that the other authorities have viable sand and gravel resources.

- 8.27 New proposals for large-scale primary sand and gravel extraction (as opposed to prior extraction proposals which are addressed in MIN1) are only expected to come forward within the Aldridge / Stonnall areas of Walsall, which are known to contain viable sand and gravel resources. These areas have been and remain the main focus of interest from quarry operators and are therefore the locations for the areas of search.
- 8.28 It is an objective of the mineral strategy for primary sand and gravel production to be maintained at the rates achieved in the recent past if possible, to help deliver the regeneration and growth proposed in the Spatial Strategy. Achieving this will of course depend on suitable sand and gravel extraction proposals coming forward and being approved within the plan period. Maintaining supplies at current levels will be a challenge, because the evidence shows that Walsall's permitted reserves are running low.
- 8.29 The 50,000 tonnes per annum production target is based on evidence of the extent of the resource likely to be available in the areas of search and evidence of past rates of production. This is summarised in the table below. Further information can be found in the Minerals Background Paper 2 (BCMBP2).

Table 20 - Summary of Existing Sand and Gravel Reserves and Potential Sand and Gravel Supplies in the Black Country

Source of Supply	Location	Estimated Quantity of Sand and Gravel (million tonnes)	Source of Evidence
Permitted Reserves @ 31.12.07	Existing Branton Hill & Aldridge Quarries	0.3	2007 WMRAWP Annual survey
Additional Permitted Reserves coming forward since December 2007 – New Planning Permissions	-	0.0	2008 Walsall AMR
Potential Reserves in the Pipeline – Planning Applications	MA2: Branton Hill Area of Search	1.2	Current Planning Application – Branton Hill Lane
Potential Resources identified in representations on emerging LDFs	MA1: Birch Lane Area of Search	2.6	Representation from Cemex - Black Country Core Strategy
Other Potential Resources identified through emerging LDFs	Aldridge/ Stonnall areas of Walsall	Resources identified but not quantified	Black Country Minerals Study 2008
TOTAL		4.1	

8.30 At the end of December 2007, total permitted sand and gravel resources in Walsall were estimated to have been around 300,000 tonnes (data from the 2007 WMRAWP annual survey).

8.31 Although there appear to be a significant amount of resources within the areas of search, the production target has to be cautious. Annual production rates are unlikely to increase significantly through exploitation of these resources because they are concentrated around the existing quarries. Whilst extending these quarries would undoubtedly allow production to continue for longer, there is no evidence that annual production would increase to any significant extent as a result. As far as we can see ahead, production is unlikely to increase significantly beyond the existing levels of around 50,000 – 60,000 tonnes per annum. This equates to around 10% of the West Midlands Country apportionment as proposed in the RSS Phase 3 Revision Options.

8.32 There is also no certainty that proposals for sand and gravel extraction will come forward and be approved within the areas of search during the plan period. The policy therefore allows flexibility for suitable extraction proposals to come forward outside the areas of search if monitoring shows that the identified resources are not being exploited and this is compromising landbanks and the ability to meet the production targets.

Areas of Search

8.33 The areas of search have been chosen because they are well-related to the existing quarries, contain viable sand and gravel resources, are of interest to operators, and are subject to fewer constraints than other potential resource areas. They are therefore considered the most appropriate locations for sand and gravel extraction during the plan period.

8.34 Although they are not as constrained as other potential resource areas, the resources within the areas of search are affected by some significant constraints, including groundwater source protection zones, nature conservation designations, and highway capacity/ drainage issues.

The policy therefore highlights specific local issues which should be addressed in proposals for sand and gravel extraction within the areas of search. In addition, all proposals will be assessed against the general requirements and criteria in Policy MIN5.

Borrow Pits

- 8.35 The need for temporary “borrow pits” linked to specific construction or engineering projects has been considered. The main projects likely to generate a need for “borrow pits” are the M54 to M6/M6 (Toll) Link Road and the M6 Widening, if they go ahead. It is recognised that “borrow pits” can help prevent sterilisation of mineral resources and reduce the need to transport material long distances. The policy therefore allows for aggregates to be sourced from within the Black Country for specific construction or engineering projects through “borrow pits,” subject to appropriate safeguards.

Primary Evidence

The Sustainable Use of Resources for the Production of Aggregates in England (August 2006), WRAP
Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005 (February 2007), Capita Symonds/WRc plc
Black Country Minerals Study (March 2008), RPS
West Midlands Regional Aggregate Working Party Annual Report 2007 (July 2009), WMRAWP
Black Country Core Strategy: Minerals Background Paper 2 (November 2009), Black Country Authorities

Delivery

Delivery will be primarily through the Development Management process including pre-application discussions with mineral operators on new proposals for sand and gravel extraction. There will also be further liaison with adjoining authorities and WMRAWP on regional and sub-regional requirements. If evidence suggests the targets need to be revised, this will be done through a review of the Core Strategy or other DPDs.

Monitoring

Indicator	Target
COI MIN2a - Production of Primary Land Won Aggregates	2008 – 2026: 50,000 tonnes per annum
COI MIN2b – Production of Secondary/ Recycled Aggregates	To be developed through future monitoring
LOI MIN2 - % Permissions for non-mineral related development in Sand & Gravel areas of search	0%

MIN3: Maintaining Supplies of Brick Clay

Spatial Objectives

Bricks and tiles are essential building products needed for housing and other developments, and the regeneration of the Black Country cannot take place without an adequate supply of these materials. Making provision for supplies of locally produced clays (particularly Etruria Marl) to local brickworks and providing for stockpiling and importation of materials where this is essential will support the Vision, Sustainability Principles B and E and most of the Spatial Objectives, in particular, Spatial Objectives 9 and 10.

Policy

The Minerals Sub-Key Diagram shows the location of the existing brick and tile manufacturing plants which use Etruria Marl and existing Etruria Marl quarries. The Black Country will aim to provide a supply of Etruria Marl to each operational local brick and tile works in the Black

Country for as long as possible, and will aim to provide a 25-year supply to each works where feasible.

Supply of Clays to Brickworks

The extent of Etruria Marl resources in the Black Country is shown on Map MC2 in Appendix 7. Fireclay resources are also present in the Black Country, associated with shallow coal deposits. However, not all of the clay resources in the Black Country are likely to be of sufficient quality for use in brick and tile making, and some are affected by significant environmental constraints.

Suitable Locations for Working of Etruria Marl

The extraction of Etruria Marl is expected to be focused in the following areas of search shown on the Minerals Key Diagram:

MA3: Himley/ Oak Farm (Dudley)

MA4: Ketley (Dudley)

MA5: Stubbers Green (Walsall).

Resources have been identified within these areas which will allow production to continue at each of the Black Country's brick / tile works until the end of the plan period. The extraction of clay will not be permitted outside the areas of search unless there is clear evidence of a deficiency in supply. All new proposals for extraction of Etruria Marl and other brick clays will be subject to the general requirements in Policy MIN5.

The pooling or sharing of resources between more than one works will be supported where this will help maintain supplies for longer, provided that the haulage of material will not have unacceptable effects on the local highway network or on other uses along the route.

Proposals for the extraction of Etruria Marl within the areas of search should satisfy the following requirements:

- They should form part of a phased programme which secures restoration of existing workings by the earliest possible date;
- Proposals within the Flood Zone 3a along the Holbeache Brook in Dudley and to the south of Stubbers Green Road in Walsall should assess the risk of flooding and include details of how this will be addressed in line with ENV4;
- Harmful impacts on designated biodiversity / geodiversity sites should be assessed and full details of proposed mitigation / compensation for potential losses should be provided in line with ENV1;
- Haulage routes passing through the Stubbers Green area of Walsall should avoid the Shelfield junction (junction of A461, Spring Road and Mill Road).

Working of Fireclay

Fireclays are believed to occur within the Brownhills area of Walsall in association with shallow coal resources, but they are not currently exploited. Local demand for this material is currently being met from stockpiles and imports. Opportunities to produce fireclay through opencast coal working should be exploited where feasible (see Policy MIN4).

Stockpiling of Clays

Stockpiling of fireclay and other clays used for brick manufacture will be permitted within the curtilage of existing brickworks where feasible, or in other suitable locations (see MIN5).

Proposals for “strategic” stockpiles of fireclay (to be used by more than one manufacturer or supplier) should satisfy the following criteria:

- They should be supported by evidence demonstrating a need for fireclay, and that stockpiling is the most appropriate method of securing long-term supplies;
- They should be located as close as possible to the source of the material and to the proposed end-users;
- There should be good accessibility by road and / or rail between the site, the source of the material and the proposed end-users;
- In the interests of minimising visual impacts, the height of the stockpile should be kept to a minimum, its design and form should reflect the surrounding landscape, and appropriate screening/ landscaping should be included (see ENV2).

Importation of Clays

Importation of material may be permitted in the case of clays that do not occur locally, and/ or where this will allow supplies of Etruria Marl or fireclay to be maintained for longer than would otherwise be the case, provided that this will not result in unacceptable impacts on the local highway network or on local communities. Applications to allow or increase importation of clay will be expected to be supported by evidence to this effect.

Where an agreement is in place to pool or share the resources, the movement of clay from the Stubbers Green area of search to any of the three brickworks in Walsall will not be regarded as “importation.”

Justification

The Brick Industry and other Clay Users

- 8.36 Brick manufacturing has a long history in the Black Country and it still has a presence within the area. The proposals within growth network are likely to generate a continuing demand for bricks and tiles for house building and commercial building projects. The Core Strategy should therefore support the local industry as much as possible subject to not compromising other important objectives, in the interests of minimising the distance that materials need to travel.
- 8.37 The table below lists the existing brick manufacturing plants in the Black Country, plus one other plant just outside the area which is supplied by a clay pit in Dudley. One works (Dreadnought) produces tiles as well as bricks. All but one of the works uses clays sourced from within the Black Country, and in four cases the works are using material from an adjacent clay pit. A local pot clay supplier also uses a stockpile of locally sourced fireclay. Most brick manufacturers use a variety of clays which they blend to produce different colours and textures of bricks. Materials which cannot be obtained locally are imported from elsewhere.
- 8.38 Unlike aggregates, there is limited scope to use recycled and alternative materials for brick-making, although clays can be recovered for engineering uses, such as lining and capping of landfill sites, and bricks themselves can be recycled if they are of sufficient quality. Discussions with local brick manufacturers indicate that they are already re-using waste and using recycled materials where possible, and that achieving much more than 10% use of secondary and recycled materials is likely to be a challenge. Future proposals for brick and tile manufacture, clay extraction and related uses will be expected to comply with Policy MIN5 concerning waste minimisation, re-use and recycling.

Brick Clay Supply Requirements

- 8.39 MPS1 requires MPAs to provide a stock of permitted reserves sufficient to provide for 25 years of production at each brick manufacturing plant. As a general rule, brick clay should be extracted as close as practicable to the works it supplies, rather than being imported. However,

where local resources are limited or do not include the full range of clays required, this may not be possible, and most of the Black Country works rely on imports to some extent.

8.40 The only clay currently extracted in the Black Country is Etruria Marl, which is a nationally scarce resource. The supply requirements for each works for the period 2009/10 – 2025/26 have been established (as far as possible) through discussions with operators and are summarised in the table below. Further details can be found in the BCMBP2. Taking into account the potential for imports where mineral permissions allow them, it is estimated that the resources within the areas of search will be sufficient to supply each works except for Cradley Special Brick, therefore all other works should be at least in Category 2 (15 – 24 year's supply). However, a 25 year supply cannot be guaranteed in every case. The situation will be kept under review, and if necessary/ feasible, the relevant authorities will consider identifying additional resources in other DPDs.

8.41 In Walsall there are three works in very close proximity to the Stubbers Green area of search, so if agreement can be reached to “share” resources in the area between these works, the haulage of material from within the area to the works will not be regarded as “importation, and will not count towards the percentage of imported material allowed under existing permissions.

Table 21 - Supplies of Etruria Marl to Black Country Brickworks Current Supply Situation and Potential Supply (September 2009)

Works	Authority	Operator	Current Status	Source of Supply	Current Supply Category	Future Potential Supply Category
Aldridge	Walsall	Ibstock	Operational	Highfields South (Walsall)	3	2
Atlas	Walsall	Ibstock	Operational	Dumblederry Farm (Atlas) Quarry (Walsall)	1	1
Cradley	Sandwell	Cradley Special Brick	Operational	Imports Only	4	4
Dreadnought	Dudley	Hinton, Perry & Davenhill	Operational	Ketley Quarry (Dudley)	2	2
Sedgley*	South Staffs.	Wienerberger	Mothballed	Oak Farm Clay Pit (Dudley)	2	2
Sandown	Walsall	Wienerberger	Operational	Sandown Quarry, Highfields South (Walsall)	3	2
Stourbridge	Dudley	Ibstock	Mothballed	Himley Quarry (Dudley)	3	2

* Works is located just outside the Black Country (in South Staffordshire)

Key to Categories in Table: Category 1 = 25 years + supply, Category 2 = 15 – 24 years' supply, Category 3 = less than 15 years' supply, Category 4 = no local supplies - supplied entirely by imports or stockpiles.

Areas of Search

8.42 The Etruria Marl areas of search have been defined to show where further working may take place primarily to increase supplies to the two works which have a particularly deficiency in supply. The relevant authorities will give due weight to the national policy requirement when considering applications for the extension of existing quarries or for new clay quarries, so appropriate provision can be made. However, the release of resources outside the areas of search will not be at the expense of compromising other important policy objectives

8.43 Where extraction takes place, detrimental impacts on the local environment, the highway network and local communities should be avoided. The areas of search identified have been chosen because they are well-related to the existing brick and tile works, contain viable

resources, are of interest to operators, and are subject to fewer constraints than other potential resource areas. It is therefore intended that these will provide the main source of supply within the plan period. The policy also highlights a number of specific local issues which should be addressed in applications for the extraction of Etruria Marl within the areas of search, to address potentially harmful effects.

- 8.44 In addition to Etruria Marl, the Brownhills area of Walsall, which forms part of the South Staffordshire Coalfield, is believed to have fireclay resources associated with the coal. However, it is not clear whether these resources are of sufficient quality for making bricks. There may be opportunities to extract fireclay as a by-product of opencast coal working in the future, but there is no certainty this will happen. Requirements for opencast coal working are set out in Policy MIN4. As there is no clear evidence of the amount of resource present, its quality, nor any certainty that production will occur within the plan period, it is not possible to set targets for fireclay production in the Core Strategy at the present time or to identify areas of search.

Stockpiling of Clays

- 8.45 As there is a local demand for fireclay both from brick manufacturers and from a local supplier of pot clay blends, the policy allows for the stockpiling of fireclay either at existing brickworks (where feasible) or as “strategic” stockpiles in other suitable locations. This would allow long-term supplies of fireclay to be maintained if extraction takes place. This may not be feasible otherwise, given the usual method of opencast coal working, which tends to be of much shorter duration than other mineral operations.
- 8.46 The policy also recognises that a certain amount of on-site stockpiling of clays at brick and tile works is necessary, both to allow the material to “weather” before it can be used, and to allow for the convenient storage of a range of locally excavated and imported materials. However, it is acknowledged that most Black Country works do not have sufficient space within their curtilage to provide a “strategic” stockpile which could provide long-term supplies.
- 8.47 Nearly all of the Black Country brick and tile works rely on imports of clay from outside the area to some extent. Most use a range of different clays, not all of which occur locally. In addition, supplies at some quarries are nearly exhausted, creating a deficiency in supply. The quality of the clay is also important, and in some cases, local resources may not be of sufficient quality to be used. Imports are therefore likely to continue to play a role in the supply of clay to local brickworks where suitable sources can be found, and this is allowed for within the policy.

Primary Evidence

Black Country Minerals Study (March 2008), RPS

Black Country Core Strategy: Minerals Background Paper 2 (November 2009), Black Country Authorities

Delivery

Delivery will be primarily through the Development Management process including pre-application discussions with mineral operators on new proposals for Etruria Marl and/ or coal and fireclay extraction. There may also be further liaison with adjoining authorities on cross-boundary issues such as imports. If future monitoring shows that there are critical deficiencies in supply, this may trigger a review of the supply requirement,

Monitoring

Indicator	Target
LOI MIN3a - % of Black Country brick and tile works with maintained supply of Etruria Marl to 2026*	100%
LOI MIN3b - % Permissions for non-mineral related development in Etruria Marl Areas of search	0%

*Supply to include imported material where permitted/ available.

MIN4: Exploitation of Other Mineral Resources

Spatial Objectives

There is potential for the working of coal/ ironstone/ fireclay, the exploitation of coal bed methane, and the working of natural building stone in the Black Country. Allowing for possible opencast coal/ fireclay working and prospecting/ exploitation of coal bed methane for energy whilst minimising greenhouse gas emissions, and allowing for the exploitation of natural building stone where this can contribute towards maintaining the character of historic buildings and places supports the Vision, Sustainability Principles B and E and most of the Spatial Objectives, in particular, Spatial Objectives 6 and 10.

Policy

Apart from aggregates and brick clay, there are other mineral resources present within the Black Country which may become of economic value in the future. They are included in the Mineral Safeguarding Area identified in MIN1 and on the Minerals Key Diagram.

The main resources present which could be exploited some time within the plan period are coal and associated fireclay, and natural building stone. The following policy will apply to new proposals for the working of these minerals, other than as part of a “prior extraction” scheme (see MIN1). All proposals will also be subject to the general requirements in Policy MIN5.

Opencast Coal and Fireclay Working

Shallow coal resources occur across much of the Black Country, and their location is shown on Map MC3 in Appendix 7. Fireclay, which is of importance for brick making and pottery making, may also occur in association with these deposits.

There is a general presumption against deep mining of coal, opencast coal and fireclay working and colliery spoil disposal in the Black Country. Any such proposals will be expected to be fully justified in terms of the economic and energy benefits they will generate. Proposals for the working of coal will also be expected to extract maximum value from other mineral resources associated with coal deposits.

Where opencast working of coal is proposed, brick manufacturers and other potential end-users should be involved at the earliest possible stage, to determine whether there is fireclay or other clay present, and whether it is of sufficient quality to be used for brick manufacture or for other beneficial uses. Where suitable quality fireclay is present and extraction is feasible, the working plan and restoration programme should enable this to be extracted and stockpiled in a usable and accessible way (see MIN3).

The location of a “dormant” permission for opencast coal working at Brownhills Common, which is shown on the Minerals Key Diagram. The permitted site is within Brownhills Common and the Slough SINC. If opencast coal working is permitted within the SINC, this will be subject to conditions requiring measures to minimise harm to the SINC and maximise the benefits and quality of final restoration. Restoration should be to a standard at least equivalent to its current quality and value.

The merits of extracting coal and fireclay from an alternative area to the west of Brownhills common (known as Yorks Bridge) will be taken into account, if this would, through an appropriate legal agreement, lead to the permanent revocation of the existing permission at Brownhills Common.

Any approval of coal and fireclay working in the Brownhills Common area will be subject to conditions requiring restoration to an appropriate nature conservation/recreational after-use, which will make a contribution towards the implementation of the proposed Local Nature Reserve.

Coal Bed Methane

The potential for exploitation of Coal Bed Methane (CBM) will be considered if a Petroleum Exploration Development Licence (PEDL) is issued in the Black Country, and at that stage appropriate guidance will be incorporated into LDFs either through a review of this plan or through another DPD. Proposals coming forward in advance of this will be assessed against the guidance in Policy MIN5 and the following conditions will apply.

Any permission granted for the extraction of CBM will be temporary, and subject to conditions limiting the duration of the operation. Proposals should include details of the area covered by the PEDL, the scale and type of operation, the drilling apparatus to be used (including the height of the rig or wellhead), and the site where the wellhead will be stationed. A separate application may be required to relocate a wellhead. Drilling apparatus should be appropriately screened and sited to minimise noise and potentially harmful visual impacts (see ENV2 and MIN5).

Working of Natural Building Stone

The location of natural building stone resources is shown on Maps MC1 and MC2 in Appendix 7. Proposals for the working of natural building stone on a small scale, and on a time-limited basis, may be supported where this would assist the conservation and repair of historic buildings or structures built of the same or similar materials. Proposals should be supported by evidence that the stone to be worked will be used in a specific conservation project, that this material makes a significant positive contribution to the character of the building, structure or area, and that the working process would not have unacceptable impacts on neighbouring uses.

Justification

Potential for Future Coal Working

- 8.49 There is no policy requirement for the working of coal, however opencast coal working has taken place in the Black Country in the recent past. The last site to be worked was Ryders Hayes in Walsall (1998-2001). Demand for coal could increase in the future, in the face of dwindling gas resources and concerns about energy security, so we cannot rule out the possibility that proposals will come forward in the plan period.
- 8.50 Large-scale opencast coal and fireclay working (as opposed to prior extraction which is covered in MIN1) is only likely to take place in the Brownhills area of Walsall, where viable resources are known to exist. For example, there is an existing “dormant” permission for opencast coal extraction at Brownhills Common in Walsall dating back to the 1950s which could be activated at any time, on the submission of a suitable schedule of modern conditions.
- 8.51 There has also been recent interest in the working of coal and fireclay at a site called Yorks Bridge, on the boundary between Walsall and Staffordshire (mostly in Cannock Chase District). However, to minimise the potential harm and maximise the benefits to the Brownhills area, approval of this proposal will be subject to revocation of the “dormant” permission at Brownhills Common. If either proposal is pursued, this will be subject to restoration of the land to an equivalent standard and an appropriate nature conservation/ recreational end use, which will contribute towards the proposed Local Nature Reserve.
- 8.52 As there is a possibility that proposals for coal extraction will come forward within the plan period, it is considered appropriate to include a policy statement in the plan setting out the general principles and the key issues that such proposals will be expected to address. The inclusion of guidance on coal has also been supported in principle by The Coal Authority. However, as there is no national requirement to make provision for these minerals, no targets

have been set and no strategic sites have been identified for mineral extraction, apart from existing commitments.

Potential for Coal Bed Methane and Underground Gas Storage

- 8.53 The potential of these has been considered in accordance with national policy guidance (MPS1, Annex 4). The Black Country Minerals Study has also highlighted the potential for these technologies.
- 8.54 The Coal Authority has also advised that underground gas storage (UGS) technologies are at a very early stage of development so no potential for this can be identified at present. However, there may be potential for coal bed methane (CBM) exploitation at some point during the plan period. As well as providing a new source of energy, exploitation of CBM minimises the potential for this potent greenhouse gas to escape into the atmosphere.
- 8.55 Planning permission is required for the extraction of CBM and for the pumping apparatus, although licensing falls under a separate regulatory regime. The first stage is for a Petroleum Exploration Development Licence (PEDL) to be granted to an operator by the Department for Energy and Climate Change. This allows exploration to take place to find out if a viable resource is present. If the results are favourable, the operator must then obtain planning permission for extraction of CBM before a Coal Access Agreement can be issued by the Coal Authority.
- 8.56 So far no PEDL has been granted for CBM exploration in the Black Country and the current coal resource maps for the area only cover shallow coal resources. It is therefore not possible to identify the extent of potential CBM resources in the Core Strategy. However, as has been noted in the Spatial Portrait above, the Black Country forms part of the South Staffordshire Coalfield, and it is understood that there is potential for CBM exploration in adjacent areas of the coalfield in Staffordshire. This suggests there may also be potential in the Black Country. We have therefore included appropriate interim guidance in the Core Strategy, which will apply until more detailed spatial guidance can be provided.
- 8.57 Extraction of CBM is not like a normal quarrying operation and is more akin to drilling for oil. The main issues are likely to be noise and visual impact from the pumping apparatus. Like oil, the gas is pumped from underground and transported via pipes, and therefore does not require transport by road or rail. The pumping apparatus is in the form of a small wellhead or rig around 8 – 18m tall which occupies a site of around 0.3 ha. There is flexibility over where the rigs can be located and therefore scope to minimise their visual impact. As the infrastructure must follow the source of gas, drilling is a temporary activity and the rigs must move around the site to exploit the resources fully.
- 8.58 The policy reflects these requirements and seeks to control matters such as the duration of operations, the siting and potential relocation of the apparatus, and visual impacts.

Potential for Working of Natural Building Stone

- 8.59 Whilst there is also no specific requirement to provide for extracting natural building stone, national policy guidance encourages this on a small scale where feasible and where this will contribute towards the conservation of historic buildings or monuments and / or geodiversity (MPS1, Annex 3). The inclusion of such policy guidance is supported by English Heritage.
- 8.60 Although there is no evidence of a demand for natural building stone in the Black Country at present, there is growing interest in this field at a national level. For example, the BGS and English Heritage are currently working with geologists and conservation experts on a Strategic Stone Study for each county, which will identify and catalogue the most important stones used in local historic buildings and potential sources of supply. The Black Country Minerals Study (2008) has shown that such resources do exist in the Black Country, mainly in parts of Dudley

and Walsall. The main resources of historic importance to the Black Country are likely to be limestone (e.g. “Gornal Stone” used in the construction of a number of buildings in Dudley) and dolerite (otherwise known as “Rowley Rag,” mainly used to make stone setts and kerb stones, but also occasionally used as a construction material).

- 8.61 Extraction of natural building stone on a small-scale will be supported in principle, where there is evidence that such materials are needed for the repair and conservation of historic buildings and other structures. Such evidence could include a listed building description which refers to the type of stone in question, or a conservation area character appraisal indicating that the stone makes an important contribution to the character and appearance of the area.
- 8.62 There may also be opportunities to extract and safeguard natural building stone for future use, through “prior extraction” of minerals in advance of redevelopment schemes. This is addressed in Policy MIN1.

Primary Evidence

Surface Mining and Coal Resource Areas (2008), Coal Authority
 Mineral Extraction and the Historic Environment (January 2008), English Heritage
 Black Country Minerals Study (March 2008), RPS
 Black Country Core Strategy: Minerals Background Paper 2 (November 2009), Black Country Authorities

Delivery

Through the Development management process including pre-application discussions with applicants, mineral operators, conservation officers, and other relevant bodies such as English Heritage, the Coal Authority and the Black Country Geodiversity Partnership.

Monitoring

Indicator	Target
LOI MIN4 - % of applications for opencast coal and fireclay, coal bed methane or natural Building Stone which satisfy the requirements of the policy	100%

MIN5: New Proposals for Mineral Development

Spatial Objectives

Steering mineral working and mineral-related infrastructure towards the most suitable locations and providing clear guidance on requirements for mineral related developments supports the Vision, Sustainability Principles B and D and most of the Spatial Objectives, in particular Objectives 6, 9 and 10.

Policy

General Requirements for Mineral Developments

All new development proposals involving mineral working or mineral related developments should demonstrate how they will contribute towards Spatial Objective 10 and the strategic objectives of Policy MIN1, such as the contribution they will make towards the long-term conservation and safeguarding of mineral resources. The benefits of the proposal should clearly outweigh any potential detrimental impacts. Conditions attached to new mineral permissions will reflect the latest standards of good practice in the control of such operations.

Proposals should minimise waste as far as possible and where feasible, provision should be made for the extraction, re-use or recycling of potentially useable materials produced as a by-product of the operation. All proposals should set out the contribution they will make towards the mineral production and supply targets in Policies MIN2 and MIN3 and RSS (such as the

extent of reserves and anticipated annual production rates), and the contribution that final restoration will make towards waste disposal requirements (see WM1 and WM3). Working plans and restoration proposals should include measures to maintain the stability of the working face, the site and surrounding area prior to and during restoration. When working ceases, all plant and equipment should be removed and sites should be restored to a stable condition and to a standard fit for the agreed after-use within a short a timescale as possible..

Environmental and Amenity Issues

The working or processing of minerals or extraction of coal bed methane will not be permitted in residential areas unless it can be demonstrated that the operations will not cause unacceptable harm to the amenity of local communities. Proposals in or near to the Growth Network and Free-Standing Sites should be compatible with the existing/ proposed uses. Locations within or near to sites of importance for biodiversity, geodiversity or cultural heritage, should be avoided unless there are no viable alternatives (see ENV1). A hydrological report should be provided with proposals in areas at risk of flooding and proposals in or near to aquifers, demonstrating that any potential impacts have been addressed (see ENV5).

To minimise potential impacts from dust and noise, where feasible, mineral processing operations should be enclosed within a building or other physical enclosure or should be screened by well-designed boundary treatments (such as fencing, bunds, hedges, tree planting and landscaping). In areas already affected by mineral working or related activities, the cumulative impact of the proposal on the environment, transport network, and neighbouring uses will be considered, as will the timescale and duration of the operations. Over-intensification of mineral working activity in any one area should be avoided where this would have adverse impacts on neighbouring uses.

New buildings, structures, plant and equipment, boundaries, noise bunds and landscaping should be designed and sited to minimise visual impacts (see ENV3). Restoration programmes and after-uses for former mineral workings should address the environmental quality objective of the Spatial Strategy and reflect local character and should include provision for after care. Where appropriate, they should make a positive contribution towards the Black Country's environmental infrastructure (policy CSP3). Suitable after-uses for sites in the Green Belt will include agriculture, forestry, nature conservation, and outdoor sports or recreational uses.

Transport Issues

Minerals should be worked or processed as close as possible to the development or communities that will use them. Proposals should address the impact of transporting minerals and mineral products on the highway network and if they generate a significant number of additional heavy goods vehicle movements they should be accompanied by a Transport Assessment (see TRAN2). Where there is no realistic alternative to the bulk transport of minerals and mineral products by road, impacts will be minimised by identifying agreed haulage routes from the production site to the Principal Road Network and Primary route Network. Where feasible, the potential for transporting material by rail or inland waterways should be explored, particularly in locations identified as having potential for rail freight transport (see TRAN3). Long-distance transport or haulage of material should be avoided wherever possible. Where a proposal involves cross-boundary movements of minerals or mineral products and/ or is part of a wider network or "hub" of facilities or workings, the views of the relevant highway and mineral planning authorities will be taken into account.

Assessment Criteria for Mineral Development Proposals

Proposals for mineral working or mineral-related infrastructure will be assessed against the following criteria:

- Consistency with minerals strategy

- **Contribution towards local economic / regeneration objectives**
- **Contribution towards environmental transformation objectives**
- **Potential for co-location / synergies**
- **Impact on neighbouring uses**
- **Impact on highway/ transport network**

Justification

General Requirements for Mineral Related Proposals

- 8.63 This policy sets out the general requirements which will apply to all proposals involving development of mineral infrastructure and mineral working.
- 8.64 Mineral infrastructure proposals are defined as storage, handling and processing facilities (such as depots and recycling facilities) and transportation facilities (such as rail sidings, rail heads and canal wharves). Mineral working proposals include all the types of working referred to in Policies MIN1 – MIN4, such as prior extraction in advance of a redevelopment scheme, extensions to existing quarries, new quarries, borrow pits, stockpiles and exploitation of coal bed methane.
- 8.65 Mineral applications can be very complex. However, each proposal is different and it is recognised that not all of the issues covered in the policy will apply in every case. Early discussion with the mineral planning authority is recommended, to clarify the scope and level of detail of information required with an application. The most important thing will be to demonstrate that the proposal is consistent with national policy guidance and the overall Spatial Strategy.
- 8.66 In the first instance, proposals should demonstrate compliance with the “hierarchical” approach set out in MPS1. This involves demonstrating that the proposals make best use of the minerals being handled or extracted, that mineral infrastructure and resources are not needlessly lost or sterilised by non-mineral development, and that the operations proposed will minimise waste as far as possible.
- 8.67 In the Black Country, it is important for mineral related proposals to complement, rather than conflict with the strategic objectives of the Core Strategy. Like all other proposals, they should be consistent with the vision, sustainability principles and spatial objectives of the strategy. There are a number of ways in which they might do this, for example:
- Supporting economic objectives by providing or retaining jobs;
 - Generating the raw materials and mineral products needed to support the development and growth proposed in the strategy;
 - Contributing towards the mineral supply and production targets set out in the RSS and in Policies MIN2 and MIN3 of the Core Strategy;
 - Supporting positive environmental transformation through well-designed restoration schemes and complementary end-uses;
 - Providing locally-sourced materials thereby minimising the distance they need to travel.
- 8.68 The requirement to monitor the implementation of policies means that we must collect data on mineral supplies and production rates on a regular basis, to establish whether the targets and supply requirements are being met. It is vital that mineral operators contribute towards this by providing information with applications. All proposals involving the production of minerals or extraction of coal bed methane should therefore include information on the extent of the reserves (where relevant), and anticipated annual production/ usage rates. Where regular updates are required for monitoring purposes, conditions may be imposed requiring operators to provide this information.

Locational Considerations

- 8.69 Quarrying tends to be concentrated in particular places where good quality minerals can be found and working is feasible. This is the case in the Black Country, where sand and gravel working is concentrated around Aldridge (Walsall) and Etruria Marl working around Kingswinford/ Pensnett (Dudley) and Stubbers Green (Walsall). However, the viability of the resource is not the only issue and the policy sets out other considerations which should be taken into account in mineral proposals, and areas which should be avoided wherever possible. There is likely to be greater flexibility over where ancillary infrastructure can be located.

Environmental, Amenity and Transport Impacts

- 8.70 Although quarrying is a temporary activity, while it is taking place it can have negative impacts on the areas affected. Such impacts need to be carefully managed, to maintain environmental quality and amenity of neighbouring uses. For example, proposals should consider the potential:
- impacts on air quality arising from the transportation of material or dust and particles from excavation and processing;
 - impacts on important environmental assets such as sites designated for their importance for biodiversity/ geodiversity, historic buildings, conservation areas, and important archaeological remains;
 - visual impacts on the local landscape, particularly on prominent and highly visible sites;
 - impacts on local communities near to mineral handling or production sites.
- 8.71 The cumulative impact on the amenity of local communities already affected by quarrying is also an important issue. One of the main sources of complaint is noise and dust from heavy goods vehicles, so haulage routes should minimise these impacts where possible. Without proper management and mitigation, a concentration of quarries and related activities may make particular areas less attractive to live in, thus undermining the objective of enhancing existing residential areas. Quarries close to the boundary may also affect communities in adjoining mineral planning authority areas.
- 8.72 There is little scope for the transportation of minerals by modes other than road in the Black Country, as the rail network does not reach the main mineral resource areas, and the canal network is not considered suitable for transporting minerals other than on a short-term temporary basis. Nevertheless, in the interests of moving towards more sustainable transport, proposals should consider the potential for moving mineral products by rail or inland waterways, where feasible. It is also important to consider the impact of long-distance transport of minerals and cross-boundary movements which may affect other areas. Where this is the case, applicants will be expected to liaise with the relevant highway and mineral planning authorities.
- 8.73 Finally, monitoring is an important issue, particularly in the case of sand and gravel production and brick clay production. The Black Country authorities have a statutory duty to monitor aggregates production, and will also need to monitor brick clay production if they are to establish whether the targets in the strategy are being met. Where relevant, applicants should show how proposals will contribute towards these targets by providing information on the extent of reserves, and the quantities of material likely to be produced and used per annum.

Assessment Criteria

- 8.74 The last part of the policy sets out the criteria against which new mineral related proposals will be assessed. This includes proposals being brought forward through Site Allocations DPDs, Area Action Plans and regeneration frameworks, as well as those which come forward as

planning applications. The BCWBP2 includes a summary of some of the key considerations which will be taken into account when assessing proposals against the criteria

Primary Evidence

Black Country Minerals Study (March 2008), RPS

Black Country Core Strategy: Minerals Background Paper 2 (November 2009), Black Country Authorities

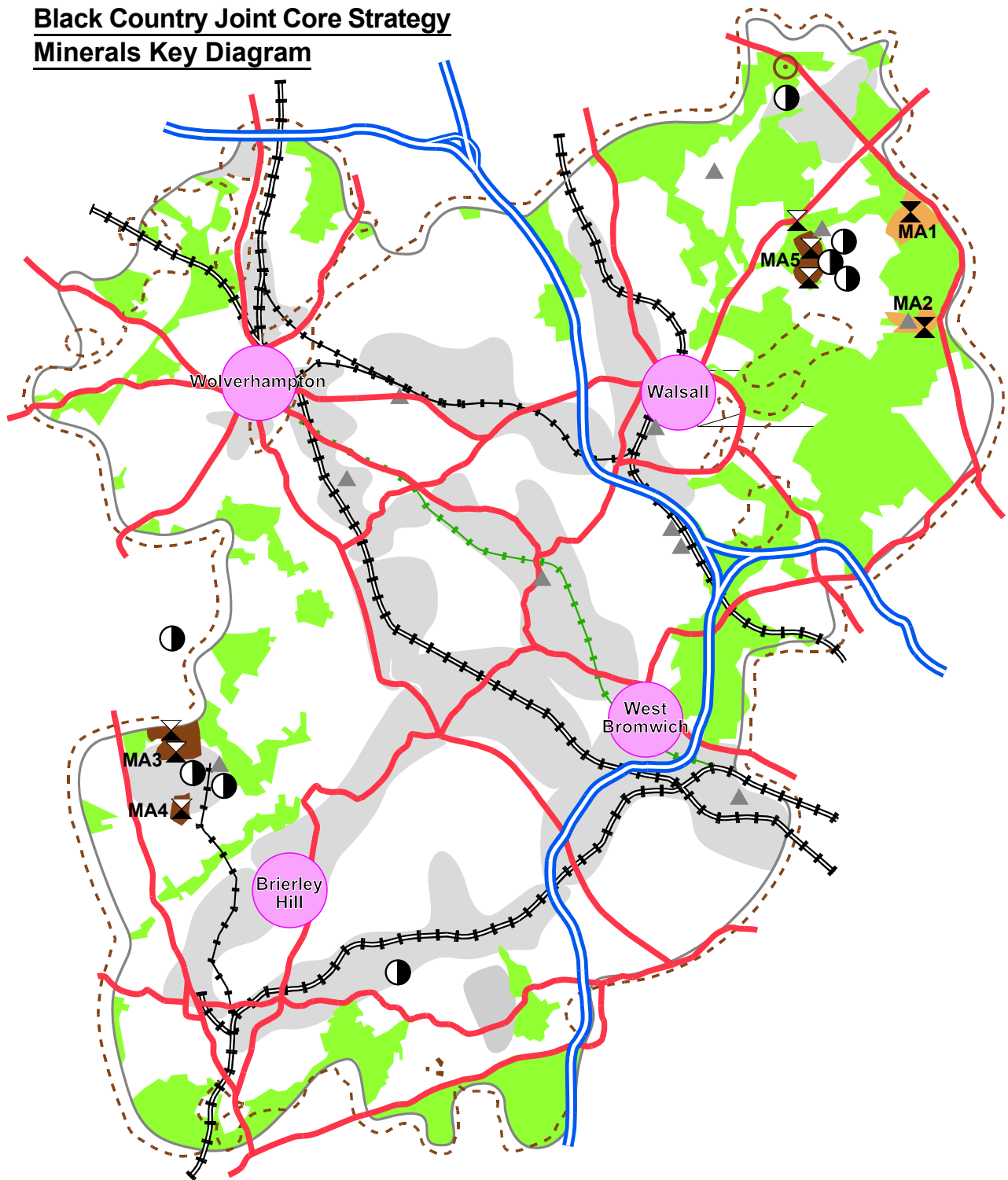
Delivery

Mainly through the Development Management process such as pre-application discussions with mineral operators, and engagement with applicants/ local communities on planning applications. Also through the DPD process in the case of proposals being brought forward through Site Allocations DPDs, Area Action Plans etc.

Monitoring

Indicator	Target
LOI MIN5 - % of applications for mineral related development satisfying the criteria in the policy	100%

Black Country Joint Core Strategy Minerals Key Diagram



Minerals Sub-Key Diagram

- | | |
|---------------------------------------|---------------------------------|
| Strategic Centres | Areas of Search - Sand & Gravel |
| Etruria Marl Quarries | Areas of Search - Etruria Marl |
| Sand & Gravel Quarries | Green Belt |
| Brickworks/Tileworks/Other Clay Users | Regeneration Corridors |
| Mineral Related Infrastructure | Passenger Rail |
| Dormant Quarries | Freight Rail |
| Mineral Safeguarding Area | Midland Metro |
| Major Road Network | |
| Motorway | |



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'Derived from BGS geological digital data under licence
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Surface coal resource data produced under licence
from The Coal Authority (2009).

9. **MONITORING FRAMEWORK**

- 9.1 Monitoring is about measuring progress on our journey towards achieving the Core Strategy Vision and Spatial Objectives. Government guidance suggests that performance of the Local Development Framework should be monitored through a series of indicators. These consist of:

Core output indicators (COI) - a set of nationally defined indicators recommended by the Government (Regional Spatial Strategy and Local Development Framework – Core Output Indicators – Update 02/02/2008, CLG), which measure physical activities directly related to, or a consequence of, the implementation of planning policies.

Local output indicators (LOI) - identified by the four Black Country authorities to address the outputs of policies not covered by core output indicators.

Significant effects indicators - assess the significant social, environmental and economic effects of policies. These indicators are linked to the sustainability appraisal objectives and indicators.

Contextual indicators - measure changes in the wider social, economic and environmental context within which the Core Strategy operates. These indicators help to give a description of the Black Country and to identify particular issues. These will be developed and set out in the Annual Monitoring Report for the Core Strategy.

- 9.2 For each of the Core Strategy policies, one or more output indicators have been selected and targets have been set for each indicator. Significant effects indicators are listed in the Core Strategy Sustainability Appraisal. The purpose of the monitoring framework is to assess performance of each indicator and therefore the achievement, or otherwise, of the aims of the policy. The Core Spatial Policies do not have specific indicators and targets, however they will be monitored through indicators identified for Core Policies within the document.
- 9.3 The four Black Country authorities will assess the performance of development against Core Strategy indicators through the Annual Monitoring Report (AMR) process. The Black Country authorities will continue to produce separate AMRs. The AMRs will all have a common section on the Black Country Core Strategy, covering Core Strategy indicators and policies, as well as sections monitoring individual Local Authority policies, such as Saved Policies from Unitary Development Plans and those coming forward through Site Allocation Documents or Area Action Plans specific to their area. The AMRs will be published on each of the Black Country Authority's websites and also on the Black Country Core Strategy website.
- 9.4 Where targets are not met, the relevant AMR will set out the actions or interventions that the Black Country authorities will make to address underperformance. In a limited number of cases, underperformance will trigger a process which may lead to partial or full review of the Core Strategy

Black Country Core Strategy

Publication Document

Appendices

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Appendix 1: Alignment with Sustainable Community Strategies Aims and Objectives

	Dudley	Sandwell	Walsall	Wolverhampton
Core Strategy Spatial Objectives	<i>Dudley Community Strategy 2005-2020</i>	<i>Sandwell Plan, May 2008: Great People, Great Place, Great Prospects</i>	<i>Sustainable Community Strategy, 2008-2021</i>	<i>Sustainable Community Strategy 2008 -26, 2009</i>
1. The Four Strategic Centres	Developing Brierley Hill as an economic and retail centre for the Black Country	Major new investment in West Bromwich as the premier town. In 2021 West Bromwich will have been re-established as the Borough's premier town centre. There will be new shopping opportunities at a major new retail development; improvements to Queen's Square; a community art's project – The Public; new office developments; a new college; improved highway and public transport access; improvements to the town park and a new public square	<p>1.1 Creating Opportunity and Potential – improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – reducing crime and anti-social behaviour</p> <p>2.3 Improving access to Employment, Services and Facilities – transport and accessibility improvements</p> <p>3.2 Accessible and Sustainable Places for Business – developing Walsall as a place for enterprise and managing key road and public transport networks</p> <p>3.3 Vibrant Town and Neighbourhood Centres – attracting new business, developing the town centre canalside, creating a new shopping experience in the town centre, creating new cultural, educational and leisure facilities, and working with existing businesses to help</p>	<p>We Like Where We Live</p> <p>We have the Employment Opportunities We Need</p>

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>them remain, grow and thrive in Walsall</p> <p>3.5 Working With Employers to Create New Jobs and Opportunities – supporting existing businesses to grow and expand, and attracting inward investment.</p>	
<p>2. A Re-Structured Sub-Regional Economy</p>	<p>Creating a prosperous Borough by creating competitive and prosperous communities where existing businesses thrive, new businesses are attracted to invest, and all of the Borough's residents are equipped with the skills needed for the current and future jobs market.</p>	<p>Modern and efficient manufacturing companies will still be at the heart of the Sandwell Economy, but with less dependent on the manufacturing sector, with a much wider variety of opportunities. Our renewed economic success will have drawn on skilled local workers and the commitment of long term employers. Businesses and entrepreneurs will find Sandwell a place where they can do good business.</p>	<p>1.1 Creating Opportunity and Potential – accessible learning and broadening access to information</p> <p>3.1 Education, Knowledge and Skills – improving educational attainment and skills and knowledge of local people</p> <p>3.2 Accessible and Sustainable Places for Business - developing Walsall as a place for enterprise, managing key road and public transport networks, focusing on climate change through encouraging environmental technologies, and offering support to new and existing businesses</p> <p>3.3 Vibrant Town and Neighbourhood Centres – attracting new businesses, developing new office accommodation along major transport routes and working with existing businesses to help them remain, grow and thrive in Walsall</p>	<p>We have the Employment Opportunities We Need</p>

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>3.4 Research and Development – developing skills to meet the needs of businesses, and building a technology-based infrastructure to support-knowledge and communication-focused business by providing fast internet access 120 times faster than broadband</p> <p>3.5 Working with Employers to Create Jobs and Opportunities – supporting existing businesses to grow and expand, and attracting inward investment opportunities to Walsall.</p>	
3. Model Sustainable Communities on Restructured Employment Land	<p>Safeguarding and improving the environment by supporting people in being responsible towards the environment, improving the condition of housing and improving greenspaces and the street scene throughout the Borough.</p>	<p>The long term aspiration is to create good quality and accessible homes where people choose to live, in a safe, friendly neighbourhood, close to a range of community facilities, schools and jobs.</p> <p>Increase choice through ensuring a mix of affordable and aspirational housing that is accessible to all sections of the community.</p>	<p>1.1 Creating Opportunity and Potential – improving personal health by changing lifestyles, enhancing the quality of life for people living and working in Walsall, providing accessible learning opportunities, and improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – reducing crime, anti-social behaviour, reducing the health inequalities between the east and west of the Borough, and improving the quality of life and increasing the independence of people in Walsall</p> <p>1.3 Developing Strong and Dynamic Communities – ensuring</p>	<p>We Like Where We Live</p> <p>We Live Longer, Healthier Lives</p> <p>We have the Employment Opportunities We Need</p>

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>that groups, neighbourhoods and communities can influence decisions affecting their local area, and ensuring strong neighbourhoods where people can get on well together</p> <p>2.1 Improving Housing Choice – preventing homelessness, increasing the number and choice of affordable homes, increasing the overall standard of rebuilt housing in the private sector and enabling people to live more independently</p> <p>2.2 Improving the Quality of Our Environment – creating cleaner, greener and safer neighbourhoods, ensuring people have sufficient and efficient heat and energy, reducing impacts of climate change and climate change adaptation, and providing efficient and effective transport access to services</p> <p>2.3 Improving access to Employment, Services and Facilities – transport and accessibility improvements</p> <p>3.2 Accessible and Sustainable Places for Business - developing Walsall as a place for enterprise, managing key road and public transport networks, focusing on climate change through encouraging environmental</p>	

	Dudley	Sandwell	Walsall	Wolverhampton
			technologies, and offering support to new and existing businesses	
4. Enhancing Existing Housing Areas	Safeguarding and improving the environment by supporting people in being responsible towards the environment, improving the condition of housing and improving greenspaces and the street scene throughout the Borough.	Create successful places through the provision of high quality housing and housing services. Over the next three years, the Council will develop and deliver area master plans for the Durham and Tibbington Estates, Charlemont Farm and the Windmill Eye area of Smethwick.	<p>1.2 Feeling Safe and Being Healthy – reducing crime, anti-social behaviour and health inequalities, and improving the quality of life and increasing the independence of people in Walsall</p> <p>1.3 Developing Strong and Dynamic Communities – ensuring that groups, neighbourhoods and communities can influence decisions affecting their local area, and ensuring strong neighbourhoods where people can get on well together</p> <p>2.1 Improving Housing Choice – preventing homelessness, increasing the number and choice of affordable homes, increasing the overall standard of rebuilt housing in the private sector and enabling people to live more independently.</p>	<p>We Like Where We Live</p> <p>We Live Longer, Healthier Lives</p> <p>We Feel Safer and More Involved</p>
5. A Network of Vibrant and Attractive Centres	Developing Brierley Hill as an economic and retail centre for the Black Country, with the three complementary town centres of Dudley, Halesowen and Stourbridge undertaking area action plans to offer a model of urban living and working whilst promoting the built heritage	All of the centres in Sandwell will offer a range of shopping, housing, schools, health centres, libraries, leisure facilities and other useful services	<p>1.1 Creating Opportunity and Potential – improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – reducing crime and anti-social behaviour</p> <p>2.2 Improving the Quality of Our</p>	<p>We Like Where We Live</p> <p>We Feel Safer and More Involved</p>

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>Environment – creating cleaner, greener and safer neighbourhoods, reducing impacts of climate change and climate change adaptation, and providing efficient and effective transport access to services</p> <p>2.3 Improving access to Employment, Services and Facilities – transport and accessibility improvements</p> <p>3.2 Accessible and Sustainable Places for Business – developing Walsall as a place for enterprise and managing key road and public transport networks</p> <p>3.3 Vibrant Town and Neighbourhood Centres – attracting new business, creating new cultural, educational and leisure facilities, working with existing businesses to help them remain, grow and thrive in Walsall, and focusing development on neighbourhood centres to revitalise them and enable them to flourish whilst maintaining a unique identity</p> <p>3.5 Working With Employers to Create New Jobs and Opportunities – supporting existing businesses to grow and expand, and attracting inward investment.</p>	
6.	Ensuring that Dudley develops as	Sandwell will work with our Black	1.1 Creating Opportunity and	We Like Where We Live

	Dudley	Sandwell	Walsall	Wolverhampton
A High Quality Environment	<p>a sub-regional focus for leisure and tourism activity building on existing leisure attractions within the centre</p> <p>Improving the parks and open spaces of the borough through improved design and layout to increase activity and use by all sections of the community</p> <p>Identify and address the needs of the community for parks, green spaces and recreational facilities, and adequate access to such facilities. This will be achieved by a variety of ways including the development of a 'Green Space Strategy' and a 'Rights of Way improvement plan' for the borough</p>	<p>Country partners to deliver a network of green infrastructure that links key features and assets, including wildlife habitats, geological sites and features and open spaces. The council will make wildlife sites, parks and other green spaces more accessible and welcoming. The Council will work with partners to open up green infrastructure to support targets for social care, health, community development and recreation.</p>	<p>Potential – improving personal health by changing lifestyles, enhancing the quality of life for people living and working in Walsall, and improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – ensuring partnership support in tackling crime and anti-social behaviour in neighbourhoods, reducing the health inequalities between the east and west of the Borough.</p> <p>2.2 Improving the Quality of Our Environment – creating cleaner, greener and safer neighbourhoods, monitoring and reducing the impact of pollutants on our environment, improving energy efficiency, valuing and preserving the natural environment, and reducing impacts of climate change and climate change adaptation</p> <p>3.3 Vibrant Town and Neighbourhood Centres – recognising and raising awareness of the borough's historic environment and seeking new, sustainable uses for important historic buildings.</p>	<p>We Live Longer, Healthier Lives</p>
7.	<p>Allowing access for opportunity for all services within the Borough</p>	<p>Residents and people who work in Sandwell need a transport</p>	<p>1.2 Feeling Safe and Being Healthy - improving the quality of life and</p>	<p>We Like Where We Live</p>

	Dudley	Sandwell	Walsall	Wolverhampton
A First Class Transport Network	<p>by a choice of transport measures.</p> <p>Safeguarding the environment by focusing development in accessible locations (reducing need to travel)</p>	<p>infrastructure that supports their access to work, school, leisure and shopping, whilst local businesses need access to their suppliers and customers. There are a number of transport challenges which need to be overcome such as public transport and traffic congestion. The Partnership will promote walking, cycling and greater use of public transport.</p>	<p>increasing independence of people in Walsall and reducing incidence of road traffic collision.</p> <p>2.3 Improving access to Employment, Services and Facilities – providing efficient and effective transport access to services</p> <p>3.2 Accessible and Sustainable Places for Business – managing key road and public transport networks.</p>	<p>We Live Longer, Healthier Lives</p> <p>We Feel Safer and More Involved</p> <p>We have the Employment Opportunities We Need</p>
8. A Sustainable Network of Community Services	<p>Creating opportunities for local people to gain well-paid employment in the Borough by equipping residents with the necessary skills and encouraging employers to invest in employee development</p> <p>Promoting and improving access to physical activity and encouraging healthy eating so as to reduce levels of obesity</p> <p>Increasing the percentage of the population with good access to cultural, leisure and sports facilities</p> <p>Building upon the range of sports, arts and leisure activities for children and young people and</p>	<p>The Partnership will aim to achieve improved physical and emotional health in the communities of Sandwell, by addressing the wider impacts of physical, social and economic environments.</p>	<p>1.1 Creating Opportunity and Potential – providing accessible learning opportunities, broadening access to information in an appropriate environment, and improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – reducing the health inequalities between the east and west of the Borough, and improving the quality of life and increasing the independence of people in Walsall</p> <p>2.3 Improving access to Employment, Services and Facilities – providing efficient and effective transport access to services</p>	<p>We Like Where We Live</p> <p>We Live Longer, Healthier Lives</p> <p>We Feel Safer and More Involved</p> <p>We have the Skills and Knowledge We Need</p>

	Dudley	Sandwell	Walsall	Wolverhampton
	encouraging their participation in healthy, purposeful cultural activities		<p>3.1 Education, Knowledge and Skills – improving educational attainment and school facilities, reducing child poverty and promoting the economic well-being of young people and their families, improving the skills of people both in and out of work.</p> <p>3.3 Vibrant Town and Neighbourhood Centres – creating new cultural, educational and leisure facilities, and focusing development on neighbourhood centres to revitalise them and enable them to flourish whilst maintaining a unique identity.</p>	
9. Sufficient Waste Recycling and Management Facilities	Safeguarding and improving the environment by supporting people in being responsible towards the environment, improving the condition of housing and improving green spaces and the street scene throughout the borough. Includes increasing the amount of household waste recycled.	The Partnership aim to minimise waste and increase levels of recycling.	<p>1.1 Creating Opportunity and Potential – improving the quality and range of cultural and leisure activities and facilities</p> <p>1.2 Feeling Safe and Being Healthy – reducing crime and anti-social behaviour</p> <p>2.3 Improving access to Employment, Services and Facilities – transport and accessibility improvements</p> <p>3.2 Accessible and Sustainable Places for Business – developing Walsall as a place for enterprise and managing key road and public transport networks</p>	<p>We Like Where We Live</p> <p>We have the Employment Opportunities We Need</p>

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>3.3 Vibrant Town and Neighbourhood Centres – attracting new business, developing the town centre canalside, creating a new shopping experience in the town centre, creating new cultural, educational and leisure facilities, and working with existing businesses to help them remain, grow and thrive in Walsall</p> <p>3.5 Working With Employers to Create New Jobs and Opportunities – supporting existing businesses to grow and expand, and attracting inward investment.</p>	
10. Safeguarding Mineral Resources	Safeguarding and improving the environment is a key challenge in the Strategy	Value and preserve the natural environment	<p>1.1 Creating Opportunity and Potential – accessible learning and broadening access to information</p> <p>3.1 Education, Knowledge and Skills – improving educational attainment and skills and knowledge of local people</p> <p>3.2 Accessible and Sustainable Places for Business - developing Walsall as a place for enterprise, managing key road and public transport networks, focusing on climate change through encouraging environmental technologies, and offering support to new and existing businesses</p>	We have the Employment Opportunities We Need

	Dudley	Sandwell	Walsall	Wolverhampton
			<p>3.3 Vibrant Town and Neighbourhood Centres – attracting new businesses, developing new office accommodation along major transport routes and working with existing businesses to help them remain, grow and thrive in Walsall</p> <p>3.4 Research and Development – developing skills to meet the needs of businesses, and building a technology-based infrastructure to support-knowledge and communication-focused business by providing fast internet access 120 times faster than broadband</p> <p>3.5 Working with Employers to Create Jobs and Opportunities – supporting existing businesses to grow and expand, and attracting inward investment opportunities to Walsall.</p>	

Appendix 3

Table 1 Employment and Housing Figures for Regeneration Corridors and Free-Standing Employment Sites (2009-2026)

	Gross Employment Land 2009 (ha)	Additions to Employment Land 2009-26 (ha)	Housing Commitments on Employment Land (ha)	New Housing on Employment Land 2009-26	Retained High Quality Employment Land 2026	Potential High Quality Employment Land 2026	Retained Local Employment land 2026	Gross Employment land 2026	Commitments & New Housing on Other Land	Total Dwellings 2009-26 (unconstrained)
REGENERATION CORRIDORS										
RC1:Pendeford / Fordhouses	61	10	0	0	20	51	0	71	0	0
RC2: Stafford Road	127	11	19	25	25	46	23	94	0	1645
RC3: South of Wolverhampton City Centre	41	0	0	15	0	0	26	26	0	565
RC4: Wolverhampton - Bilston Corridor	306	14	32	60	52	26	150	228	17	4310
RC5: Loxdale - Moxley (Wolverhampton)	60	1	0	0	7	54	0	61	0	0
RC5: Loxdale - Moxley (Walsall)	25	0	0	0	0	23	2	25	0	0
RC6: Darlaston - Willenhall - Wednesfield (Wolverhampton)	114	22	0	0	19	117	0	136	0	0

	Gross Employment Land 2009 (ha)	Additions to Employment Land 2009-26 (ha)	Housing Commitments on Employment Land (ha)	New Housing on Employment Land 2009-26	Retained High Quality Employment Land 2026	Potential High Quality Employment Land 2026	Retained Local Employment land 2026	Gross Employment land 2026	Commitments & New Housing on Other Land	Total Dwellings 2009-26 (unconstrained)
RC6: Darlaston - Willenhall - Wednesfield (Walsall)	222	36	10	35	21	116	76	213	0	1575
RC7: Bloxwich - Birchills - Bescot (Walsall)	189	14	18	29	18	35	103	156	0	1645
RC8: Hill Top (Walsall)	27	0	4	23	0	0	0	0	0	945
RC8: Hill Top (Sandwell)	355	16	6	84	113	116	52	281	35	4527
RC9: Tipton - Dudley Port - Brades Village (Sandwell)	242	9	25	131	0	0	95	95	39	7055
RC10: Pensnett - Kingswinford (Dudley)	147	5	0	19	84	5	44	133	0	670
RC11: Dudley - Brierley Hill - Stourbridge (Dudley)	323	14	30	74	0	111	122	233	0	3640
RC12: Oldbury - West Bromwich - Smethwick (Sandwell)	466	34	38	39	76	159	188	423	59	5209
RC13: Rowley Regis - Jewellery Line (Sandwell)	126	0	4	83	0	0	39	39	14	3718

	Gross Employment Land 2009 (ha)	Additions to Employment Land 2009-26 (ha)	Housing Commitments on Employment Land (ha)	New Housing on Employment Land 2009-26	Retained High Quality Employment Land 2026	Potential High Quality Employment Land 2026	Retained Local Employment land 2026	Gross Employment land 2026	Commitments & New Housing on Other Land	Total Dwellings 2009-26 (unconstrained)
RC13: Rowley Regis - Jewellery Line (Dudley)	157	0	0	29	0	0	128	128	0	980
RC14: Coombs Wood - Halesowen (Dudley)	107	1	0	9	74	1	24	99	0	295
RC15: Brownhills (Walsall)	65	5	0	13	0	34	23	57	0	455
RC16: Coseley - Tipton - Princes End (Dudley)	60	0	0	26	0	0	34	34	0	910
RC16: Coseley - Tipton - Princes End (Sandwell)	35	0	10	15	0	0	10	10	2	999
FREE-STANDING EMPLOYMENT SITES										
Dudley	33	0	0	11	0	0	22	22	0	365
Sandwell	27	0	0	24	3	0	0	3	0	840
Walsall	207	12	25	24	14	75	81	170	0	1715
Wolverhampton	50	0	4	10	0	0	36	36	0	548
TOTAL	3572	204	225	778	526	969	1278	2773	166	42611

Table 2 Employment Land Figures By Phase (2009-26)

Local Authority	Regeneration Corridor	2009-16			2016-26			Gross Employment land 2026 (ha)
		Gross Employment Land 2009 (ha)	Employment land redeveloped to housing	Additions to Employment land ⁽¹⁾	Gross Employment land 2016 (ha)	Employment land redeveloped to housing	Additions to Employment land ⁽¹⁾	
Wo	1	61	0	4	65	0	6	71
Wo	2	127	- 11	5	121	-33	6	94
Wo	3	41	0	0	41	-15	0	26
Wo	4	306	-18	6	294	-74	8	228
Wo	5	60	0	0	60	0	1	61
Wa	5	25	0	0	25	0	0	25
Wo	6	114	0	9	123	0	13	136
Wa	6	222	-25	15	212	-20	21	213
Wa	7	189	-44	6	151	-3	8	156
Wa	8	27	-4	0	23	-23	0	0
Sa	8	355	-6	7	356	-84	9	281
Sa	9	242	-24	4	222	-132	5	95
Du	10	147	-10	2	139	-9	3	133
Du	11	323	-44	6	285	-60	8	233
Sa	12	466	-23	14	457	-54	20	423
Sa	13	126	-4	0	122	-83	0	39
Du	13	157	0	0	157	-29	0	128
Du	14	107	0	0	107	-9	1	99
Wa	15	65	0	2	67	-13	3	57
Du	16	60	-3	0	57	-23	0	34
Sa	16	35	-10	0	25	-15	0	10
Dudley		33	0	0	33	-11	0	22
Sandwell		27	0	0	27	-24	0	3
Walsall		207	-25	5	187	-24	7	170
Wolverhampton		50	-4	0	46	-10	0	36
Total Black Country		3572	-255	85	3402	-748	119	2773
South Staffordshire		21	0	35	56	0	48	104

(1) Gross new employment land brought forward through additions to stock, as set out in GVA Grimley 2009 Assessment of Employment Sites Report table 3.5. Based on bringing forward of RELS.

(2) Gross new employment development brought forward through recycling as set out in GVA Grimley 2009 Assessment of Employment Sites Report table 3.7, excluding current RELS sites. Based on long term supply target divided by remainder of Plan period.

Table 2 Employment Land Figures By Phase (2009-26)

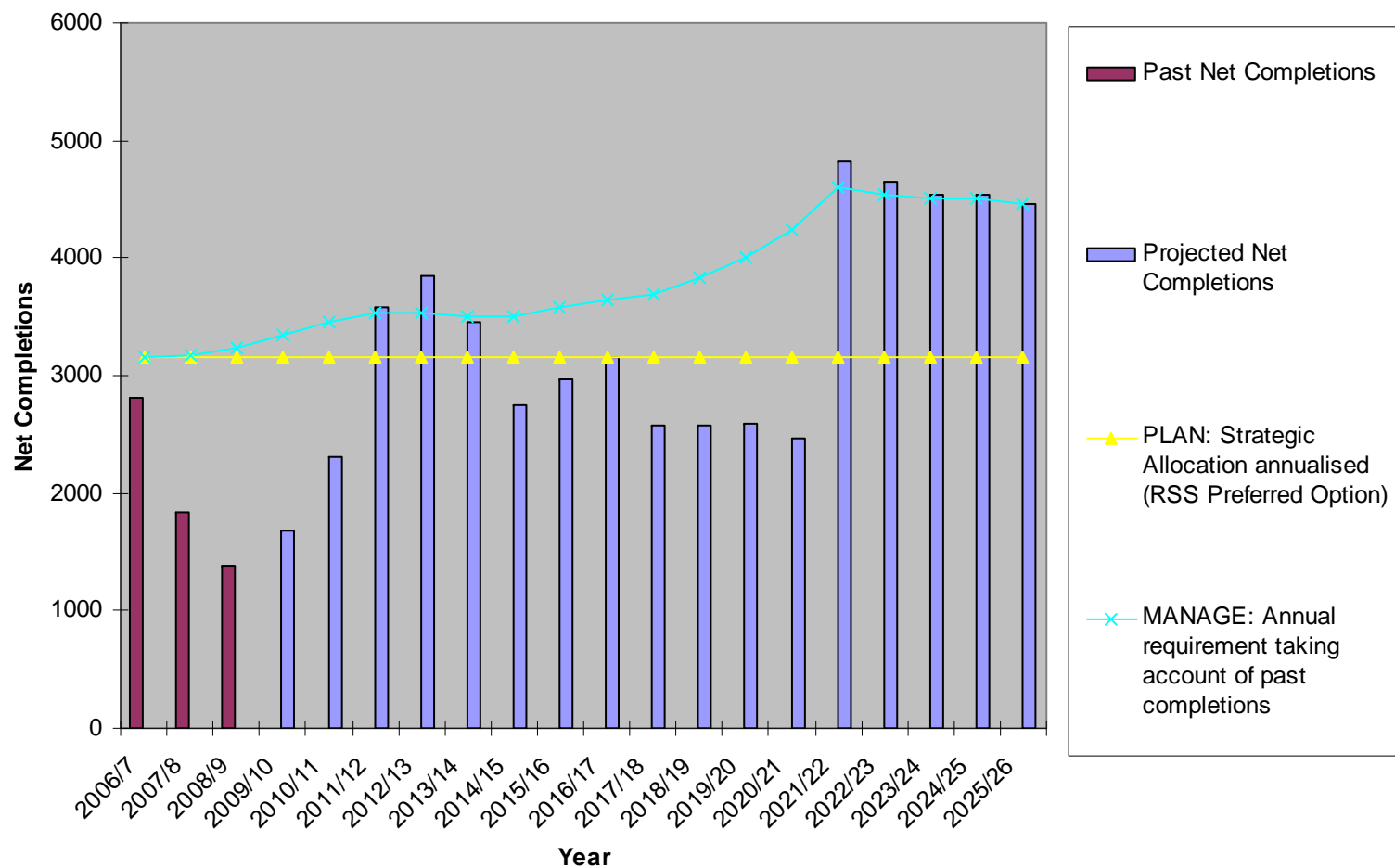
Local Authority	Regeneration Corridor	Gross Employment Land 2009 (ha)	2009-16			Gross Employment land 2016 (ha)	2016-26			Gross Employment land 2026 (ha)
			Employment land redeveloped to housing	Additions to Employment land ⁽¹⁾	Recycling of Employment Land ⁽²⁾		Employment land redeveloped to housing	Additions to Employment land ⁽¹⁾	Recycling of Employment Land ⁽²⁾	
Wo	1	61	0	4		65	0	6		71
Wo	2	127	- 11	5		121	-33	6		94
Wo	3	41	0	0		41	-15	0		26
Wo	4	331	-35	3		299	-82	5		222
Wo	5	50	0	0		50	0	1		51
Wa	5	25	0	0		25	0	0		25
Wo	6	118	0	9		127	0	13		140
Wa	6	226	-25	15		216	-20	22		218
Wa	7	231	-44	6		193	-3	8		198
Wa	8	27	-4	0		23	-23	0		0
Sa	8	360	-6	7		361	-84	9		286
Sa	9	246	-24	4		226	-132	5		99
Du	10	147	-10	2		139	-9	3		133
Du	11	323	-44	5		284	-60	8		232
Sa	12	493	-23	15		485	-54	22		453
Sa	13	126	-4	0		122	-83	0		39
Du	13	157	0	0		157	-29	0		128
Du	14	107	0	0		107	-9	1		99
Wa	15	65	0	2		67	-13	3		57
Du	16	60	-3	0		57	-23	0		34
Sa	16	34	-10	0		24	-15	0		9
FREE-STANDING EMPLOYMENT SITES										
Dudley		33	0	0		33	-11	0		22
Sandwell		58	0	5		63	-44	6		25
Walsall		220	-25	5		200	-24	7		183
Wolverhampton		50	-4	0		46	-10	0		36
Total Black Country		3716	-272	87		3531	-776	125		2880
South Staffordshire		20	0				0			100

- (1) Gross new employment land brought forward through additions to stock, as set out in Policy EMP4. Based on bringing forward of RELS sites based on 2009 RELS availability divided by 17 years of plan period, and multiplied by 7 years for phase 1 (2009-16) and 10 years for phase 2 (2016-26).
- (2) Gross new employment development brought forward through recycling, excluding current RELS sites, as set out in Policy EMP4. Based on long term supply target divided by 17 years of plan period, and multiplied by 7 years for phase 1 (2009-16) and 10 years for phase 2 (2016-26).

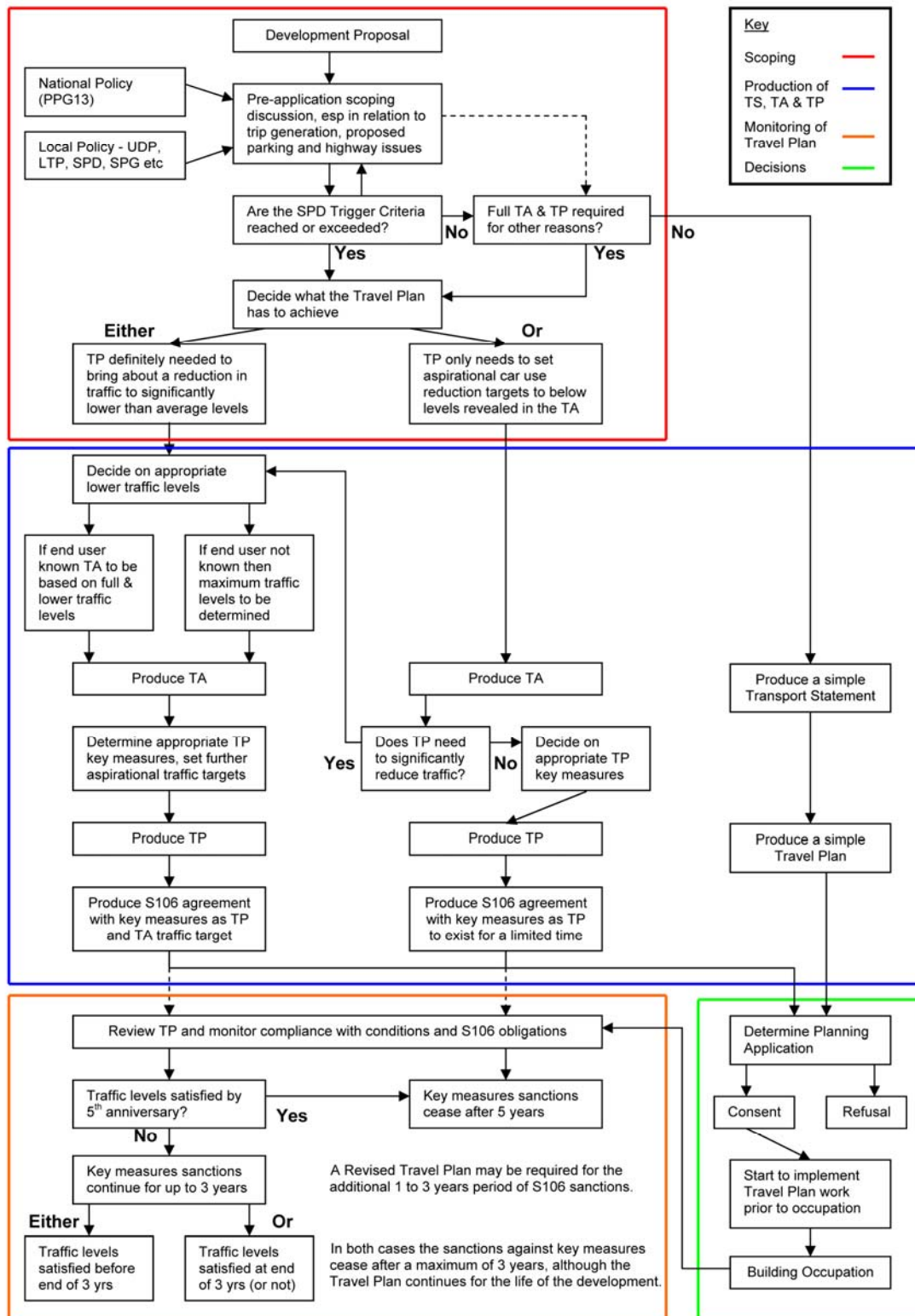
Appendix 4**Black Country Housing Trajectory (2006-26)**

Year	Past Net Completions	Projected Net Completions	PLAN: Strategic Allocation annualised (RSS Preferred Option)	MANAGE: Annual requirement taking account of past completions	Cumulative net allocation (RSS Preferred Option)	Cumulative net completions	MONITOR: Variation from Cumulative Net Requirement
2006/7	2809		3150	3150	3150	2809	341
2007/8	1840		3150	3168	6300	4649	1651
2008/9	1376		3150	3242	9450	6025	3425
2009/10		1677	3150	3351	12600	7702	4898
2010/11		2313	3150	3456	15750	10015	5735
2011/12		3581	3150	3532	18900	13596	5304
2012/13		3854	3150	3529	22050	17450	4600
2013/14		3461	3150	3504	25200	20911	4289
2014/15		2742	3150	3507	28350	23653	4697
2015/16		2975	3150	3577	31500	26628	4872
2016/17		3157	3150	3637	34650	29785	4865
2017/18		2580	3150	3691	37800	32365	5435
2018/19		2572	3150	3829	40950	34937	6013
2019/20		2592	3150	4009	44100	37529	6571
2020/21		2468	3150	4245	47250	39997	7253
2021/22		4815	3150	4601	50400	44812	5588
2022/23		4642	3150	4547	53550	49454	4096
2023/24		4543	3150	4515	56700	53997	2703
2024/25		4543	3150	4502	59850	58540	1310
2025/26		4460	3150	4460	63000	63000	0

Black Country Housing Trajectory - RSS Preferred Option Annualised



Appendix 5 The Transport Assessment and Travel Plan Process



APPENDIX 6

WASTE DATA TABLES

The data underpinning Waste Policies WM1 – WM3 is set out in the following tables. The background to this data is explained in the Black Country Waste Planning Study (BCWPS) Final Version (May 2009) and the Black Country Core Strategy Waste Background Paper 2 (November 2009).

Policy WM1: Sustainable Waste and Resource Management

Current and Projected Waste Arisings in the Black Country

Tables WM1a and WM1b below summarise the baseline information on waste arisings used in the BCWPS, and projected arisings @ 2025/26 for all waste streams. The BCWPS adjusted the arisings data to provide a common 2006/07 baseline for the projections.

Table WM1a: Estimated Current Waste Arisings in the Black Country

Waste Stream	Current Arisings (tonnes per annum)					Baseline Info Date
	Dudley	Sandwell	Walsall	W'ton	Black Country Total	
MSW	144,000	140,000	145,000	147,000	575,000	2006/07
C&I	378,000	558,000	380,000	311,000	1,627,000	2005/06
CD&EW	328,000	598,000	239,000	280,000	1,445,000	2005
Hazardous	38,000	57,000	46,000	50,000	192,000	2006
Total Arisings	888,000	1,353,000	810,000	788,000	3,839,000	

Source: BCWPS Final Version (May 2009), Tables 3.1, 3.3, 3.7 and 3.8

**Table WM1b: Future Waste Management Requirements:
Projected Waste Arisings in the Black Country by 2026**

Waste Stream	Projected Arisings (tonnes per annum)					Baseline Info Date
	Dudley	Sandwell	Walsall	W'ton	Black Country Total	
MSW	168,000	171,000	166,000	174,000	679,000	2006/07
C&I	568,000	837,000	570,000	467,000	2,443,000	2006/07
CD&EW	328,000	598,000	239,000	280,000	1,445,000	2006/07
Hazardous	57,000	86,000	69,000	75,000	287,000	2006/07
Total Arisings	1,121,000	1,692,000	1,044,000	996,000	4,854,000	

Source: BCWPS Final Version (May 2009), Tables 4.3, 4.15, 4.25, 4.27 and Appendix E

Waste Management Targets and Future Requirements

Table WM1c below summarises current targets for managing MSW and household waste for the Black Country authorities. Future waste management requirements and waste diversion targets for MSW and C&I waste which underpin the targets in Policy WM1 are set out in Tables WM1d and WM1e. These are based on the emerging RSS apportionments.

Table WM1c: Local Waste Management Targets and Objectives

Indicators	Target Years	Targets for Each Authority			
		Dudley	Sandwell	Walsall	W'ton
Landfill Trading Allowance Scheme (LATS)					
Permitted BMW landfilled (tonnes)	2009/10	51,431	57,277	56,218	61,873
	2012/13	34,257	38,151	37,445	41,212
	2019/20	23,971	26,695	26,202	28,837
Municipal Waste Management Strategies (MWMS)					
Key MWMS targets and objectives	Various	No current MWMS. Are working to Council targets (including BVPI) set to 2011/12 for recycling, composting, recovery (EfW) and landfill - no more than 15% MSW to landfill by 2011/12.	2005 strategy, more recent targets (Waste Improvement Plan) July 2007: - Household waste recycling/ composting: -50% by 2015/16 -55% by 2020 - Compliance with LATS targets to 2020 - No more than 5% MSW to landfill 2020/21 onwards	2004 strategy – includes statutory performance standards and national recovery targets (WS2000) and LATS targets.	2006 strategy - includes statutory performance standards and national recovery targets (WS2000) and LATS targets.
Current NI and LAA Targets (Agreed LAA Targets in Green)					
NI 191 Residual household waste per head of population ¹	2006/07 Baseline	N/A	N/A	850 kg	N/A
	2008/09	753kg	753kg	755 kg	Not set
	2009/10	Not set	769kg	739 kg	Not set
	2010/11	Not set	777kg	697 kg	Not set
NI 192 Household waste re-used, recycled and composted	2006/07 Baseline	22.97%	25.00%	26.40%	27.00%
	2008/09	30.00%	27.13%	30.00%	30.00%
	2009/10	32.00%	28.01%	40.00%	33.00%
	2010/11	36.00%	30.00%	41.00%	36.00%
NI 193 Municipal waste landfilled	2006/07 baseline	15.93%	68.47%	65.54%	17.30%
	2008/09	Not set	68.13%	49.40%	Not set
	2009/10	Not set	67.50%	45.00%	Not set
	2010/11	Not set	66.52% ²	Not set	Not set

Source: Defra Final LATS allocations 2005/ LATS Public Register, published MWMS and other Council waste strategies, Sandwell Waste Improvement Plan, published LAAs and other Council performance targets, Defra Municipal Waste Management data 2006/07

¹ Sandwell NI191 targets for 2009/10 and 2010/11 based on Council Tax base returns as specified by WasteDataFlow and subject to annual review (figures rounded).

² Sandwell NI193 target for 2010/11 to be reviewed once Waste Partner in place.

Table WM1d: Black Country Municipal Waste Requirements to 2026³

Authority	Target Years – Tonnages Diverted by:									
	Baseline Year 2006/07		2010/11		2015/16		2020/21		2025/26	
	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)
Dudley	127000 (88.3%)	17000 (11.7%)	138000 (90.4%)	15000 (9.6%)	143000 (92.0%)	12000 (8.0%)	150000 (92.5%)	12000 (7.5%)	153000 (90.9%)	15000 (9.1%)
Sandwell	72000 (51.5%)	68000 (48.5%)	93000 (62.0%)	57000 (38.0%)	102000 (66.4%)	52000 (33.6%)	122000 (75.0%)	41000 (25.0%)	128000 (75.0%)	43000 (25.0%)
Walsall	58000 (40.0%)	87000 (60.0%)	81000 (53.0%)	72000 (47.0%)	104000 (67.0%)	51000 (33.0%)	121000 (75.0%)	40000 (25.0%)	125000 (75.0%)	42000 (25%)
W'ton	133000 (90.7%)	14000 (9.3%)	81000 (92.3%)	12000 (7.7%)	146000 (91.7%)	13000 (8.3%)	154000 (92.5%)	12000 (7.5%)	154000 (88.7%)	20000 (11.3%)
Black Country Total	390000 (67.8%)	185000 (32.2%)	455000 (74.6%)	155000 (25.4%)	495000 (79.4%)	129000 (20.6%)	546000 (83.8%)	105000 (16.2%)	560000 (82.4%)	119000 (17.6%)

Source: BCWPS Final Version (May 2009), Table 4.3, figures rounded to nearest 1000 tonnes. Due to rounding, totals and percentages may not add up precisely.

Table WM1e: Black Country Commercial & Industrial Waste Requirements to 2026⁴

Authority	Target Years – Tonnages Diverted by:									
	Baseline Year 2006/07		2010/11		2015/16		2020/21		2025/26	
	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)	Min Diversion from Landfill (tonnes/ %)	Max Landfill (tonnes/ %)
Dudley	231000 (61.0%)	148000	250000 (65.0%)	134000	311000 (70.0%)	133000	426000 (75.0%)	142000	426000 (75.0%)	142000
Sandwell	342000 (61.0%)	218000	368000 (65.0%)	198000	459000 (70.0%)	197000	629000 (75.0%)	210000	629000 (75.0%)	210000
Walsall	232000 (61.0%)	149000	251000 (65.0%)	135000	312000 (70.0%)	134000	428000 (75.0%)	143000	428000 (75.0%)	143000
W'ton	190000 (61.0%)	122000	205000 (65.0%)	111000	256000 (70.0%)	110000	350000 (75.0%)	350000	350000 (75.0%)	350000
Black Country Total	996000 (61.0%)	636000	1074000 (65.0%)	578000	1337000 (70.0%)	573000	611000 (75.0%)	1832000	611000 (75.0%)	1832000

Source: BCWPS Final Version (May 2009), Table 4.3, figures rounded to nearest 1000 tonnes. Due to rounding, totals and percentages may not add up precisely.

³ Updated version of Table 5 of the RSS Phase 2 Revision Preferred Option (December 2007), projected from a 2006/07 baseline and broken down to WPA level.

⁴ Updated version of Table 6 of the RSS Phase 2 Revision Preferred Option (December 2007), projected from a 2006/07 baseline and broken down to WPA level.

Waste Treatment/ Capacity Gaps

The requirements in WM1 for MSW and C&I waste are based on the “treatment gaps” summarised in Tables WM1f and WM1g below. There are no identified gaps for other waste streams other than for managing contaminated soils, and to replace capacity likely to be lost due to proposed changes of use.

Table WM1f: Black Country Municipal Waste Treatment Gaps

Waste Management Method	Current Throughput Capacity ⁵	Throughput Capacity Required at Baseline (2006/07)	Throughput Capacity Required by 2025/26	Gap
Material Recovery/ Recycling	26,000	161,000	150,000	-124,000
Composting/ AD/ IVC	66,000		150,000	-84,000
Energy Recovery	205,000	229,000	300,000	-95,000
Total Diversion Required	297,000	390,000	577,000	

Source: BCWPS, Tables 4.3, 4.6 and 4.7, reflecting updated RSS apportionments and the views of the WDAs on what type of capacity is required/ likely to be sought.

Table WM1g: Black Country Commercial & Industrial Waste Treatment Gaps

Waste Category	Current T'put Capacity ⁶	Discount for High Risk Facilities	Revised T'put Capacity	T'put Capacity Req. at Baseline (2006/07) ⁷	T'put Capacity Req. by 2025/26 ⁸	Long-Term Capacity Gap
C&I Recovery & Treatment – MRS	1,613,000	245,000	1,368,000	139,000	257,000	1,111,000 (surplus)
C&I Recovery & Treatment – Non-MRS	704,000	0	704,000	857,000	1,576,000	-872,000
Total	1,687,000	245,000	2,072,000	996,000	1,833,000	239,000

Source: BCWPS Table 4.23 revised to include a more up-to-date estimate of capacity and to discount capacity in areas of proposed change which is at “high risk” of being lost.

⁵ This includes capacity at the two EfW facilities in Dudley and Wolverhampton and other capacity currently available under waste management contracts.

⁶ This is based on capacity estimates in the West Midlands Waste Capacity Database (2009).

⁷ Treatment requirements are assumed to be 14% metals: 86% non-metals, based on metal/ non-metal arisings in the WM Metropolitan area (EA C&I Waste Survey 2002/03).

⁸ See note above.

Policy WM2: Protecting and Enhancing Existing Waste Management Capacity

Strategic Waste Management Sites in the Black Country

The existing Strategic Waste Management Sites referred to in Policy WM2 and shown on the Waste Key Diagram and Regeneration Corridor Maps are listed below in Tables WM2a – d.

Table WM2a: Existing Strategic Waste Management Sites in Dudley

Key Diagram Ref	RC/ Strategic Centre/ FS Site	Name of Facility	Operator	Facility Type
WSD1	RC13	E Coley Steel	E Coley Steel Ltd	C&I Treatment (MRS)
WSD2	RC10	Envirotreast, Kingswinford	Envirotreast Ltd	CD&EW (contaminated soil)
WSD3	RC16	Biffa, The Foxyards	Biffa	C&I Transfer
WSD4	RC11a	G & M Industrial Services Ltd	G & M Industrial Services Ltd	C&I Transfer
WSD5	RC10	Himley Quarry	Cory Environmental	Landfill (non-hazardous)
WSD6	RC11a	Lister Road EfW	MES Environmental Ltd/ Dudley MBC	MSW Treatment (EfW) MSW Transfer (Transfer/ Depot)
WSD7	RC13	Midlands Recycling Hub, Lye	Overton Recycling	C&I Treatment (WEEE)
WSD8	RC14	Mucklow Hill Transfer Station	Skipaway Waste Services Ltd	C&I Transfer
WSD9	RC10	Shakespeares MRS	B Shakespeare & Company Ltd	C&I Treatment (MRS)
WSD10	RC11b	Stourbridge HWRC	SITA/ Dudley MBC	MSW Transfer (HWRC)

Table WM2b: Existing Strategic Waste Management Sites in Sandwell

Key Diagram Ref	RC/ Strategic Centre/ FS Site	Name of Facility	Operator	Facility Type
WSS1	Adj. to RC7	Bescot Sidings	Network Rail	CD&EW
WSS2	Adj. to RC7	Bescot Sidings	Tarmac Recycling Ltd	CD&EW
WSS3	RC8	Biffa Transfer Station, Tipton	Biffa	C&I Transfer
WSS4	RC9	Black Country Environmental Services	Black Country Environmental Services Ltd	C&I Treatment
WSS5	RC12	Dunn Brothers	Dunn Brothers 1995 Ltd	C&I Treatment (MRS)

				C&I Transfer
WSS6	RC12	EMR Smethwick	European Metal Recycling	C&I Treatment (MRS)
WSS7	N/A	Edwin Richards	WRG	Landfill (inert/ non-hazardous)
WSS8	RC12	Exchange Works	Arrow Environmental Services	C&I Treatment (drummed and packaged waste)
WSS9	RC12	Giffords Recycling	Giffords Recycling	C&I Treatment (wood recycling)
WSS10	RC12	Glenside Recycling	Glenside Recycling	CD&EW
WSS11	RC12	Haz Waste Services Ltd	Haz Waste Services Ltd	Hazardous – Transfer (clinical waste)
WSS12	RC13	Metal & Waste Recycling	Metal & Waste Recycling Ltd	C&I Treatment (MRS)
WSS13	RC12	Robert Hopkins	Robert Hopkins Environmental Ltd	Hazardous - Treatment (drummed and packaged waste)
WSS14	RC12	Shidas Lane HWRC	Gurney May/ Sandwell MBC	MSW Transfer (HWRC)
WSS15	RC12	Taylor's Lane Transfer Station	Sandwell MBC	MSW Transfer
WSS16	RC9	Tipton Recycling Facility	SITA	C&I Treatment (paper and card recycling)
WSS17	RC13	Victoria Works PCTF	MTB (Midlands) Ltd	Hazardous - Treatment (chemicals, oils, contaminated soil)
WSS18	RC12	Waste Tyre Solutions, Oldbury	Credential Environmental Ltd	C&I Transfer (tyres)
WSS19	RC8	Wednesbury Asphalt Plant	MQP	CD&EW
WSS20	RC8	Wednesbury Treatment Centre	Biffa	Hazardous - Treatment (liquids)

Table WM2c: Existing Strategic Waste Management Facilities in Walsall

Key Diagram Ref	RC/ Strategic Centre/ FS Site	Name of Facility	Operator	Facility Type
WSWa1	Aldridge FS Site	Bace Groundworks	Bace Groundworks	CD&EW
WSWa2	N/A	Branton Hill Landfill	Bliss Aggregates.com	Landfill (Inert)
WSWa3	RC5	Credential Environmental	Credential Environmental	C&I Treatment/ C&I Transfer (tyres)
WSWa4	RC6	Crescent Works	G & P Batteries	Hazardous – Treatment (batteries)

WSWa5	RC6	EMR Darlaston	European Metal Recycling	C&I Treatment (MRS & WEEE)
WSWa6	Adj. to Aldridge FS Site	Empire Brickworks	Polymeric Treatments (Veolia)	Hazardous Waste (liquids)
WSWa7	RC5	Foreman Recycling	Metal & Waste Recycling	C&I Treatment/ C&I Transfer
WSWa8	RC7	Fryers Road Transfer Station and HWRC	Gurney May/ Walsall MBC	MSW Transfer/ HWRC
WSWa9	Aldridge FS Site	Greenstar MRF	Greenstar	MSW Treatment (recovery)
WSWa10	N/A	Highfields South Landfill	Cory Environmental	Landfill (non-hazardous)
WSWa11	RC6	Hollands Recycling	Hollands Recycling Ltd (Veolia)	C&I Treatment (paper recycling)
WSWa12	Aldridge FS Site	Interserve	Interserve Project Services Ltd	C&I Transfer
WSWa13	RC7	Jute Works	Metal & Waste Recycling Ltd	C&I Treatment (MRS)
WSWa14	Aldridge FS Site	Merchants Way HWRC & Depot	Gurney May/ Walsall MBC	MSW Transfer (HWRC & Depot)
WSWa15	Adj. to Aldridge FS Site	Vigo/ Utopia Landfill	Cory Environmental	Landfill (non-hazardous)
WSWa16	RC6	Willenhall Skips	Willenhall Skips	C&I Transfer

Table WM2d: Existing Strategic Waste Management Facilities in Wolverhampton

Key Diagram Ref	RC/ Strategic Centre/ FS Site	Name of Facility	Operator	Facility Type
WSWo1	RC4	Anchor Lane HWRC	Enterprise Ltd/ Wolverhampton City Council	MSW Transfer (HWRC)
WSWo2	RC6	SITA Wastecare, Willenhall	SITA	C&I Transfer
WSWo3	RC2	Crown Street EfW	MES Environmental Ltd/ Wolverhampton City Council	MSW Treatment (EfW)
WSWo4	RC4	Dismantling & Engineering Services	Dismantling & Engineering Services Ltd	CD&EW
WSWo5	RC4	Ettingshall Asphalt Plant/ Recycling	Tarmac Recycling/ MQP	CD&EW
WSWo6	RC4	Hickman Avenue Depot	Wolverhampton City Council	MSW Transfer (Depot)
WSWo7	RC4	Old Chillington Works	Currently vacant	C&I Treatment (MRF)
WSWo8	RC4	Parkfield Works	European Metal Recycling	C&I Treatment (MRS)

WSWo9	RC4	S B Waste	SB Waste Management & Recycling Ltd	C&I Transfer
WSWo10	RC2	Shaw Road HWRC	Enterprise Ltd/ Wolverhampton City Council	MSW Transfer (HWRC)
WSWo11	RC4	Valgrove, Withy Road Ind Est	Valgrove Ltd	C&I Treatment (oils, sludge)
WSW012	RC2	Crown Street Recycling Station	Enterprise Ltd/ Wolverhampton City Council	MSW – Transfer (Recycling/ transfer)

APPENDIX 7

MINERAL COMMODITY MAPS AND KEY MINERAL INFRASTRUCTURE

Policy MIN1: Managing and Safeguarding Mineral Resources

Mineral Safeguarding Area

Maps MC1 – MC3 below show the extent of the different mineral commodities which are included in the Black Country mineral safeguarding area (MSA):

MC1 – Sands and Gravels, Dolerite and Building Stone

MC2 – Brick Clay (Etruria Marl) and Limestone

MC3 – Shallow Coal Resources

(Insert maps here/ wherever they will go!!!)

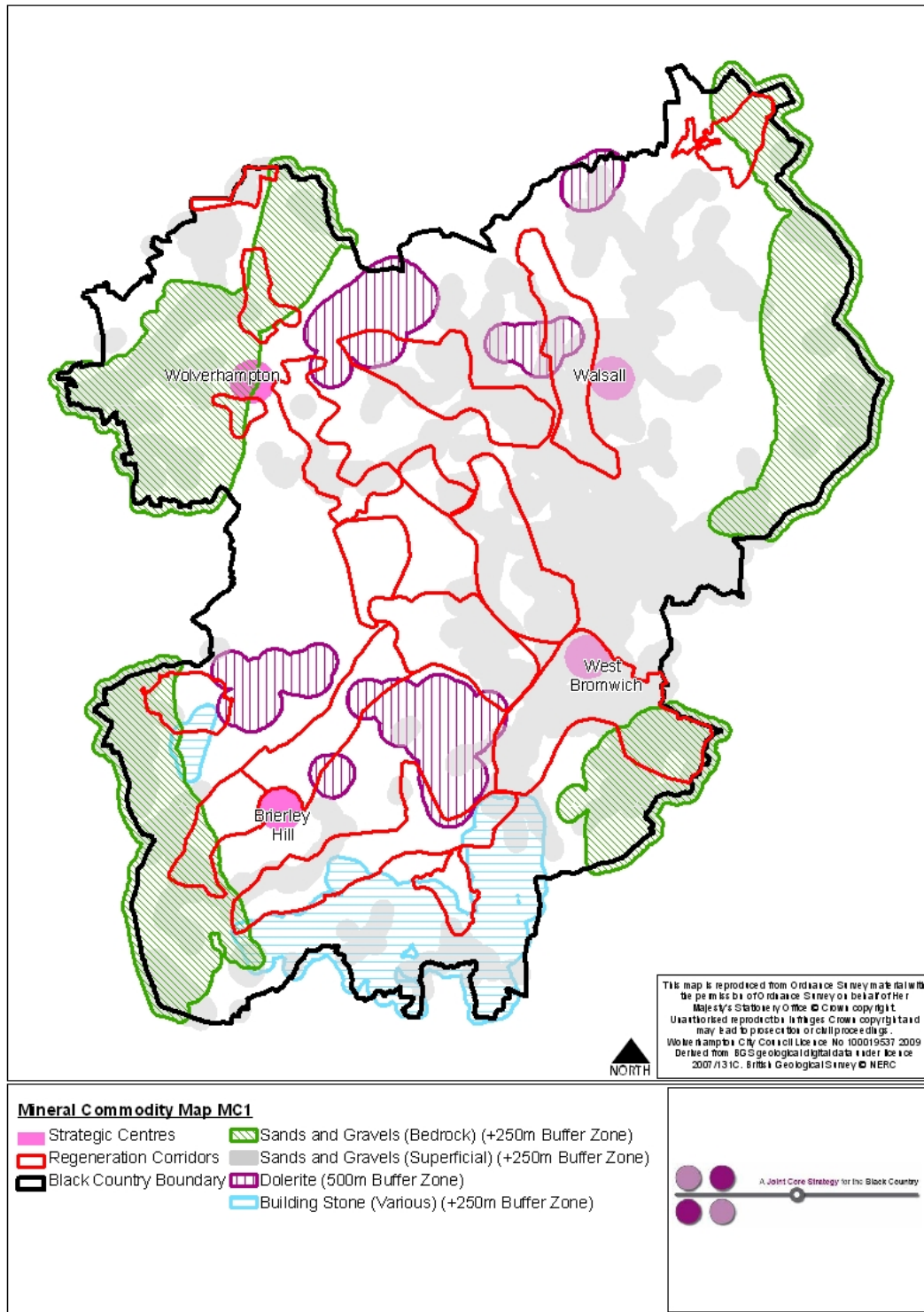
Safeguarding of Mineral Related Infrastructure

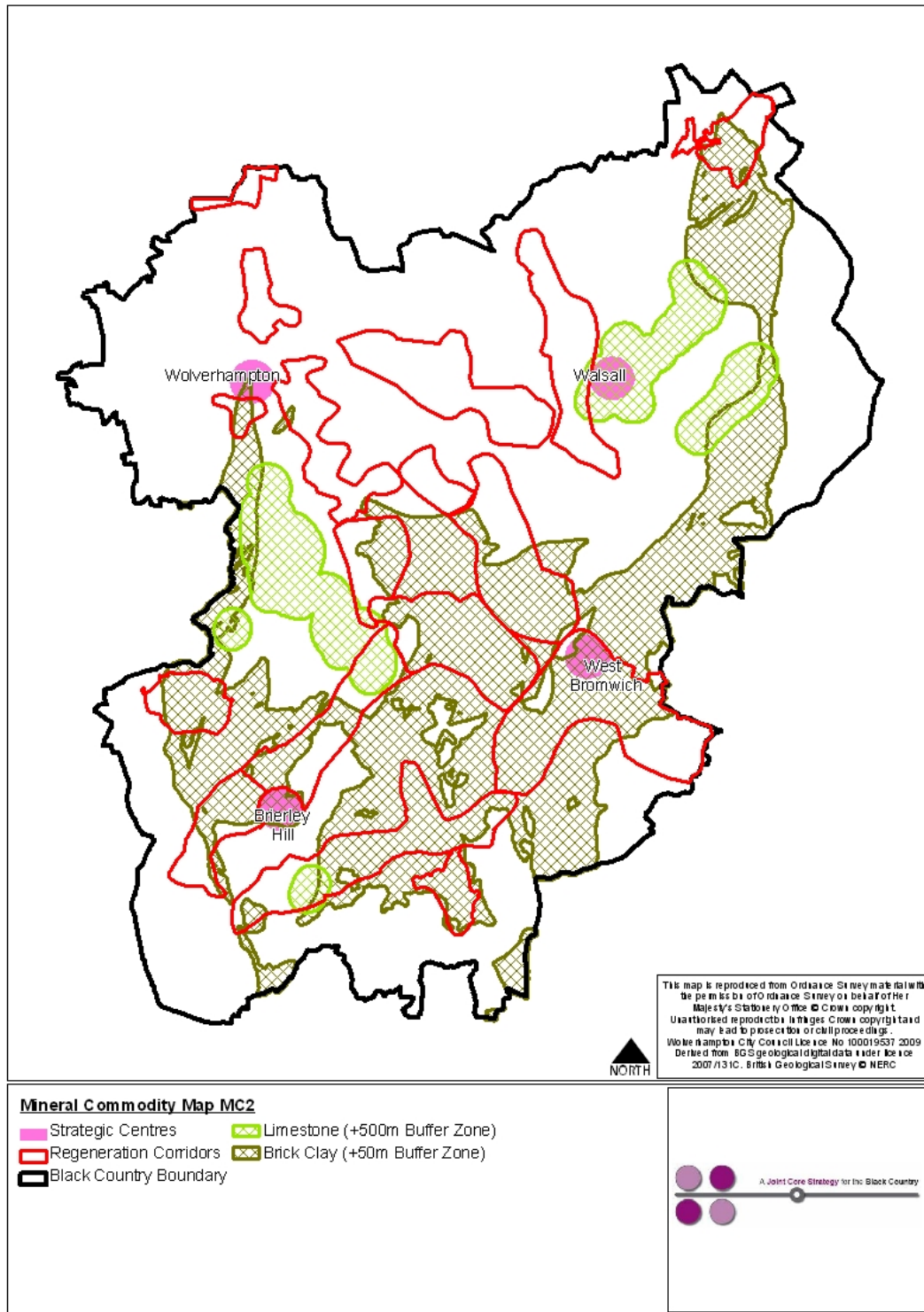
Table MIN1 below lists the key mineral infrastructure sites shown on the Minerals Key Diagram, which will be safeguarded under Policy MIN1.

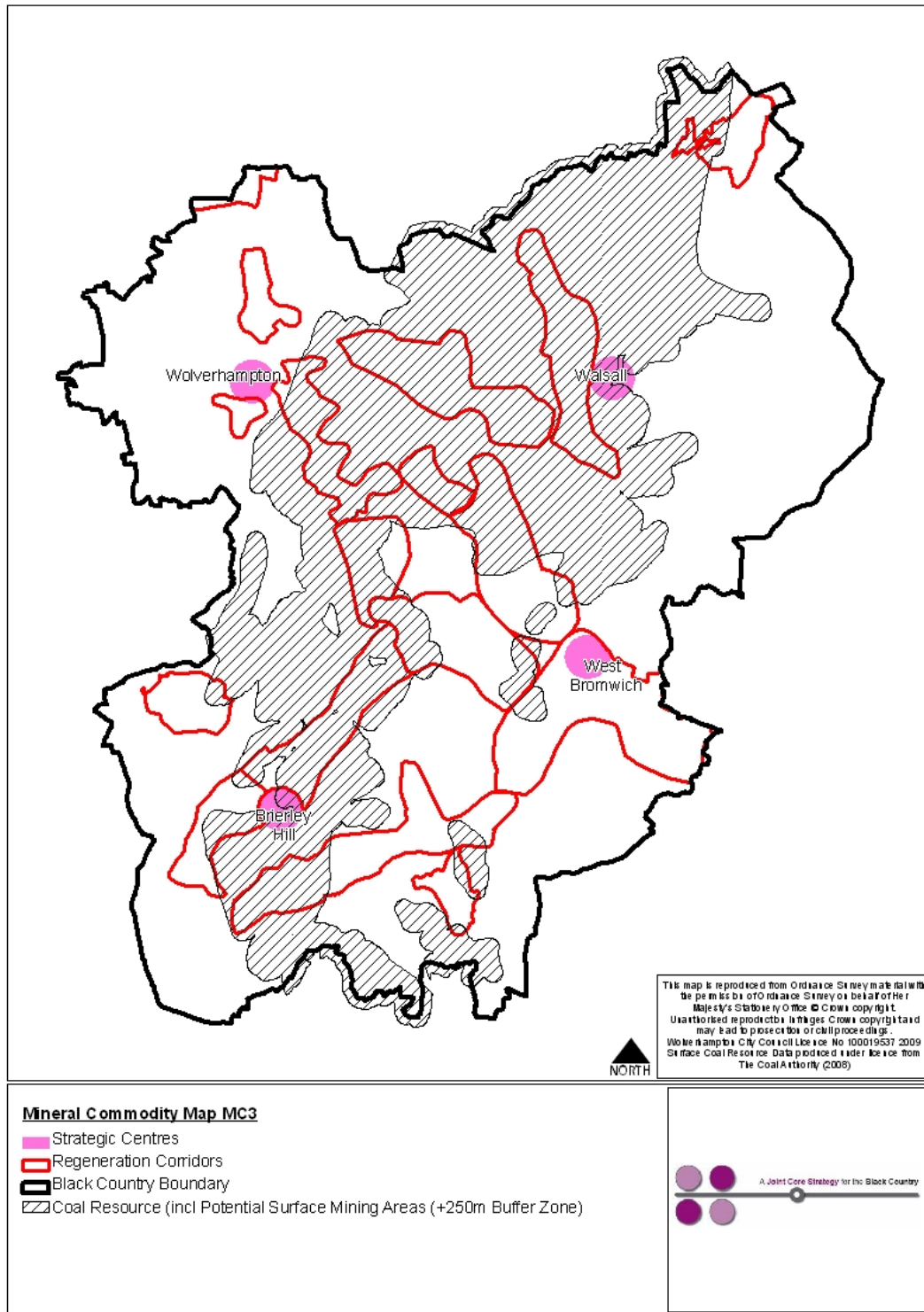
Table MIN1: Mineral Related Infrastructure in the Black Country

Site Ref	Site Name/ Location	MPA	Facility/ Site Type	Operator Type	Operator
MI1	Bace Groundworks, Coppice Lane, Aldridge	Walsall	Recycling of waste into aggregate	Demolition contractor	Bace Groundworks
MI2	Branton Hill Quarry, Branton Hill Lane, Aldridge	Walsall	Recycling of waste into aggregate	Mineral operator	Bliss Aggregates.com Ltd
MI3	Dismantling & Engineering Services Ltd, Willenhall	W'ton	Recycling of waste into aggregate	Demolition contractor	Dismantling & Engineering Services Ltd
MI4	Tansey Green, Kingswinford, Dudley	Dudley	Potential rail freight site to serve brickworks	N/A	N/A
MI5	Ettingshall Asphalt Plant, Ettingshall, Wolverhampton	W'ton	Coating plant	Mineral operator	Acemix West Midlands (MQP/Tarmac)
MI6	Glenside Recycling, King Street, Smethwick	Sandwell	Recycling of waste into aggregate	Waste operator	Glenside Recycling
MI7	Network Rail, Bescot Sidings, Sandy Lane, Wednesbury	Sandwell	Storage/ processing/ rail freight	Transport operator	Network Rail
MI8	Tarmac, Bescot	Sandwell	Storage/	Mineral	Tarmac

	Sidings, Sandy Lane, Wednesbury		processing/ rail freight	operator	
MI9	Walsall Cement Bulk, Off Fairground Way, Walsall	Walsall	Cement works	Mineral operator	Tarmac
MI10	Wednesbury Asphalt Plant, Smith Road, Wednesbury	Sandwell	Coating plant / potential rail freight site	Mineral operator	MQP/ Tarmac







Appendix 8: Superseded UDP Policies and Proposals

The list below shows which policies, supporting paragraphs and proposals of the adopted **Dudley Unitary Development Plan (UDP)** 2005 will be replaced upon adoption of this Core Strategy (Regulation 13(5)).

UDP POLICY	REPLACED BY CORE STRATEGY POLICY
Part One Policies	
S1 Social Inclusion, Equal Opportunities and Social Wellbeing	Vision, Objectives and Sustainability Principles
S2 Creating a more Sustainable Borough	Vision, Objectives and Sustainability Principles
S3 Green Assets	ENV1-ENV8
S4 Heritage Assets	ENV2
S5 Local Distinctiveness	ENV2
S6 Waste and Energy	WM1 to WM5 ENV7
S8 Housing	HOU1 and DEL2
S9 Economic Vitality	EMP1-EMP5
S11 Urban Renewal	Objectives, CSP1-CSP5
S12 Central Employment Zone	EMP 1-4, Regeneration Corridors
S14 Community Development	Vision, Sustainability Principles, Spatial Objectives, HOU5
S16 Access and Movement	CSP5, TRAN1-TRAN5
Design and Development	
DD6 Access and Transport Infrastructure	CSP5, DEL1, TRAN2
DD7 Planning Obligations	DEL1
DD8 Provision of Open Space, Sport and Recreation Facilities	ENV6 and Supplementary Planning Document
DD11 Water Courses	ENV5
DD12 Sustainable Drainage Systems	ENV5
Urban Regeneration	
UR1 Central Employment Zone	EMP 1-4, Regeneration Corridors
UR2 The Cloughton Development Site	Completed
UR5 Industrial Renewal Areas	EMP1-EMP5, DEL2
Employment and Economy	
EE1 Key Industrial Areas and Development Sites	EMP1-EMP4 and DEL2
EE2 Local Employment Areas	EMP1-EMP4 and DEL2
EE3 Existing Employment Uses	DEL2
EE4 Office Development	CEN4, CEN7
EE5 Tourism	EMP6
EE6 Cluster Development	EMP1 – EMP4
Centres and Retail	
CR1 Hierarchy of Centres	CEN2
CR2 Expansion of Centres	CEN3, CEN4, CEN5
CR3 Local Shopping Areas	CEN6
CR8 New Retail Development – Large Foodstores	CEN3,CEN4,CEN5
CR9 Edge-of-Centre and Out-of-Centre Development	CEN7
CR10 Conditions on Major Retail Development	CEN7

UDP POLICY	REPLACED BY CORE STRATEGY POLICY
CR11 Retail (A3) Uses and Amusement Arcades	CEN6
CR12 Car Parking in Town Centres	CEN8
Access and Movement	
AM1 Integrated, Safe, Sustainable and Accessible Transport Strategy	CSP5, TRAN1
AM2 Public Transport Corridors	TRAN1
AM3 Strategic Highway Network	CSP5, TRAN1, TRAN2
AM5 Bus Provision	TRAN1, CSP5 UDP Proposals Mapping to remain
AM6 Midland Metro	CSP5 and TRAN1 Delete Metro line from UDP proposals map.
AM7 Passenger Rail	CSP5, TRAN1
AM8 Freight	CSP5, TRAN1 TRAN3
AM9 Interchanges	CSP5, TRAN1
AM11 Cycling	TRAN4. UDP Proposals Mapping to remain
AM12 Pedestrians	TRAN4
AM14 Parking	CEN8, TRAN5
AM15 Personal Mobility	Now part of Disability Discrimination Act
AM16 Travel Plans	TRAN2
Community Services	
CS2 Health and Social Care Facilities	HOU5
CS4 Education Provision	HOU5
Housing	
H1 New Housing Development	CSP1, CSP2, HOU1
H2 Phasing of Housing Development	CSP1, CSP2, DEL2, HOU1
H3 Housing Assessment Criteria	CSP1, CSP2, DEL2, HOU1, HOU2
H4 Housing Mix	HOU1, HOU2, HOU3
H5 Affordable Housing	HOU3
H6 Housing Density	HOU2
H7 Traveller's Accommodation	HOU4 UDP Proposals Mapping to remain
Sport Leisure and Recreation	
LR2 Access to Public Open Space	CSP3, ENV6
Nature Conservation	
NC2 Special Areas of Conservation and Sites of Special Scientific Interest (SSSI)	ENV1 UDP Proposals Mapping to remain
NC3 New Nature Reserves	ENV1 UDP Proposals Mapping to remain
NC4 Local Nature Reserves and Sites of Importance for Nature Conservation	ENV1 UDP Proposals Mapping to remain
NC5 Sites of Local Importance for Nature Conservation	ENV1 UDP Proposals Mapping to remain
Historic Environment	
HE1 Local Character and Distinctiveness	ENV2
HE2 Landscape Heritage Areas	ENV2 Mapping to remain
HE9 Scheduled Ancient Monuments and Other Sites of National Importance	ENV2 and National Legislation UDP Proposals Mapping to remain
Environmental Protection	
EP4 Development in Floodplains	ENV5
EP5 Air Quality	ENV8
EP10 Renewable Energy	ENV7

UDP POLICY	REPLACED BY CORE STRATEGY POLICY
Minerals	
M1 Minerals	MIN1, MIN5, ENV1 Delete mapping
M2 Minerals and After Use	MIN2, MIN3, MIN5, ENV1, CSP3

PROPOSALS MAP DELETIONS

Central Employment Zone Boundary	Policy UR1
Claughton Primary Development Site	Policy UR2
Industrial Renewal Areas	Policy UR5
Arc of Opportunity	UR Introduction
Key Industrial Areas	Policy EE1
Key Industrial Sites	Policy EE1
Local Employment Areas	Policy EE2
Local Employment Sites	Policy EE2
Metro	Policy AM6
Minerals	Policy M1

HOUSING SITE DELETIONS

6 Wordsley Hospital, Wordsley
 34 Former Gas Works, Stourbridge
 35 Brierley Hill Crystal Works, Brierley Hill
 38 Furlong Lane, Cradley
 40 Northfield Road, Netherton

The list below shows which policies, supporting paragraphs and proposals of the adopted **Sandwell Unitary Development Plan (UDP)** 2004 will be replaced upon adoption of this Core Strategy (Regulation 13(5)).

Policy Area: Strategic Objectives

UDP Policy	Summary of Policy	Superseded By
SO1	Sustainable Development	The Vision Sustainability Principles
SO2	Energy Conservation	ENV7: Renewable Energy
SO3	Renewable Energy	ENV7: Renewable Energy
SO4	Mixed Use Development	CSP1: The Growth Network
SO5	Housing	HOU1: Delivering Sustainable Housing Growth HOU2: Housing Density, Type and Accessibility
SO6	Change of Use	All policies
SO7	Business Zones	EMP1: Providing for Economic Growth EMP2: High Quality Strategic Employment Areas EMP3: Providing and Safeguarding Locally Significant Employment Land
SO8	Regeneration Zones	West Bromwich Area Action Plan (West Brom TC) Waste Key Diagram (Hill Top) Regen Corridor 12 (M5 J1 & J2, Oldbury) Housing Key Diagram (Bescot)

Saved Policies: None Necessary

Policy Area: Housing

UDP Policy	Summary of Policy	Superseded By
H6	Design of New Housing Development	CSP4: Place Making ENV3: Design Quality
H7	Amenity of New Housing (open space and other supporting facilities).	DEL2 and subsequent LDDs by SMBC e.g. SPD on Planning Obligations. HOU5, ENV5.
H8	The Relationship Between Residential and Industrial Uses	None
H9	Affordable Housing	HOU3: delivering Affordable Housing
H10	People and their Housing Needs	HOU2: Housing Density, Type and Accessibility

Saved Policies:

UDP Policy	Summary of Policy
H2	Protection of allocated housing sites
H3	Windfalls
H4	Conversion to Residential Use
H5	Conversion to Homes in Multiple Occupation
H11	Housing for People with Special Needs
H12	Care Homes/Nursing Homes

Policy Area: Economy and Employment

Policy	Summary	Superseded By
E1 Key Industrial Allocations	Policy Reserving specific sites for B uses to achieve forecast need	Yes, some will fall within Housing Growth Areas and retained employment areas DEL2, HOU1, EMP1, 2 and 3. Offices dealt with by Cen1, Cen2
E2 Business Zone	Policy protecting broad area for B uses	Yes, some of area will fall into Housing Growth and retained employment areas DEL2, HOU1, EMP1, 2 & 3. Offices dealt with by Cen1, Cen3, Cen 4
E3 Redevelopment of Existing Non Allocated Industrial Sites	Criteria necessary for the release of employment land for other uses	Yes, Delivery policy DEL2 – (nb RSS PA6B)
E4 Existing Premises	Policy on industrial redevelopment, adaption and subdivision of existing development	Yes DEL2 EMP1,2 and 3
E5 Relationship between Industry and other uses	Policy preventing proposals harming residential amenity and harming operation of businesses	Yes DEL2
E6 Locational factors	Policy directing employment to areas accessible to the SHN and Public Transport	Yes Tran 2, 3 EMP 2 and 3
E7 Design Quality and Environmental standards	Policy seeking High Quality design and environmental standards	Yes CPS3 ENV1
E8 Access	Policy requiring development to facilitate public transport, pedestrian and cycle routes and provide for the disabled	Yes Tran 2 and 4

Saved Policies: None Necessary

UDP Policy	Summary of Policy
None.	

Policy Area: Transport

UDP Policy	Summary of Policy	Superseded By
T1	General Transport Policy	CSP5/TRAN1
T2	Walking	TRAN4
T3	Public Transport Accessibility and Location	TRAN1
T4	Public Transport	TRAN1
T5	Bus Services	TRAN1
T6	Passenger Rail	TRAN1
T7	Cycling	TRAN4
T9	Traffic Calming	None
T10	Roads	TRAN1
T13	Park and Ride	TRAN1
T14	Road Freight	TRAN3
T15	Rail Freight	TRAN3
T16	Road Safety	None
T17	Transport Assessments and Travel Plans	TRAN2
T18	Safer Routes to Schools	None

Saved Policies

UDP Policy	Summary of Policy
T8	Hackney Carriages/Private Hire Vehicles
T11	Road Improvement
T12	Car Parking

Policy Area: Centres

UDP Policy	Summary of Policy	Superseded By
Policy SRC1 Hierarchy of Centres	Directs retail etc to centres and defines the hierarchy	Cen 1 & 2
Policy SRC2 Need and the Sequential Approach	Defines the need and sequential tests etc	Cen 1,2,3,4,5,6 & 7
Policy SRC3 Mixed Use Development in Centres	Defines appropriate mixed uses in centres	Cen 1
Policy SRC4 Main Town Centre	Defines West Bromwich as the principle Town Centre for the Borough	Cen 2 & 3
Policy SRC5 Town Centres	Lists Town Centres and defines roles and appropriate development	Cen 2 & 4
SRC6 District Centres	Lists District centres and defines role and appropriate development	Cen 2 & 5
Policy SRC7 Local Centres	Lists Local centres and defines role and appropriate development	Cen 2 & 5
Policy SRC8 Local Shops/parades	Supports local shops and parades Defines appropriate development and sets threshold for new provision to serve housing growth	Cen 6
Policy SRC9	Directs catering outlets to centres	Cen 1

UDP Policy	Summary of Policy	Superseded By
Catering Outlets		
Policy SRC10 Retail Warehousing, Warehouse Clubs and Factory Outlet Centres	Indicates that retail tests apply to retail warehousing etc	Cen 7

Saved Policies: None Necessary

UDP Policy	Summary of Policy
None.	

Policy Area: Open Space

UDP Policy	Summary of Policy	Superseded By
OS2 Protection of Open Spaces	Protects open spaces that are of value	ENV6
OS6 – Open Space Network	Protection of open space network	ENV6
OS7 – Sports Facilities	Protection of sports facilities	ENV6

Saved Policies

UDP Policy	Summary of Policy
OS1 – Open Space Hierarchy	Sets out the open space hierarchy for the Borough
OS3 Green Belt	Green Belt Protection
OS4 Rowley Hills Strategic Open Space	Protection of Rowley Hills SOS
OS5 Community Open Space	Protecting publically accessible open space
OS8 – Community Open Space in Association with New housing Development	Section 106 contributions to open space
OS9 – Public Space in association with major industrial, commercial & retail developments	Public space in association with major industrial, commercial & retail developments
OS10 - Allotments	Protection of allotments
OS11 – Dual use of facilities	Wider community use of sports facilities
OS12 – Accessibility	Sports and recreation facilities should be accessible to all
OS13 – Floodlighting, Synthetic Turf Pitches and Multi Use Games Areas	Contribution of Floodlighting, Synthetic Turf Pitches in appropriate locations
OS14 – Water: Sports & Recreation Uses	Use of water bodies for sport and recreation
OS15 – Locational Policy for Sports/Recreational Facilities	Locational criteria for Sports/Recreational Facilities

Policy Area: Nature Conservation

UDP Policy	Summary of Policy	Superseded By
NC1 – Nature Conservation & New Development	Development in accordance with natural ecological processes	ENV1
NC2 – The Nature Conservation Network	Importance of the nature conservation network	ENV1
NC3 – SINC's and LNR's	Protection of SINC's and LNR's	ENV1
NC4 – SLINC's	Protection of SLINC's	ENV1
NC6 – Habitats	Protection of key Habitat types	ENV1
NC7 - Species	Protection of wildlife species	ENV1

Saved Policies

UDP Policy	Summary of Policy
NC5 – Wildlife Corridors	Protection of Wildlife Corridors
NC8	Access to Natural Open Space

Policy Area: Urban Design

UDP Policy	Summary of Policy	Supersede By
UD1	General Urban Design Principles	CSP4: Place Making ENV3: Design Quality
UD3	Security and Safety	CSP4: Place Making ENV3: Design Quality
UD4	Urban Spaces	CSP4: Place Making ENV3: Design Quality
UD5	Landmark Buildings	CSP4: Place Making ENV3: Design Quality
UD6	Public Art	CSP4: Place Making ENV3: Design Quality

Saved Policies: None Necessary

UDP Policy	Summary of Policy
None.	

Policy Area: Community Services

UDP Policy	Summary of Policy	Superseded By
CS1	Health & Social Services	HOU5
CS2	Community Uses (social & cultural)	None directly, although partially covered by HOU5 and DEL2.
CS3	Cemeteries & Crematoria	HOU5 & DEL2.

Saved Policies: None Necessary

UDP Policy	Summary of Policy
None.	

Policy Area: Physical Constraints

UDP Policy	Summary of Policy	Superseded By
PC7	Surface Water	ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
PC8	Ground Water Protection	ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
PC9	Air Quality	ENV8: Air Quality

Saved Policies

UDP Policy	Summary of Policy
PC1	Areas Affected by Abandoned Limestone Mines
PC2	Zones Around Hazardous Installations
PC3	New Developments and Hazardous Substances
PC4	Pollution Control
PC5	Land Affected by Tipped Material Generating Landfill Gas
PC6	Land Affected by Contaminants, Mineshafts of Unsatisfactory Load Bearing Capacity or other Constraints

Policy Area: Waste Management

UDP Policy	Summary of Policy	Superseded By
WM1	Waste Strategy	WM1, WM2, WM3, WM4
WM3	Landfill	WM1, WM2, WM3, WM4
WM4	Environmental Impact of Landfill Operations	WM1, WM2, WM3, WM4
WM5	Buffer Zones around Landfill Sites	WM1, WM2, WM3, WM4
WM6	Development in the Vicinity of Waste Management Facilities	WM5
WM7	Public and Private Waste Management Facilities	WM1, WM2, WM3, WM4
WM8	Environmental Impact of Waste Management	WM4, WM5
WM9	Recycling	WM1

Saved Policies: None Necessary

UDP Policy	Summary of Policy
None.	

Policy Area: Telecommunications

UDP Policy	Summary of Policy	Superseded By
None deleted		

Saved Policies

UDP Policy	Summary of Policy
TE1	Telecommunications Antenna and Masts
TE2	Telephone Kiosks

Policy Area: Conservation and Heritage

UDP Policy	Summary of Policy	Superseded By
C1: Conservation	The protection and preservation of historical and architectural assets.	ENV2
C2: Buildings of Special Architectural or Historic Interest	The protection of listed buildings when considering proposals.	National Legislation ENV2 (refers to statutorily designated and protected heritage assets)
C3: Conservation Areas	The protection of the character and appearance of CAs when considering proposals.	National Legislation (ENV2 refers to statutorily designated and protected heritage assets)
C4: Local List of Buildings and Structures	The preservation of sites judged worthy in addition to statutorily protected sites.	ENV2
C6: Registered Parks and Gardens	The protection of assets from inappropriate development.	ENV2
C7: Canals	Protection of the Borough's canal heritage.	ENV2/ENV3/ENV5
C8: World Heritage Sites	The promotion of Soho Foundry as a WHS.	ENV2
C9: Industrial Archaeology	Identification of areas, buildings etc that merit status for recording, restoration, preservation, adaptation or demolition when considering proposals.	ENV2
C10: Scheduled Ancient Monuments	Refusal of development that would adversely affect SAM.	National Legislation
C11: Archaeology and Development Proposals	Refusal of development on sites identified to be worthy of preservation in situ and the provision of archaeological information prior to development in Areas of Potential Archaeological Importance.	ENV2

Saved Policies

UDP Policy	Summary of Policy
C5: Areas of Townscape Value	The protection of areas in addition to CAs.
C12: Enhancement of Archaeological Data	Enhance knowledge of past development of the Borough through archaeological work.

Policy Area: Minerals

UDP Policy	Summary of Policy	Superseded By
M1	Prospecting for Minerals	Min2, Min3, Min4
M2	New or Extensions to Existing Mineral Workings	Min1, Min2, Min3, Min4, Min5
M3	Buffer Zones	Min1, Min2, Min3, Min4, Min5
M4	Ancillary Development	Min1, Min2, Min3, Min4, Min5
M5	Open Cast Coal	Min2, Min4
M6	Area Specific Designations	Min2, Min3, min4
M7	Safeguarding Minerals	Min1, Min3, Min4

Saved Policies: None Necessary

UDP Policy	Summary of Policy	Is it mapped on the Proposals Map?
None.		

Policy Area: Development Control Policies

UDP Policy	Summary of Policy	Superseded By
DC4: Canals	Prevention of inappropriate development in proximity to canals.	ENV2/ENV3/ENV5
DC5.2	Pedestrian Movement within Town Centres	TRAN1
DC5.3	Cycles and Powered Two Wheelers	TRAN1
DC8: Development in Conservation Areas and Areas of Townscape Value	Promotion of high quality architectural design in CAs.	ENV2 (refers to statutorily designated and protected heritage assets)
DC9	Open Space and Play Space (details of provision).	None, but largely covered by SPD on Planning Obligations.
DC13: Shop front design	Sympathetic design of shop fronts in areas of historical or architectural importance.	ENV2 (refers to statutorily designated and protected heritage assets)

Saved Policies

UDP Policy	Summary of Policy
DC1	Access for Disabled People
DC2	Poster Panels
DC3	Amusement Arcades
DC5.1	Car Parking for Disabled People and People with Mobility Difficulties
DC6	The Borough's Gateways
DC7	Hot Food Take-Aways within Centres
DC10	Community Facilities including Places of Worship
DC11	Residential Moorings
DC12	Design and Installation of Roller Shutters

Policy Area: West Bromwich Inset

UDP Policy	Summary of Policy	Superseded By
WB1	The Retail Core	CEN 1 & CEN 2. The Core centre is not defined in the Core Strategy
WB2	Maintaining a Vibrant Town Centre	Wording in Policy CEN 2 covers the general issue only
WB3	Design Principles & Environmental Quality	CSP1, CSP3, DEL 1, ENV 3, TRAN 1 and TRAN 5
WB4	Public Transport, Pedestrians and Access	CSP4, DEL 1, TRAN 4 poss tran 2?
WBPr1	New Bus Station & Two Way Ringway	Built
WBPr2	Retail or TC	Part Complete (Shops fronting High Street to be completed)
WBPr3	Retail or TC	Retail allocation in SAD?
WBPr4	Development of the Public	Built
WBPr5	Public Square	Retail allocation to be kept, in SPD? (Linked to Tesco scheme)
WBPr6	Retail	Tesco Development – retain allocation in SPD?
WBPr7	Mixed Use (A3, B1, D1 XVI)	Retail allocation in SPD?
WBPr8	Business (B1), poss Leisure	(All Saints) Retain allocation in SPD?
WBPr9	Business (B1)	(Police Station site) Retain allocation as such in SPD?
WBPr10	Business / Poss Leisure	Built – Lyng Health Centre

Saved Policies:

UDP Policy	Summary of Policy
WB1	The Retail Core
WB2	Maintaining a Vibrant Town Centre
WB3	Design Principles & Environmental Quality
WB4	Public Transport, Pedestrians and Access

Policy Area: Bearwood Inset

UDP Policy	Summary of Policy	Superseded By
B1	Town Centre status	It is not a Saved Policy, i.e. already gone
B2	Retail Core	Policy wording is superseded by CEN1 & CEN3, but the retail core is not identified in the Core Strategy as far as I am aware.
B3	Non Retail Uses	Largely superseded by CEN3 and CEN4.
B4	Mixed Use Areas	Policy wording is superseded by CEN3 and CEN4.
B5	Redevelopment of Sites and Buildings	It is not a Saved Policy, i.e. already gone
B6	Environmental Quality	It is not a Saved Policy, i.e. already gone
B7	Residential Uses in First Floors	Policy wording is superseded by HOU2.

Saved Policies: none

Policy Area: Blackheath Inset

UDP Policy	Summary of Policy	Superseded By
BH1	Town Centre designation	It is not a Saved Policy, i.e. already gone
BH2	Area of Townscape Value.	Policy wording is superseded by ENV2, but the specific area in the Inset is not identified in the Core Strategy as far as I am aware.
BH3	Vibrant Town Centre (resisting changes from A1 ground floor).	None as far as I can see. Cen3 refers to "impact" as a consideration, but not specifically in terms of Use classes or ground floor.
BH4	Environmental quality	It is not a Saved Policy, i.e. already gone
BH5	Accessibility and linkage	Appears to be covered by Tran2 & Tran5.
BH6	Eastern Bypass	It is not a Saved Policy, i.e. already gone
BH7	Bus Access	It is not a Saved Policy, i.e. already gone

Saved Policies - None

Policy Area: Cape Hill Inset

UDP Policy	Summary of Policy	Superseded By
CA1	Town Centre status	It is not a Saved Policy, i.e. already gone
CA2	Retail Core	Policy wording is superseded by CEN1 & CEN3, but the retail core is not identified in the Core Strategy as far as I am aware.
CA3	Development of Sites and Buildings	It is not a Saved Policy, i.e. already gone
CA4	Residential Uses in First Floors	Policy wording is superseded by HOU2.
CA5	Mixed-Use Areas	Policy wording is superseded by CEN3 and CEN4.

Saved Policies: none

Policy Area: Cradley Heath Inset

UDP Policy	Summary of Policy	Superseded By
CH2	Retail Core	Policy wording is superseded by CEN1 & CEN3, but the retail core is not identified in the Core Strategy as far as I am aware.
CH3	Mixed Use area	Largely superseded by CEN3 in practice.
CH4	Area of Townscape Value	Policy wording is superseded by ENV2, but the specific area in the Inset is not identified in the Core Strategy as far as I am aware.

Saved Policies: none

Policy Area: Great Bridge

UDP Policy	Summary of Policy	Superseded By
GB1	Town centre designation	It is not a Saved Policy, i.e. already gone
GB2	Vibrant TC	It is not a Saved Policy, i.e. already gone
GB3	Town Centre Services (A3 uses)	Cen3
GB4	Environmental Quality	CSP3 and ENV8
GB5	Peds and cars	It is not a Saved Policy, i.e. already gone
GB6	Accessibilty	It is not a Saved Policy, i.e. already gone

Saved Policies - None

Policy Area: Oldbury Inset

UDP Policy	Summary of Policy	Superseded By
OL3	Environmental Quality and Access	CSP3, TRAN 1, ENV6 and ENV 8
OL5	Townscape Value	Policy wording is superseded by ENV2, but the specific area in the Inset is not identified in the Core Strategy as far as aware
OL6	Bus Access	TRAN1 covers the basics only. There is no mention of specific Bus Showcase Routes as far as I am aware
OL7	Oldbury Bus Station	Built
OL8	Civic Square	Built
OL9	Residential	HOU2 but non specific as far as im aware

Saved Policies:

UDP Policy	Summary of Policy
OL3	Environmental Quality & Access
OL5	Townscape Value
OL6	Bus Access
OL7	Oldbury Bus Station
OL8	Civic Square
OL9	Residential

Policy Area: Wednesbury Inset

UDP Policy	Summary of Policy	Superseded By
WE2	Retail Core	Policy wording is superseded by ENV 2, but the specific area in the Inset is not identified in the Core Strategy
WE3	Mixed-Use Area	Policy Wording is superseded in CEN 3 and CEN 4
WE4	Conservation Area and Townscape	ENV2 briefly covers townscape value. Conservation Areas are not mentioned as far as aware
WE5	Environmental Improvements	CSP3, ENV6 and ENV 8
WE6	Traffic and Transportation	TRAN 1 - 4

Saved Policies:

UDP Policy	Summary of Policy
WE2	Retail Core
WE3	Mixed-Use Area
WE4	Conservation Area & Townscape
WE5	Environmental Improvements
WE6	Traffic & Transportation

Policy Area: Old Hill Inset

UDP Policy	Summary of Policy	Superseded By
OH1	Local Centre designation.	Policy wording is superseded by CEN1 & CEN4, but the local centre boundary is not identified in the Core Strategy as far as I am aware.
OH2	Area of Townscape value.	Policy wording is superseded by ENV2, but the specific area in the Inset is not identified in the Core Strategy as far as I am aware.

Saved Policies: none

Policy Area: Smethwick High Street Inset

UDP Policy	Summary of Policy	Superseded By
SH1	Townscape Value	Policy wording superseded by ENV2.

Saved Policies: none

The list below shows which policies, supporting paragraphs and proposals of the adopted **Walsall Unitary Development Plan (2005)** will be replaced upon adoption of the Core Strategy (Regulation 13(5)).

Some of the UDP policies are duplicated or superseded by policies in the Regional Spatial Strategy (Phase 1 Revision) or other documents that have already been adopted. These are also listed in **red** below.

<u>UDP Policy ('Part 1' policies in bold)</u>	<u>Core Strategy Policy superseding UDP Policy</u>
<i>Chapter 2 General Principles</i>	
Overall Strategy (2.1 and 2.2)	RSS Policy CC1 The JCS Vision, Sustainability Principles and Spatial Objectives, as well as nearly all the specific policies in the JCS, relate to these principles in the UDP
The Local Dimension (2.3)	CSP4 Also addressed by Statement of Community Involvement
Equal Opportunities and Social Considerations (2.4)	CSP1 – CSP5, EMP5, TRAN2, ENV3
GP1 – The Sustainable Location of Development	RSS Policy CC1 The JCS Vision, Sustainability Principles and Spatial Objectives, as well as nearly all the specific policies in the JCS, relate to these principles in the UDP
GP4 – Local Area Regeneration	The JCS Vision, Sustainability Principles and Spatial Objectives, as well as nearly all the specific policies in the JCS, relate to these principles in the UDP
GP7 – Community Safety	CSP4 and ENV3
<i>Chapter 3 Environment & Amenity</i>	
General (3.1)	The JCS Vision, Sustainability Principles and Spatial Objectives, as well as nearly all the specific policies in the JCS, relate to these principles in the UDP
Limestone Mines (3.10)	There is no current programme of treatment.
Nature Conservation (3.12)	CSP3 and ENV1
Design and Development (3.16)	CSP3, CSP4, ENV2 and ENV3
Renewable Energy and Energy Efficiency (3.17)	CSP3 and ENV7
Water Resources (3.18)	CSP3, ENV4 and ENV5

ENV19 – Habitat and Species Protection	ENV1
ENV20 – Local Nature Reserves	ENV1. Most of the sites listed in the UDP have now been declared LNR's
ENV21 – Sites of Local Importance for Nature Conservation	ENV1
ENV22 – Protected Species	This policy has not been "saved" under paragraph 1(3) of Schedule 8 to the 2004 Act but is listed here for completeness
ENV31 – Continued Protection of the Historic Built Environment	ENV2
ENV39 – Renewable Energy and Energy Efficiency	This policy has not been "saved" under paragraph 1(3) of Schedule 8 to the 2004 Act but is listed here for completeness

<i>Chapter 4 Jobs & Prosperity</i>	
Modernising Employment Areas (4.1)	EMP1
Meeting the Need for Land and Buildings (4.2 and 4.3)	EMP1 – EMP3
JP2 – Improving the Employment Land Supply	EMP1
JP3 – Rail-served Sites	TRAN4

<i>Chapter 5 Strengthening Our Centres</i>	
General (5.1 and 5.2)	CEN1 and CEN2

<i>Chapter 6 Housing</i>	
Housing Supply (6.3 and 6.4)	HOU1, HOU2
Meeting Housing Needs (6.5 and 6.6)	HOU2, HOU3, HOU4
H4 – Affordable Housing (paragraphs (a) to (f)) (paragraphs (g) to (j) are to remain in force)	HOU3
H8 – Accommodation for Travelling People	This policy has not been "saved" under paragraph 1(3) of Schedule 8 to the 2004 Act but is listed here for completeness. The policy is replaced by HOU4
H9 – Minimum Densities	HOU2
H10 – Layout, Design and Dwelling Mix	HOU2

<i>Chapter 7 Transport</i>	
General (7.1 – 7.3)	TRAN1 and TRAN2
Bus Services (7.5)	TRAN1
The Rail Network (7.6)	TRAN1
Roads (7.7)	TRAN1
Walking (7.8)	TRAN4
Cycling (7.9)	TRAN4

<i>Chapter 8 Providing for Leisure and Community Needs</i>	
General (8.1)	CSP1, CSP3, CSP4 (and through individual topic policies)
Entertainment and Cultural Facilities (8.2)	CSP1 and CEN1 - CEN5

Greenways (8.4)	ENV6
Sport and Recreation (8.5)	CSP3 and ENV6
Canals and Waterways (8.6)	CSP3 and ENV4
LC9 – Canals	ENV4

<i>Chapter 9 Minerals</i>	
General (9.1)	MIN5
Safeguarding of Mineral Resources (9.2 – 9.3)	MIN1, Minerals Key Diagram
Sustainable Use of Minerals (9.4)	MIN1, MIN4, MIN5, WM4, WM5
Over Intensification (9.5)	MIN5
Updating of Conditions (9.6)	MIN5
Transport of Minerals (9.7)	TRAN3, MIN1, MIN5
Restoration (9.8)	MIN5
Aggregates (9.19)	MIN1, MIN2, WM5
Clays (9.10)	MIN1, MIN3, MIN4
Coal (9.11)	MIN1, MIN4
Proposal M1: Minerals Safeguarding Areas	MIN1, Minerals Key Diagram
Policy M2: Branton Hill Lane Quarry, Aldridge	ENV5, MIN2, MIN5, Proposal MA2, Minerals Key Diagram
Policy M3: Birch Lane Quarry, Aldridge	ENV5, MIN2, MIN5, Proposal MA1, Minerals Key Diagram
Policy M4: Working of Etruria Marl and Fireclay	MIN3, MIN4, MIN5, Minerals Key Diagram
Policy M5: Etruria Marl – North of Stubbers Green Road	MIN3, MIN5, Proposal MA5, Minerals Key Diagram
Policy M6: Etruria Marl – South of Stubbers Green Road	ENV1, MIN3, MIN5, Proposal MA5, Minerals Key Diagram
Policy M8: Brownhills Common	ENV1, CSP2, MIN4, MIN5, Minerals Key Diagram
Policy M9: Working of Coal	ENV1, CSP2, MIN4, MIN5

<i>Chapter 10 Waste Management</i>	
Integration & Co-ordination (10.1)	WM1, WM4
Proximity (10.2)	WM4, WM5. Also partly superseded by Waste Strategy for England 2007, PPS10 and emerging RSS Phase 2 Policy W1.
The Waste Hierarchy (10.3)	WM1. Also duplicates provisions in Waste Strategy for England 2007, PPS10 and emerging RSS Phase 2 Policy W1.
Waste Minimisation, Recycling and Composting (10.4)	WM1, WM3, WM4, WM5. Partly superseded by revised MWMS, Waste Strategy for England 2007 and PPS10.
Incineration with Energy Recovery (10.5)	ENV7, WM4. Partly superseded by Waste Strategy for England 2007 and PPS10.
Landfill (10.6)	WM1, WM3, WM4, MIN5. Superseded by revised

	MWMS, revised MWMS, Waste Strategy for England 2007 and PPS10.
Safeguarding the Environment (10.7)	CSP3, WM4
WM1: Consideration of Proposals for Waste Management Activities	WM2, WM3, WM4. Partly superseded by revised MWMS, Waste Strategy for England 2007 and PPS10.
WM2: Control of Landfill, Land Raising and Other Deposition of Waste	WM4, MIN5
WM3: Special Wastes	WM3
WM4: Provision of Recycling Facilities in Development Schemes	WM5. Partly superseded by revised MWMS.
<i>Chapter 11 Implementation, Monitoring and Review</i>	Monitoring Framework and Policy Indicators

The list below shows which policies, supporting paragraphs and proposals of the adopted **Wolverhampton Unitary Development Plan (UDP)** will be replaced upon adoption of this Core Strategy (Regulation 13(5)).

UDP Policy (part 1 policies in bold)	Core Strategy Policies
S1 - Strategic Regeneration Areas	CSP1
S2 - Strategic Regeneration Corridors	CSP1
S3 - Local Area and Neighbourhood Renewal	CSP1 / CSP2
IMR1 - Implementation	Delivery Plan
IMR2 - Planning Obligations	DEL2
IMR4 - Monitoring and Review	Monitoring Framework / Policy indicators
D1 - Design Quality	CSP4 / ENV2 / ENV3
EP3 - Air Pollution	ENV8
EP13 - Waste and Development	WM1 / WM5
EP14 - Waste Management Facilities	WM4
EP15 - Landfill Activities	WM4
EP16 - Energy Conservation	ENV3 / ENV7
EP17 - Renewable Energy	ENV7
EP18 - Mineral Extraction	MIN1-5
HE22 - Protection and Enhancement of the Canal Network	ENV2
N2 - Access to Natural Green Space	ENV6
N3 - Protection of Sites of Importance for Nature Conservation	ENV1
N5 - Protection of Sites of Local Importance for Nature Conservation and Landscape Features of Value to Wildlife	ENV1
G1 - Protection of the Green Belt	CSP2
G5 - Access to the Green Belt	CSP2
B1 – Economic Development	EMP1
B2 – Balanced Portfolio of Employment Land	EMP1 / EMP4
B3 – Business Development Allocations	EMP1 / EMP2 / EMP3
B4 – Expansion of Existing Businesses	DEL2 / EMP2 / EMP3
B6 – Offices	CEN3 / CEN4 / CEN7
B8 – Warehousing	EMP2 / EMP3
B9 – Defined Business Areas	EMP2 / EMP3
B10 – Redevelopment of Business Land and Premises	DEL1 / EMP2 / EMP3
B12 – Access to Job Opportunities	EMP5
B13 – Business Tourism, Hotel and Conference Facilities	CEN1 / CEN3 / CEN7 / EMP6
B14 – All Saints and Blakenhall Community Development Area (para's 9.11.1 – 9.11.2)	HOU1 / EMP2 / EMP3 / Appendix 2
SH1 - Centres Strategy	CEN 1 / CEN2
SH3 - Need and the Sequential Approach	CEN1 / CEN2 /

UDP Policy (part 1 policies in bold)	Core Strategy Policies
	CEN7
SH5 - Wolverhampton City Centre	CEN3 / Appendix 2
SH6 - Bilston Town Centre and Wednesfield Village Centre	CEN4 / Appendix 2
SH7 - District Centres	CEN5
SH8 - Local Centres	CEN5
SH9 - Local Shops and Centre Uses Outside Defined Centres	CEN6 / HOU2
SH12 - New Retail Development - Bulky Comparison Goods	CEN3 / CEN7
SH13 - New Retail Development – Foodstores	CEN 1-7
C2 - New public service, cultural, community, health and education facilities	HOU5
C4 - Education Facilities	HOU5
C5 - Health Service Improvements	HOU5
R1 - Local Standards for Open Space, Sport & Recreation Facilities	ENV6
R2 - Open Space, Sport and Recreation Priority Areas	ENV6
H1 – Housing	HOU1 / HOU2
H2 - Housing Land Provision	HOU1
H3 - Housing Site Assessment Criteria	CSP1 / CSP2 / HOU1 / HOU2 / HOU3 / ENV4
H9 - Housing Density and Mix	HOU2
H10 - Affordable Housing	HOU3
H13 - Sites for Travelling People	HOU4
AM1 - Access and Mobility (part)	CSP5 / TRAN2
AM2 - Strategic Regeneration Areas and Corridors – Transport Investment	CSP1
AM3 - Major Transport Schemes	TRAN1
AM6 - Transport Assessments	TRAN2
AM7 - Travel Plans	TRAN2
AM9 - Provision for Pedestrians	TRAN4
AM10 - Provision for Cyclists	TRAN4
AM11 - Park and Ride	TRAN1 / TRAN5
AM13 - Development of Freight Facilities	TRAN3
CC3 - City Centre Housing	HOU1 / HOU2 / HOU3 / Appendix 2
WVC3 - Midland Metro	TRAN1
WVC4 - Short Stay Car Parking	TRAN5



A Joint Core Strategy for the Black Country

Black Country Core Strategy - Publication Document

Appendix 2

Detailed Proposals for Regeneration Corridors and Strategic Centres

November 2009

Black Country Core Strategy

Publication Document

Appendix 2

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Brierley Hill Strategic Centre

Vision

By 2026, Brierley Hill will be a vibrant, inclusive and accessible strategic town centre embracing sustainable urban living, providing superb shops and office employment, leisure and cultural facilities. Strong, cohesive communities will have been created which will have easy access to the services and facilities they need to enjoy a good quality of life.

The town centre's growth will maintain and enhance its function as a sub-regional shopping and employment centre and contribute to regeneration by complementing other centres in the West Midlands network of town and city centres. Unemployment will be addressed, and valuable skills training will be promoted through regeneration and enhanced enterprise.

Development in Brierley Hill will promote sustainable living against the backdrop of the national and regional climate change strategy, and have the highest standards of design incorporating energy efficiency measures.

Brierley Hill will be recognised as having a high quality built and natural environment that respects and enhances local distinctiveness including historic assets and the regeneration potential of the canal network. A strong Green Infrastructure and wildlife corridor network will ensure a thriving natural environment throughout the town.

The town centre will be supported by a highly integrated, high quality public transport system which offers people choice in where, when and how they travel which is complemented by appropriate car access and demand management measures as well as a safe, efficient and attractive provision for movement by foot and cycle.

The connectivity of the Merry Hill/High Street/Waterfront triangle will be improved by creating a network of high quality routes and public spaces and a safe and attractive urban form. New development will enable the traditional High Street, Merry Hill Shopping Centre and the Waterfront to provide complimentary functions and to be fully integrated into a new urban townscape.

Features and Opportunities

Features

- The Merry Hill Shopping Centre: A large shopping centre featuring comparison and convenience retail, a cinema and restaurants.
- A traditional High Street designated as a Conservation Area featuring shops, community facilities, markets, a library, a large town hall and health centre.
- The 'Waterfront': Comprising approximately 46,500 square metres (500,000 sq. ft.) of B1 offices as well as a business park, bars and restaurants, hotel and health club.
- A challenging topography with wide reaching views to surrounding areas
- Extensive canal frontages and strategic location for wildlife between Fens Pools Special Area of Conservation and Saltwells Local Nature Reserve

- Good accessibility to the motorway network via the M6 and M5 to the east and M54 to the north.
- Poor quality older industrial areas in the north and south of the Centre.

Opportunities

- A fully integrated Town Centre can be created by connecting Merry Hill, Brierley Hill High Street and the Waterfront triangle, making it easier for people to travel between these areas on foot, by cycling and by public transport.
- Sustainable transport options can be enhanced to improve access for everyone. Provision of bus services can be enhanced and Rapid Transit delivered into the Centre to reduce car dependency.
- Jobs can be provided by increasing shopping floorspace and delivering office development and investment in suitable locations
- Some 2,900** homes can be provided that are high in quality, in a range of types and tenures. New homes can be integrated with employment, leisure and open spaces to create a pleasant and safe environment.
- A range of leisure and community facilities can support the growing community in the context of a town centre designed to respect the past and reach into the future, with high quality, distinctive and truly diverse design solutions that focus upon 'people' and 'place'.
- The wildlife, biodiversity and geological value of Brierley Hill can be protected and enhanced by using a green infrastructure approach, enhancing watercourses and establishing an ecologically functional wildlife corridor linking Fens Pool Special Area of Conservation to Saltwells Local Nature Reserve to make Brierley Hill more sustainable and climate proof.
- Enhancements can be delivered to the overall environment in Brierley Hill (including biodiversity, air quality, land contamination and climate change) which can also address the current lack of open spaces and difficulties for pedestrian movement.

Development requirements

<u>Housing Commitments @April 2009</u>	<u>- 0 dwellings</u>
<u>Additional Housing Capacity 2007-26</u>	<u>- 2939 dwellings**</u>
<u>Of which:</u>	
<u>2007-16</u>	<u>- 2306 dwellings</u>
<u>2016-26</u>	<u>- 633 dwellings</u>
<u>Comparison retail development 2009-26</u>	<u>- 95,000 sq metres (gross)</u>
<u>Of which:</u>	
<u>2009-16</u>	<u>- 65,000 sq metres (gross)</u>
<u>2016-26</u>	<u>- 30,000 sq metres (gross)</u>
<u>Convenience retail development 2009-26</u>	<u>- 7,700 sq metres (gross)</u>
<u>Of which:</u>	
<u>2009-16</u>	<u>- 4,600 sq metres (gross)</u>
<u>2016-26</u>	<u>- 3,100 sq metres (gross)</u>
<u>Office development 2009-26</u>	<u>- 220,000 sq metres</u>

**** Excludes 294 dwellings which have been included in Regeneration Corridor 11a**

Creating Sustainable Communities

- There is a recognised need to develop high quality housing to attract a range of occupiers (including professional and entrepreneurial people) alongside meeting an identified local need, for example, for single person households, the elderly and those unable to compete on the open market.
- Given the limited capacity, a flexible and imaginative approach will be needed to provide a mix of dwelling types and tenures at a variety of densities suitable to a Town Centre to accommodate a balanced population.

The Economy, Employment and Centres

- There is a shortage of formal green space within the centre but there are large areas of natural open space adjacent to the Town Centre boundary at Fen's Pool and Saltwells Local Nature Reserve.
- Brierley Hill needs educational, leisure, healthcare and other community facilities appropriate to a Strategic Town Centre. A number of regeneration projects are being progressed. For example, a new Health and Social Care Centre is currently under construction and a planning application is being progressed for a new college campus.
- The Brierley Hill Area Action Plan provides opportunities for further leisure and community developments, complemented by new public realm including a series of public squares to accommodate outdoor activities.

Transport and Accessibility

- A fundamental component of the long term growth of Brierley Hill is the establishment of a high quality, accessible, affordable and well patronised public transport system that offers genuine advantages over the private car.
- A public transport strategy has been developed which sets out an approach for the long term enhancement to the public transport network to facilitate growth at the centre. This public transport strategy specifically recognises the valuable role that the proposed Rapid Transit would provide, but also recognises the importance of providing alternative means of public transport in the event that funding prevents the delivery of Metro (now rapid transit).
- Sustainable movement will be enhanced by a complimentary package of measures including new primary thoroughfares catering for pedestrian and cycle movement, an improved public transport offer and car based demand management.

Environmental Infrastructure

- Brierley Hill is located between the Fens Pool complex, including an internationally designated wildlife site, and the Saltwells Local Nature Reserve, which is of national importance.
- The canals running through the Town Centre are recognised as Sites of Local Importance for Nature Conservation. These wildlife rich sites and the avenues for movement of species

between them need to be protected and enhanced within the wider landscape context of all new development to combat the combined challenges of climate change, past habitat fragmentation and increased urbanisation.

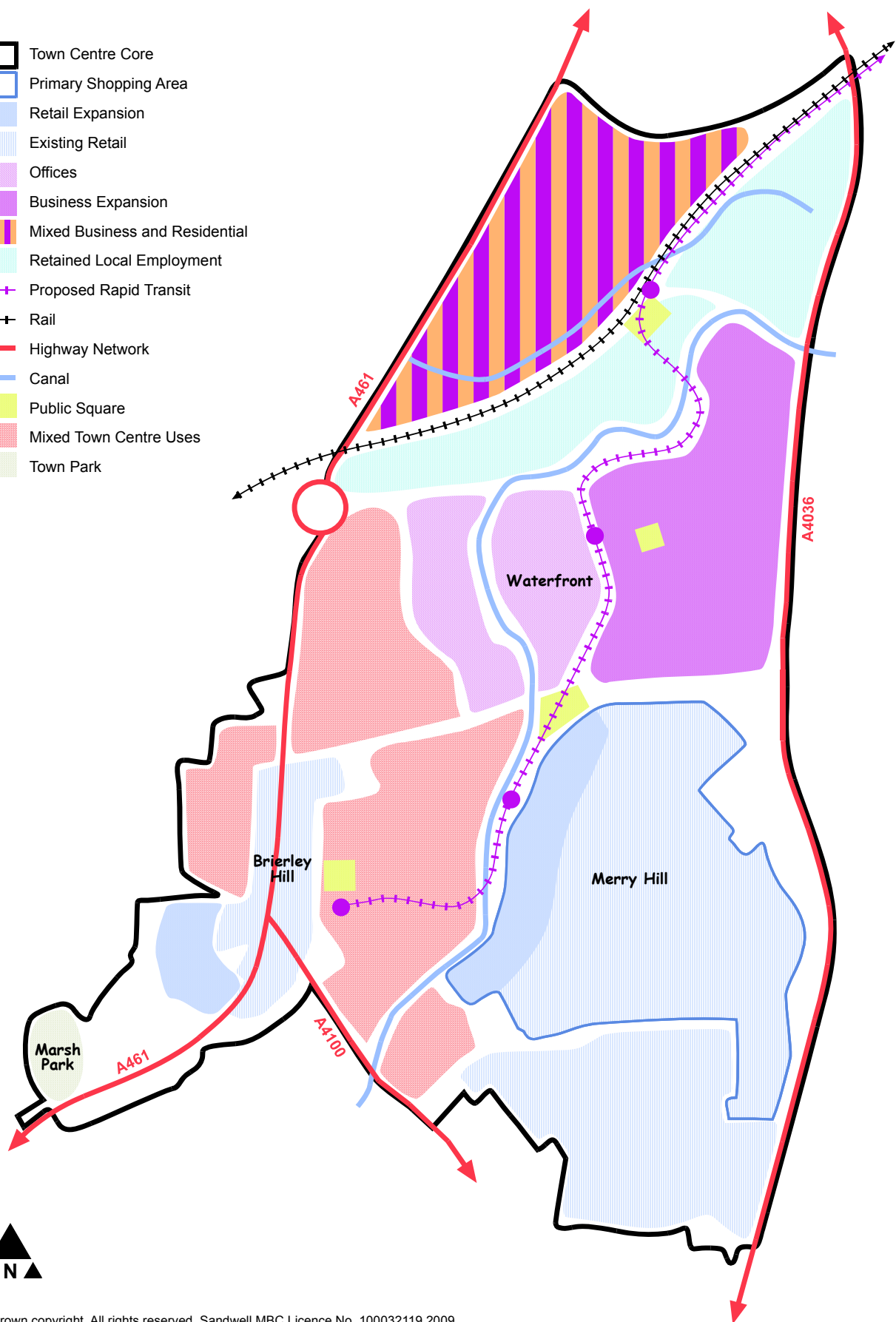
- The Strategic Flood Risk Assessment has confirmed that there is no floodplain within Brierley Hill and a low risk of flooding.
- The Town Centre is, however, heavily urbanised and development should combat future potential problems with flooding, air pollution and heat island effect through contributions to the wildlife corridor network, wildlife friendly landscaping (including green roofs) and sustainable water use, reuse and disposal.
- Brierley Hill High Street provides retail uses for local needs and constitutes a Conservation Area.
- To the east, large tracts of industrial wastelands have been reclaimed for office developments, service industries and the regionally significant Merry Hill Shopping Centre.
- Dudley No.1 Canal provides a spine running through the Town and the area. Once almost derelict, this is now a major recreational resource.
- The town lies on an elevated ridge and as the land falls away to the west, extensive views are afforded which should be maintained where possible.

MECHANISMS	PARTNERS
Brierley Hill Area Action Plan	Land-owners and Developers
Local Transport Plan	Centro / Network Rail / WMT / other transport operators
	Advantage West Midlands
	Dudley New Heritage Regeneration Company
	Local Education Authority
	Registered Social Landlords
	Dudley Primary Care Trust
	Stourbridge College
	Westfield Plc.

Brierley Hill Strategic Centre

KEY

- Town Centre Core
- Primary Shopping Area
- Retail Expansion
- Existing Retail
- Offices
- Business Expansion
- Mixed Business and Residential
- Retained Local Employment
- Proposed Rapid Transit
- Rail
- Highway Network
- Canal
- Public Square
- Mixed Town Centre Uses
- Town Park



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West Bromwich Strategic Centre

Vision

The Sandwell of 2026 will be served by a growing, dynamic and vibrant Strategic Town Centre offering a wide range of high quality retail, employment, leisure, cultural, civic and public services. The town centre and peripheral areas will provide sustainable urban living opportunities, which will exemplify high quality public realm and public spaces and linkages to Dartmouth Park and the wider Sandwell Valley all served by an integrated public transport system.

Features and Opportunities

Features

- Excellent accessibility to the motorway network via the M5 providing access to the M6.
- The Public arts centre, which provides cultural, learning and performance opportunities.
- The Public Square provides opportunity for social engagement within high quality public realm.
- Astle Park - mixed retail, food and leisure.
- Public Transport links - Metro links to Wolverhampton and Birmingham - Bus links throughout the Black Country and Birmingham.
- High Street Conservation Area, comprises buildings of heritage worth within the Town Centre.

Opportunities

- Retail expansion and refurbishment of existing provision.
- New high quality office development
- Provision of new College of further education.
- Police station.
- Magistrates' Court.
- Leisure opportunities.
- Edge of centre living.
- Leisure and recreation opportunities as part of the retail expansion.
- Mixed use town centre opportunities at Eastern Gateway and Town Square West.

Proposals

The significant proposals for new development identified in the AAP mean that the area will potentially undergo major change, with the opportunity to create a high quality built environment, through securing a high quality of townscape, urban form, building design and urban spaces. The broad locations of these are indicated on the Town Centre spatial strategy diagram, with detailed allocations and site boundaries for new development provided within the West Bromwich Area Action Plan (AAP).

The key proposals for the different parts of the Town Centre are set out below:

- **Primary Shopping Area**

Significant change will be seen within the Primary Shopping Area as the existing Queen's Square is set to be refurbished and extended with provision made for links to the new retail expansion consisting of a new Tesco's store, department store, numerous high street stores, provision for public spaces and the incorporation of leisure, food and drink establishments. Links to Dartmouth Park will also be established and strengthened. It is proposed not to extend the Primary Shopping Area beyond that currently defined in the Adopted UDP as the retail core. This will allow existing retail commitments to be built out and ensure that a compact town centre is maintained, with future increases in floor space being achieved through redevelopment of existing areas in a more intensive format.

- **Office Sector**

The stimulation of the town's office sector will provide new sustainably located employment within the town centre including All Saints Phase I & II and the North Lyng Office, whilst also providing modernised and centralised services including the new College and Police Station. The focus for this development will be within the defined town centre on the edge of the defined primary shopping area, though there is opportunity within the "wider West Bromwich Town Centre" to accommodate projected levels of growth if opportunities at Junction One and along the metro corridor are considered.

- **Eastern Gateway**

The Eastern Gateway presents the opportunity to provide interest in the form of high quality mixed use development incorporating retail, office, living, leisure and civic services to the east of the Primary Shopping Area, thus increasing the offer of the Town Centre. Redevelopment of the Eastern Gateway will enable the refurbishment of sections of the existing built form with the provision of significant, new office space and housing with potential for public realm improvements, the creation of integrated public spaces and the strengthening of linkages to Dartmouth Park.

- **Lyng / Carter's Green and Greet's Green**

Redevelopment of the Lyng area will provide sustainable urban living on the edge of the Town Centre with access to high quality retail, office employment, leisure, recreation, cultural facilities and multiple modes of public transport. The development of urban living in the Carter's Green and Greet's Green area will intensify the residential population, benefit from and improve the vitality of businesses and facilities within the Town Centre and Carter's Green District Centre.

Creating Sustainable Communities

The West Bromwich Town Centre of 2026 will be shaped by the principles of fostering sustainable communities through the provision of mixed housing, employment, retail, leisure, culture, recreational opportunities, high quality services and facilities to meet the needs of a mixed community. Key service providers, including education and health will be pivotal in ensuring that physical improvements to infrastructure are delivered.

The Economy, Employment and Centres

Sustained economic growth will be promoted through the pursuit of a balanced economy by means of providing a greater variety of high quality town centre and employment uses within a tightly defined primary shopping area and expanded town centre as well as safeguarding and promoting high quality employment uses at strategically accessible locations. Developing the role of the centre as a visitor destination and encouraging a greater variety of evening time activities, including family friendly activities / venues and residential development within the core area will increase economic vitality and strengthen West Bromwich as a strategic centre. Accessibility to the strategic highway network, the locational advantage in relation to Birmingham City Centre and the efficiency of the public transport infrastructure are major strengths, which will assist in attracting future investment to the Town Centre.

The Joint Core Strategy Centre Policy Cen3 provide figures for the growth in retail and office floorspace within West Bromwich Centre, these are:

- Comparison Shopping
45,000 sq ms gross to 2021, with an additional 20,000 sq ms gross by 2026
- Convenience Shopping
4,800 sq ms net

Most of the quantum of floorspace is incorporated within existing commitments up to 2021.

- Offices
220,000 sq ms by 2026

Transport and Accessibility

The provision of a balanced transportation strategy with emphasis on prioritising and improving accessibility for pedestrians and cyclists within the town centre will support its growth. In addition, the growth of the town centre will also be assisted by improvements to existing infrastructure including public transport and highways alterations that will provide greater accessibility to vehicles from the strategic highway network.

Environmental Infrastructure

The strategy for the design of new development, streets and places within the Town Centre will be key in setting the standard for the improvement of the built environment. The provision of new spaces and squares coupled with public realm, pedestrian, cycle and green linkage improvements will support the creation of a high quality, legible and permeable townscape.

Potential Development Partners and Mechanisms

Mechanisms:

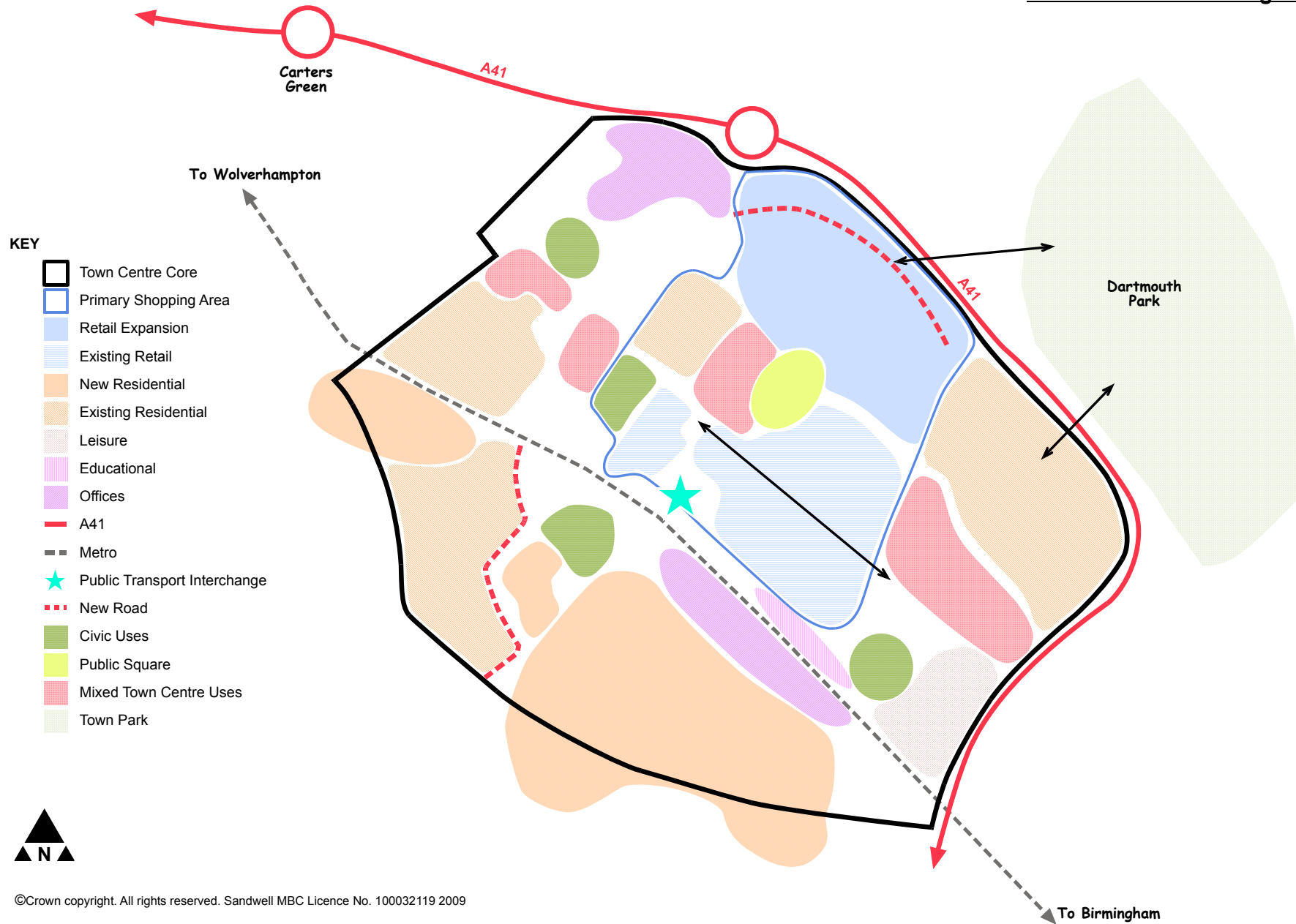
- West Bromwich AAP

- Site Allocations and Delivery DPD
- Local Transport Plan

Partners:

- Landowners and developers
- Centro/Network Rail/WMT
- Advantage West Midlands
- Sandwell Primary Care Trust
- Local Education Authority
- Urban Living

West Bromwich Strategic Centre



Walsall Strategic Centre

Vision

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.

Features

- An established sub-regional shopping comparison centre, with a range of multiple and independent retailers, with opportunities for future development and investment.
- A large and popular market and a range of foodstores
- A centre for nightlife and cultural facilities (including the New Art Gallery), with scope for further investment in entertainment facilities and high quality restaurants
- A centre for public and professional offices, with some commercial offices, with need for d but currently lacking an active office market
- Canal frontages
- Includes a major Technical College, which has been relocated to an expanded site
- A compact centre containing several pedestrianised areas and with strong linkages to its immediate surroundings
- A generally attractive and characterful centre, combining historic buildings and modern architecture, but with some areas in obvious need of investment
- A focus for bus services covering the borough and providing links to surrounding areas
- Location at the centre of a rail network, with considerable potential for improvement and expansion
- Excellent strategic access to the motorway network via the M6, M5 and M6 Toll
- A package of highways improvements and associated measures has recently been completed in the town centre.

Opportunities

- Major opportunity for comparison retail development on the former Shannon's Mill site and around Digbeth.
- Site for leisure, residential and office development at Walsall Waterfront.
- Large-scale, high quality development opportunities within and on the edge of the ring road available to attract additional investment.
- Sites for provision of around 880 new homes, half of which have planning permission.
- Replacement swimming pool and associated facilities.
- Improved links between the main public transport facilities to enhance Walsall as a transport interchange.
- Improved links with places and facilities beyond the ring road.
- Maintenance and restoration of built heritage.

Creating Sustainable Communities

- The type and tenure of housing provided will take into account evidence of need in a revised Housing Needs Study.
- The primary and secondary educational needs of people moving into the town centre can be accommodated at existing schools or through the Building Schools for the Future program.
- A new college of further education has recently been completed in Littleton Street.
- Manor Hospital redevelopment in progress
- There will be a need to review further initiatives in primary care

The Economy, Employment and Centres

- Figures from the RSS Phase 2 Revision indicate that an additional 60,000sqm gross comparison retail floorspace between 2006-2021 and an additional 25,000sqm between 2021-2026 should be planned for the town centre (although developments intended to meet requirements after 2021 should not be granted before 2016).
- The boundary of the town centre and primary shopping area (PSA) will remain unchanged from that defined in the Adopted UDP.
- The PSA will remain the preferred location for retail development in the town centre and the town centre boundary will continue to provide opportunities for development which can extend and complement the role of the centre.

- There is a need for more leisure facilities and venues to serve all sections of the community and boost the evening economy. In particular there is no cinema and no major entertainment venue. There is also a need for hotel and conference facilities.
- Detailed proposals for the town centre might be taken forward in future through an AAP but (having been updated for the Core Strategy) the Adopted UDP is considered generally sufficient to provide a local policy framework at least in the short term.

Transportation and Accessibility

- The ring road in the north and west of the town centre has recently been improved.
- Improvements to transport interchange facilities are planned.
- High quality rail links to London and other towns and cities are being investigated. A study will explore various rapid transit options to link Walsall to Birmingham, Wolverhampton, Sutton and Brownhills/Lichfield.
- A network review of public transport will result in improved services across the catchment area, particularly in terms of quality of provision and off-peak services to support enhanced employment, shopping and also entertainment roles for the centre
- Pedestrian links between the centre and its surroundings need to be improved, to link in the Manor Hospital and major employment areas, such as the office corridor, but also to make the most of the proximity to nearby residential areas.

Environmental Infrastructure

- Encourage design of new development which complements and improves the built environment, historic environment and townscape of this area rich in cultural heritage assets and enhances local distinctiveness and a sense of place.
- Canal frontage improvements
- Focus on civic and other town centre squares including public realm at Walsall Waterfront as well as bringing the Arboretum up to Green Flag status.

Waste

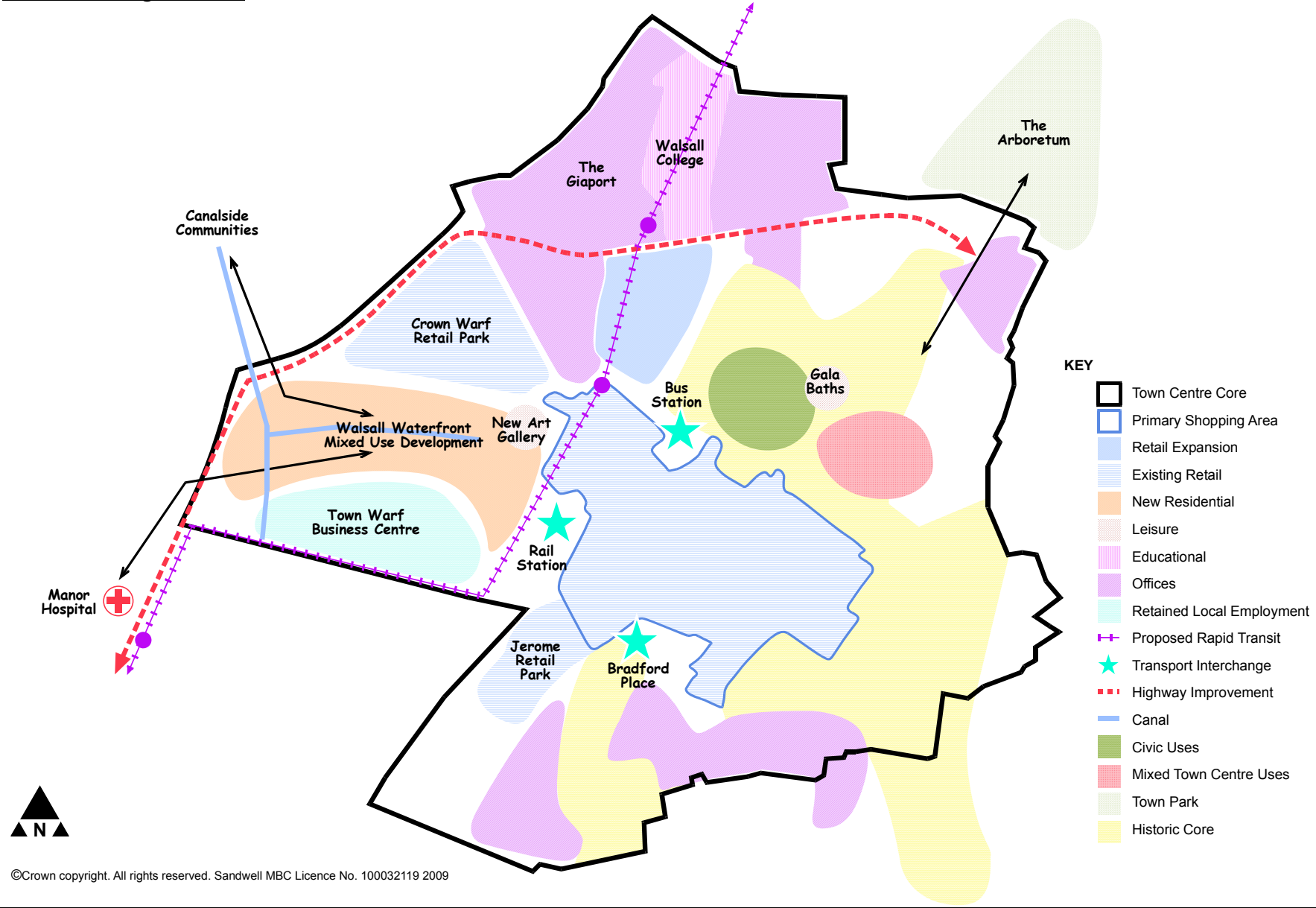
- Waste management facilities which are compatible or complementary to town centre uses (for example facilities serving or ancillary to existing uses) will be permitted in the retained employment areas such as Town Wharf Business Park.

- New Town Centre developments should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed.
- Where applicable, provision should be made for managing contaminated soils arising from land remediation.

Minerals

- Mineral resources should be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised.

Walsall Strategic Centre



Wolverhampton City Centre

Vision

By 2026 Wolverhampton will be served by an established, confident City Centre with a wide variety of quality shops and cultural attractions, 21st century offices, urban living and a city-scale public transport interchange. A modern public realm network and vibrant Canalside quarter will have made the compact City Centre attractive to walkers and cyclists. Historic areas will provide an enhanced, well maintained built environment which will be attractive to visitors, commercial businesses and residents.

Features and Opportunities

Features

- Excellent accessibility to the motorway network via the M6 to the east and M54 to the north, and to M5 to the south via A41 and A4123.
- Mainline railway station providing fast and frequent services to London and a wide range of destinations, including Birmingham, Manchester, Liverpool, Scotland and Wales. Focus for bus and metro services serving Wolverhampton and the Black Country.
- A proposed new Metro link to the Railway station and new Metro line to serve Wednesfield and Walsall.
- Good bus links to and within the City Centre offering people an attractive, frequent, convenient and affordable service.
- A level and mix of short stay car parking that supports the City economy.
- An established sub regional shopping function providing a substantial retail offer with a range of high street shops and independent retailers.
- A thriving and dynamic City Centre University campus
- A compact centre offering a high quality and well sign-posted network of pedestrianised streets.
- Wide range of civic, administrative, leisure and cultural activity including theatres, art gallery, cinema, cafes and restaurants, parks and open squares and sports facilities, including central swimming baths and Wolverhampton Wanderers FC Molineux stadium.
- One of the highest concentration of cultural heritage assets in the Black Country, with a large number of listed buildings and conservation areas and non-designated buildings of heritage value
- A number of significant development and regeneration projects including the Learning Quarter, St Johns Urban Village, the Canalside Quarter, Retail core expansion, the Royal development area, the Broad Street / Stafford Street Townscape Heritage Initiative area, Molineux / Wolverhampton City Archives, City public transport Interchange and major foodstore led mixed-use development at Raglan Street.

Opportunities

- Continued growth and expansion of Wolverhampton City Centre, to provide a high quality shopping, cultural and leisure environment. To significantly develop the office and service sector role of the City centre, and to increase the resident population.
- To maximize the existing environmental quality of the City Centre, in particular the rich built heritage and canals.
- Maximize the potential of underused fringe areas including outmoded employment locations.

- Explore the potential to develop a Black Country Sports Arena and Conference Centre (a “Sports Beacon”) within easy reach of the public transport interchange, which could attract major sports events and conferences and become the “home” for major clubs.

Development requirements

Housing Commitments (April 2009)	2130 dwellings
Additional Housing Capacity	1100 dwellings
Of which:	
2009-16	0 dwellings
2016-26	1100 dwellings
Total Estimated Housing Capacity up to 2026	3230 dwellings
Comparison retail development 2006-26	100,000 sq metres (gross)
Of which:	
2006 - 21	70,000 sq metres (gross)
2021-26	30,000 sq metres (gross)
Convenience retail development 2009-26	10,800 sq metres (net)
Of which:	
2009-17	9,400 sq metres (net)
2016-21	100 sq metres (net)
2021-26	1,300 sq metres (net)
Office development 2009-26	220,000 sq metres

The majority of the City Centre development needs will be focussed into key regeneration opportunity areas. For other parts of the City a strategy of consolidation and investment will be more appropriate. The broad locations of these areas are shown on the City Centre spatial strategy diagram and detailed land use proposals will be provided in the Wolverhampton City Centre Area Action Plan (AAP). These areas are based on the distinctive character areas or quarters identified in the 2006 Wolverhampton Unitary Development Plan.

The strategy for the City Centre accommodates major comparison retail, office and leisure development within the ring road, making the most of linkages with the existing retail core, the cultural quarter and civic / administrative functions. Office and high density residential activity will be directed to an arc of redevelopment opportunity on the north-eastern, eastern and southern fringe of the City centre. This reflects the opportunities created by economic and social change and long standing regeneration initiatives along the canal and rail corridor. The approach also results from the physical constraints to major re-development to the west and north of the ring road (for example associated with stable residential areas around West Park), with the exception of the Raglan Street Site.

The key proposals for the different parts of the City Centre are set out below:

- **Retail Core.** This area is the focus for retail activity in the City Centre but also contains a range of bars, restaurants and offices. The retail offer is based on Dudley Street and the Mander and Wulfrun Centres. The strategy for this area is to consolidate and improve the existing offer and maximising linkages with the Retail Core Expansion area. There will be a focus on ongoing public realm improvements, a broadening of the existing retail offer to accommodate specialist retailing and encouraging small scale redevelopment opportunities where they come forward. This area corresponds to the Shopping Quarter / Primary Shopping Area as identified in the UDP and the detailed boundary will be reviewed as part of the City Centre AAP.
- **Retail Core Expansion.** The Retail Core Expansion will provide a new high quality retail and leisure cluster and will represent a major uplift to the City's retail and leisure offer of 45,557sqm gross. It will provide for the majority of additional City Centre comparison shopping needs to 2021 by delivering an additional 40,030sqm gross comparison retail floorspace. Planning permission for this development was granted in 2006 and the development will be key in attracting further investment into the City Centre. This proposal reflects the 2006 planning permission and corresponds to the boundary of the City Centre Retail Core Expansion Area as identified in the UDP.
- **St Johns / St Georges.** This area forms the southern part of the City Centre. It contains the grade II* Listed St Johns Church and its grounds, the City Library, learning quarter, metro terminus and Sainsbury foodstore incorporating the grade II listed former St Georges Church. The area surrounding St Johns Church in the square contains buildings of high quality, many being former Georgian townhouses that are now listed, and occupied primarily for office activity. The St Georges area is more mixed in terms of the quality of its public realm but acts as a key gateway into the City Centre. The strategy for the area is to bring back vitality through economic and social regeneration. This will be achieved through continuing public realm improvements and development of mixed use schemes, such as new houses and homes, new shopping, food and drink, office and learning facilities. This area broadly corresponds to the St Johns Urban Village Quarter.
- **All Saints / Royal.** This area consists of the All Saints residential area around Vicarage Rd, Gordon St and Raby St and the Royal Hospital and former Bus garage buildings fronting the Ring Road to the north. It accommodates the grade II listed Royal Hospital and other historic buildings in the Cleveland Road Conservation area, and a former Bus Depot. This forms an important gateway to the City Centre from the south east. Within the residential area there is a high level of vacancy and the area suffers from a poor image with a deteriorating housing stock. The strategy for the area is to create a sustainable residential community based on housing led mixed use development including part demolition and retention of existing historic buildings to also provide offices, primary health care centre and ancillary service activity. This area broadly reflects the All Saints / Royal Hospital Quarter.
- **Eastern Gateway.** This area provides a focus for leisure and cultural activities, education uses and creative industries. It also contains the Bus Station, Mainline railway station and proposed metro station. The strategy for this area is for significant high quality mixed use development centred around a new public transport interchange, phase one of which has already received planning permission. This will include major office, retail leisure and residential

development. This area is made up of parts of the Canalside Quarter and the eastern part of the City Centre Cultural Quarter.

- **Canalside Quarter.** The Canalside Quarter lies to the north and east of the City Centre. It is a longstanding area of comprehensive economic and physical regeneration, taking advantage of canalside development opportunities and maximising the reuse of historic buildings and features in the Union Mill Conservation Area. The area acts as a gateway into the City Centre from the north, including the west Coast railway line, canal corridor and is adjacent to the A449 Stafford Road. The strategy for this area is to build on current initiatives to provide a wide range of sustainable land uses including residential-led, leisure and employment. A number of key schemes such as Low Level Station and Springfield Brewery have planning permission. Improved access links will be required to secure integration with the rest of the City Centre. The north-western part of the area is occupied by a mix of businesses and commercial activity and provides a major opportunity to transform the northern approach to the City Centre. The phasing of development will have regard to the need to remove any constraints to the regeneration of sites.
- **University.** The University campus plays a key role in supporting the City and regional economy. The strategy for this area is to continue to provide high quality teaching, learning and research facilities and a high quality campus environment.
- **Molineux Stadium.** The Molineux is the home of Wolverhampton Wanderers Football Club. The stadium has been subject to major investment in recent years and the strategy for the area is for the consolidation and further development of the facilities.
- **Office / Civic Quarter.** This area is dominated by the Civic Centre, St Peters Church and major office uses both within and on the edge of the ring road. The strategy for this area recognises the potential to intensify existing activity through the reuse of vacant sites and the upgrading of existing outdated office accommodation, playing a crucial role in contributing towards the delivery of the RSS B1(a) Office requirements for the strategic centre. There will be continued enhancement of the public realm and historic buildings in the Wolverhampton City Centre Conservation Area.
- **Chapel Ash.** This area corresponds to the Chapel Ash Quarter in the 2006 UDP. This area contains an important vibrant shopping function and cluster of service activity centred around Chapel Ash, serving the needs of the local community to the west of the city centre. The strategy for this area is based on retaining the area as a focus for speciality shops, and other service activities, together with associated retail, business, leisure and housing development. This area also contains the Raglan Street site which has planning permission for a high quality mixed use development providing a major new foodstore, housing and leisure uses with strong links to the city centre retail core. Opportunities to support heritage led regeneration in the conservation area are being taken through the Chapel Ash / Darlington Street conservation area Partnership Scheme. Improved links to the City Centre.
- **West Park.** West Park is the largest area of open space adjacent to the City Centre and meets a range of recreational and amenity needs. It is the focus of the Park Conservation Area and recognised as one of the finest Victorian parks in the country by virtue of its inclusion on the English Heritage Register of Parks and Gardens. It is an area of high townscape value and forms the backdrop to attractive residential areas containing many fine historic houses. There will be continued investment in the facilities and enhanced pedestrian links to the City Centre.

- **City Centre West.** This area contains a range of retail and service activity and a number of development opportunities particularly to the south. This area can accommodate significant high quality mixed use development including retail, offices and leisure activity through the creation of a new quarter for the City Centre.

The Economy, Employment and Centres

- 70,000sqm of gross comparison retail floorspace will be delivered by 2021. The vast majority of this will be met by existing commitments (50,500sqm), which includes the Summer Row retail core expansion development (41,030sqm). Further floorspace will be provided by pipeline schemes of strategic importance such as the mixed-use development as part of the Wolverhampton Interchange scheme to provide a new bus and railway station. From 2021-2026 capacity for a further 30,000sqm of gross comparison floorspace might emerge.
- In terms of convenience retail provision, 10,800sqm net of floorspace will be delivered over the plan period in Wolverhampton City Centre. Current commitments will meet the majority of this requirement for large-scale convenience goods floorspace, most notably by a major foodstore at Raglan Street and at the retail core expansion area development. The delivery of floorspace will continue to be monitored over the plan period, having regard where necessary to updated need forecasts and central government policy advice.
- It is important to ensure that as the city centre is the main focus for higher-order comparison provision, there is not an over-concentration of large scale foodstore provision in the city centre. This will be done in order to ensure that polarisation of food shopping provision does not undermine the the network of Town Centres in the Black Country, especially Bilston and Wednesfield, whose vitality and viability is reliant upon ensuring their convenience retail offer (Policy Cen3 and Cen4).
- 220,000sqm of B1(a) Office floorspace will be provided within or on the edge of the Strategic Centre.
- The retail and office floorspace requirements will be delivered by the Wolverhampton City Centre Area Action Plan.
- The City Centre will also be the focus for other centre uses, such as Hotels, commercial leisure and entertainment facilities such as cinemas as well as community facilities.

Creating Sustainable Communities

- There is currently a small resident population in the City Centre,. City centre living is likely to appeal more to younger, professional households. However, it will be important to create mixed, sustainable communities with sufficient affordable housing to meet local needs, and to avoid a predominance of “buy-to-let” accommodation. Type of housing provided will be limited by high density and mixed use nature of sites available.
- There is currently adequate access to GP surgeries in all parts of the City centre for existing or potential housing. The proposed Primary Health Care facility at the Royal Hospital site will further enhance existing provision.
- Continual improvement of Wolverhampton University
- Completion of City Centre Learning Quarter

Transport and Accessibility

- Implementation of Interchange proposals
- City centre metro loop
- Further enhance and improve pedestrian / cycle links to West Park
- Review the opportunities to improve pedestrian and cycle crossing facilities across the ring road, road traffic capacity requirements and the environmental improvements, including planting strategies, that could be implemented along the ring road 'corridor'.

Environmental Infrastructure

- New development should incorporate design which complements and improves the built environment, historic environment and townscape of this area rich in cultural heritage assets and aim to enhance local distinctiveness and a sense of place. Opportunities for heritage-led regeneration should also be realised.
- This centre contains eight designated conservation areas and a significant concentration of listed buildings including the grade I listed St Peter's Church. Development of the settlement of Wolverhampton dates back to Saxon times and possibly earlier and the survival of archaeological remains, above and below ground, from all periods since is a possibility when redevelopment is under consideration.
- Further opportunities for heritage-led regeneration should also be explored including area based grant schemes and refurbishment / re-use of historic buildings at risk.
- Given a lack of green open space in the east of the City Centre, where new residential development will be concentrated, there is a need to create valuable amenity space for new residents, employees and visitors, maximising use of the canal corridor e.g. Broad Street Basin, and to improve pedestrian / cycle links to Fowlers Playing Fields (see RC2).
- Public realm improvements across the City Centre are required to increase its attractiveness and strengthen key links between different parts of the City
- Improve the setting of important existing buildings
- Take opportunities to create new nesting and foraging habitats for existing populations of Black Redstart and birds of prey.

Delivery

MECHANISMS	PARTNERS
Wolverhampton City Centre Area Action Plan	Land / property owners, developers and businesses
Stafford Road Technology Corridor Area Action Plan	Centro / Network Rail / WMT / other transport operators
Local Transport Plan	Advantage West Midlands
	Wolverhampton Development Company
	University of Wolverhampton
	Registered Social Landlords
	Wolverhampton City Primary Care Trust

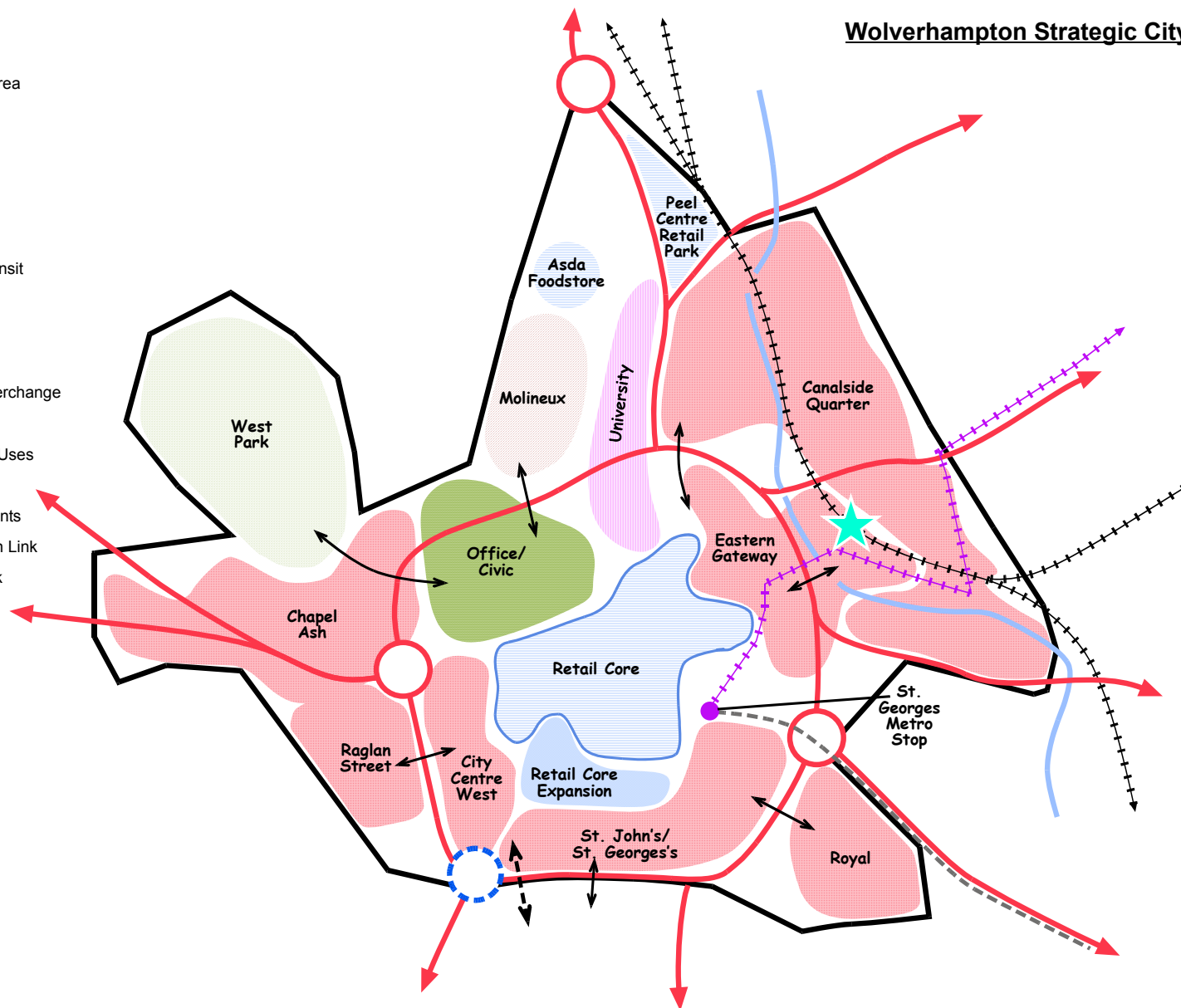
Investment

- Secured DfT investment in new transport interchange
- Development partner in place for Retail Core expansion

KEY

- Town Centre Core
- Primary Shopping Area
- Retail Expansion
- Existing Retail
- Leisure
- Educational
- Highway Network
- Proposed Rapid Transit
- Metro
- Canal
- Rail Network
- Public Transport Interchange
- Civic Uses
- Mixed Town Centre Uses
- Open Space
- Junction Improvements
- Improved Pedestrian Link
- New Pedestrian Link

Wolverhampton Strategic City Centre



Regeneration Corridor 1: Pendeford and Fordhouses

Vision

By 2026 this area of Pendeford and Fordhouses, together with the i54 site, will have fulfilled its potential to become one of the premier high quality employment locations in the West Midlands, and a focus for leading edge, high technology industry in the Wolverhampton to Telford High Technology Corridor. The Corridor has key locational advantages with adjacent access to the national motorway network (M54, M6 & M6 Toll), a substantial local labour force and a historic canalside location. These locational advantages will be enhanced by progressive redevelopment and environmental improvements to the Fordhouses industrial area and by public transport and road improvements. Strong links between high technology industry and the education sector (notably the University of Wolverhampton) will have increased skill levels and created new job opportunities for local people, ensuring that the benefits of investment are felt in local communities and sustainable transport patterns are maintained.

Features and Opportunities

Features

- Excellent access to the motorway network via Junction 2 of the M54 and good access to Wolverhampton City Centre via Stafford Road, although subject to peak period congestion
- High quality office activity at Wolverhampton Business Park and Pendeford Business Park
- Home to leading manufacturing / aerospace occupiers such as Goodrich Actuation Systems and Hs Marston Aerospace Ltd.
- i54 Regional Investment Site / Major Investment Site with planning permission on adjoining land mainly within South Staffordshire
- Important heritage resource of the linear conservation area designation based on the late 18th century Staffordshire & Worcestershire canal.
- Major wildlife corridor running along the Staffordshire & Worcestershire canal, linking the South Staffordshire countryside with the urban area.

Opportunities

- Falls within the Black Country North Employment Land Investment Corridor and is a key location within the Wolverhampton to Telford High Technology Corridor
- Large-scale, high quality employment development opportunities available to attract additional investment
- Further bus service improvements planned to link Wolverhampton City Centre to i54
- Potential Rail-based Park & Ride site with bus service improvements immediately to the north, in South Staffordshire

Land Use Figures

Total Existing Employment Land	61 Ha
Retained Gross Strategic High Quality Employment Land (Policy EMP2)	19 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	41 ha
Additions to employment land through existing development opportunities (RELS April 2009)	10 ha
Total Gross Employment Land at 2026	71 ha
<i>Long term supply of land for new employment development through recycling of gross employment land</i>	<i>34 ha</i>

Creating Sustainable Communities

- Employment opportunities offered by new developments should create links to the local community to enhance the local skills base and create job opportunities.

The Economy, Employment & Centres

- The focus in this part of the growth network is to build on the strengths of the area in providing high quality accommodation and environment for leading edge, high technology industry.
- The area has a number of redevelopment opportunities focused around the motorway junction and adjacent to the i54 proposal. There are also a few development plots remaining at the Wolverhampton Business Park.
- 19 Ha of the existing employment land is considered to be of existing high quality standard. The Employment Sites Study (2009) identifies the area as having the potential for 34 Ha of land to come forward in the long term for development, with 10 Ha currently available. The remaining employment land has no significant weaknesses and has the potential to be high quality over the plan period following general external and environmental improvements.
- The delivery of the i54 site (a site of approximately 96 Ha, expected to provide around 6,000 jobs) could be the catalyst for the redevelopment of the wider area and should be prioritised. Improving the accessibility of the employment areas should also be explored.

Transportation & Accessibility

- Tackling existing congestion is a priority along the Stafford Road and Wobaston Road, particularly if we are to achieve the successful redevelopment of the area. Schemes such as the improvements proposed to Junction 2 of the M54 and the Wobaston Road / Stafford Road junction in association with the i54 proposal are essential.
- Improving the accessibility of employment areas, as well as the canal, in terms of public transport, cycling and walking will be explored as they will have positive impacts in terms of reducing congestion, improving air quality and creating a high quality environment. These will include public transport and general highway improvements along Wobaston Road and Stafford Road particularly to improve access to i54.

Environmental Infrastructure

- The Staffordshire & Worcestershire canal and the existing open spaces form the backbone of the Environmental Infrastructure in the area and should be prioritised for enhancement.
- There are also opportunities for further enhancement and creation of Environmental Infrastructure, such as biodiversity networks and open spaces (identified as issues in this Corridor in the EIG), as sites and areas come forward for development. This should be linked to ongoing improvements to the environment of the Fordhouses industrial area. The redevelopment of this area will also need to enhance the setting of the adjacent conservation area with distinctive design solutions which exploit canalside locations.
- Whilst benefiting from relatively good cycle links, enhanced facilities should be provided as areas are redeveloped and the potential for improved cycle route provision along the Stafford Road should be explored.
- Flood Zones 2 and 3 exist within the area, therefore it will be important to maintain the openness and wildlife value of Waterhead Brook, which runs through Fordhouses industrial area, and the drainage function of playing fields along its route. The flood risk associated with potential development options for the Corridor has been adequately addressed through a Level 2 SFRA and Sequential Test report. In most of this Corridor, further investigation is required to ascertain the most suitable SUDs techniques to apply.
- The value of a high quality environment is important in attracting high value occupiers to employment areas, such as has been achieved at Wolverhampton Business Park. It will be particularly important to maximise high quality design / environmental improvements to sites fronting Stafford Road and the canal as they are key gateways to the City.

Delivery

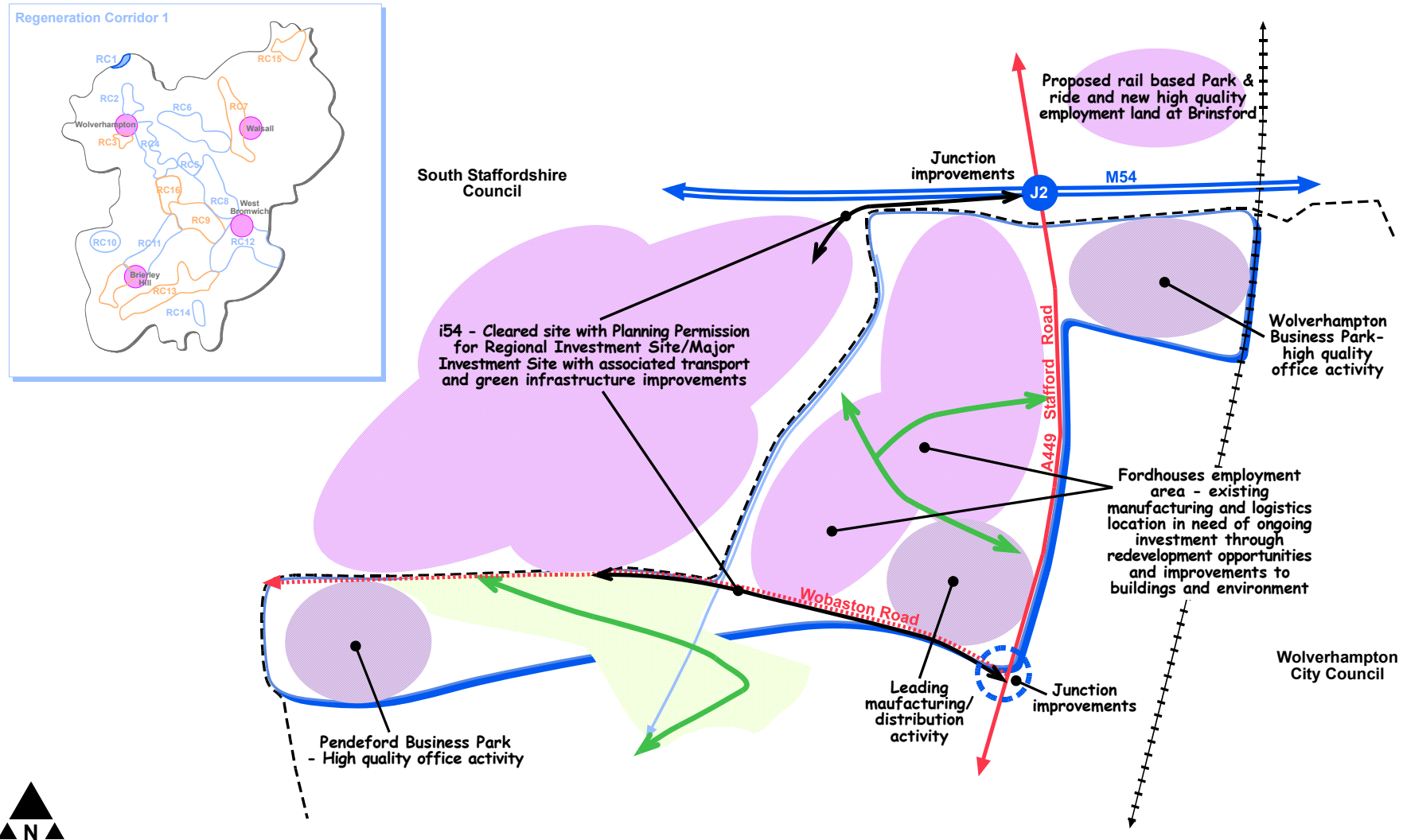
MECHANISMS	PARTNERS
Stafford Road Corridor AAP	Existing businesses and potential occupiers
Local Transport Plan	Landowners and Developers
EIG Phase 2	Advantage West Midlands
	Wolverhampton Development Company
	Centro

Investment

- Advantage West Midlands has invested in i54. Anticipated outputs include 6,000 jobs created, 96ha employment land, 2 million sq ft of industrial floor space and 376,000 sq ft mixed use

Black Country Joint Core Strategy

Regeneration Corridor 1 - Pendeford - Fordhouses



Regeneration Corridor 2: Stafford Road

Vision

This Corridor connects the leading edge business hub around Junction 2 of the M54 to the City and University Centre of Wolverhampton, with its own flagship of the innovative future of the Black Country – *Wolverhampton Science Park* – at its heart. By 2026, the Corridor will symbolise the new Black Country where high quality homes and knowledge-based business comfortably share a high quality environment with fast, reliable public transport access to the exciting and expanding University-led City Centre of Wolverhampton.

Employment land close to the Stafford Road will have fulfilled its potential to become a high quality employment location with a focus on innovation and knowledge-based industry, through extension of the Wolverhampton Science Park and progressive improvements to the Dunstall Hill and Wulfrun Trading Estates. Strong links between high technology industry and the education sector will have increased skill levels and created new job opportunities for local people. With the Corridor also benefiting from public transport improvements, the overall benefits of investment will be felt in local communities and sustainable transport patterns will be maintained.

New residential areas and amenities will be created, building on the positive aspects of local character and distinctiveness and providing opportunities to acknowledge the significant transport heritage that continues to have a powerful presence in the southern part of the corridor. A rejuvenated central area, including the canal, Fowlers Playing Fields and Park Village, will have improved access links to the area east of the railway line, where mixed new residential communities will have been created on surplus employment land. The Birmingham Canal will make a significant contribution towards promoting a new image of the Black Country, with its enhanced environment linking the Corridor to the City Centre.

Features and Opportunities

Features

- Good access to the national motorway network via Junction 2 of the M54 and to Wolverhampton City Centre via Stafford Road, although subject to peak period congestion
- High quality office and research & development activity at Wolverhampton Science Park
- Landmark Goodyear factory site with planning permission for mixed use redevelopment including creation of Neighbourhood Park.
- Strong and recognisable historic quality, including street pattern and key buildings, of the Park Village. Two monumental 19th century Listed railway viaducts and other historic railway infrastructure are significant landscape features in the southern half of the area.
- Poor quality social housing to the east now benefiting from housing renewal activity at Bushbury and Low Hill
- Birmingham Canal (Wolverhampton Level), a designated Conservation Area containing a large number of statutory Listed Buildings, runs through the southern half of the area, linking to the Canalside Quarter of the Wolverhampton City Centre. It is a major heritage anchor and wildlife corridor.
- Crown Street Energy from Waste Facility and Shaw Road HWRC.
- West Coast Rail Line runs through the centre of the area – a major wildlife corridor together with Fowlers Playing Fields

Opportunities

- Falls within the Black Country North Employment Land Investment Corridor
- Land available for expansion of Wolverhampton Science Park
- Further improvements to bus services to link Wolverhampton City Centre to the i54 development
- New high quality and locally distinctive residential growth through redevelopment of poorly located employment activity to the east of the West Coast Rail Line
- Potential for declaration of Park Village as a Neighbourhood Renewal Area

Spatial Strategy

The strategy will build upon the strengths of the area as a strategic employment location, but also on emerging land use changes to make this a place for high quality residential communities.

This Corridor will play a key role in ensuring the City has the right quality and amount of strategic high quality employment land. This approach focuses employment development in the central area of the Corridor and builds on the strengths of its location, which is highly accessible to the national Motorway network. It also seeks to replicate and expand the success of Wolverhampton Science Park, which is at the heart of the central employment area.

New residential communities will help change the image of the eastern half of the Corridor. High quality residential developments will replace outdated and poorly located employment land (access is significantly constrained by the railway line when compared to the central employment area). To attract AB households, extensive redevelopment with associated environmental and open space provision and improvements will be delivered through new development opportunities. Existing businesses will be encouraged to remain in the area where they compliment the regeneration proposals.

The phased redevelopment of poorer quality surplus employment land for housing will be planned in a comprehensive manner. It will have regard to the needs of individual businesses, issues of site assembly and any adverse ground conditions. The Stafford Road Corridor Area Action Plan, which also includes RC1, is being prepared to allocate sites in the light of more detailed evidence and local consultation, and to help secure the partnership and resources necessary to deliver the strategy.

Land Use Figures

Total Existing Employment Land	127 ha
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Housing Commitments @ April 2009	770 dwellings (19 ha)
Housing proposals on surplus Employment Land (25 Ha at 35 dph gross)	875 dwellings (25 ha)
Of which:	
2007-16	0 dwellings
2016-26	875 dwellings
Total Estimated Housing Capacity up to 2026	1645 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	25 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	37 ha
Retained Gross Local Employment Land	21 ha
Additions to employment land through existing development opportunities (RELS April 2009)	11 ha
Total Gross Employment Land at 2026	94 ha
<i>Long term supply of land for new employment development 12 ha Through recycling of gross employment land</i>	

Creating Sustainable Communities

- New residential areas fall between three local housing market areas (as defined in the Wolverhampton Housing Needs Study 2007), with a wide variety of needs for flats and houses of different sizes.
- EVOLVE Central Corridor (Park Village) and Northern Fringe (Showell Park) project areas closely adjoin this Corridor, providing opportunities for wider area regeneration and creation of a more balanced mix of housing types and tenures.
- Building Schools for the Future will provide new secondary schools at North Wolverhampton Academy and Heath Park High School which will serve this part of the Growth Network.
- There is currently reasonable access to all residential services in the area, although some areas of proposed new residential communities could be limited to 35-45 dph (net) to reflect accessibility requirements.
- Employment opportunities offered by new developments should create links to the local community to enhance the local skills base and create job opportunities

The Economy, Employment & Centres

- The Wolverhampton Science Park will provide a strong focus for future high quality employment development and investment in the area. Dunstall Hill and Wulfrun Trading Estates offer further opportunities, particularly to maintain a range of employment accommodation in the City. The potential to create relocation zones for firms displaced as a result of change elsewhere in the Corridor will be explored.
- The Corridor has a number of redevelopment opportunities, mainly focused around Wolverhampton Science Park. 11 Ha of land is currently available for employment development.
- 25 Ha of the existing employment land is considered to be of high quality standard. The Employment Sites Study (2009) identifies the area as having the potential for 12 Ha of land to come forward for development in the long term. The remainder has no significant weaknesses, such as the Dunstall Hill and Wulfrun Trading Estates, and has the potential to be high quality over the plan period following general external and environmental improvements.
- A new neighbourhood centre providing local shopping facilities will be provided as part of the Goodyear site redevelopment. Other new residential areas may require enhanced local services which should be of a scale that complements the existing network of centres.

Transportation & Accessibility

- Tackling existing congestion is a priority along the Stafford Road for this regeneration corridor and RC1, particularly if we are to achieve the successful redevelopment of the area. Proposals such as public transport improvements along the Stafford Road to serve i54 are essential.
- Improving the accessibility of employment areas in terms of public transport, cycling and walking will be explored as they will have positive impacts in terms of reducing congestion and improving air quality along the Stafford Road and Cannock Road.
- Working with the Highways Agency, Staffordshire County Council and South Staffordshire District Council will be important in ensuring that the whole A449 corridor is considered to assist the management of traffic and improve conditions for public transport, cycling and walking.

Environmental Infrastructure

- It will be particularly important to maximise high quality design, retain existing landmark buildings and undertake environmental improvements to sites fronting Stafford Road, Cannock Road and other key gateways to the City, such as the Birmingham Canal. These improvements will be essential to attract investment, businesses and families to occupy new homes.
- Existing open spaces offer the opportunity to deliver environmental enhancements in the Corridor. To address open space deficiencies, a new Neighbourhood Park will be created as part of the Goodyear site redevelopment. Fowlers Playing Fields also needs to be subject to improvements to increase its use and accessibility to existing and proposed residential communities, as well as the canal. Green spaces, green roofs or street trees will need to be provided in new residential developments to combat risks from the heat island effect (see policies ENV5 and ENV6).
- The area has surviving remains, many still in use, of the early development of the transport infrastructure of Wolverhampton including several statutory listed railway and canal features and part of the Wolverhampton Locks conservation area. Steps will be taken to ensure that these sites are preserved and enhanced and opportunities to improve their use as educational and recreational resources will be exploited in the context of any new development.
- Important wildlife corridors exist along the Birmingham Canal (Wolverhampton Level) and the railway lines. New developments adjacent to these features offer the opportunity to address biodiversity deficiencies in the area, as well as the wider enhancement and promotion of the canal network.
- Improvements to open spaces and the canal will help develop links to national and local cycle routes. The potential for improved cycle route provision along the Stafford Road will be explored.
- A small section of the Corridor falls within Flood Zones 2 and 3, at Oxley Brook, near the Goodyear site, and at Smestow Brook, near Wolverhampton Science Park and Park Village. The potential for deculverting should be explored as part of any Neighbourhood Renewal proposals for Park Village. The flood risk associated with potential development options for the Corridor has been adequately addressed through a Level 2 SFRA and Sequential Test report. In most of this Corridor, further investigation is required to ascertain the most suitable SUDs techniques to apply.

Waste

- The Crown Street Energy from Waste Facility and Shaw Road HWRC (key facilities in terms of managing MSW) will be retained as part of the strategic network of waste management capacity in the Black Country (see Policy WM2).

Delivery

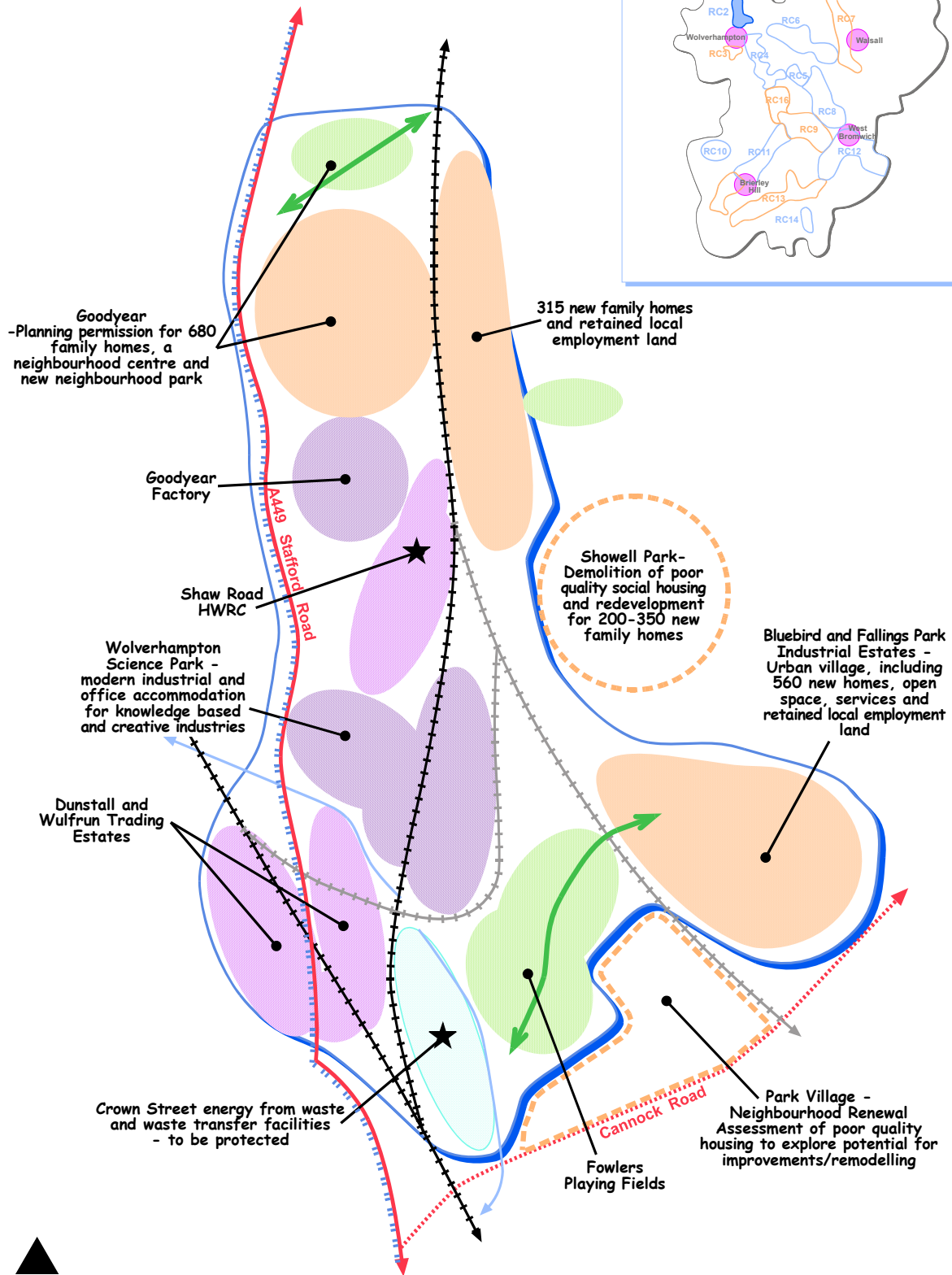
MECHANISMS	PARTNERS
Stafford Road Corridor Area Action Plan	Wolverhampton Development Company
EVOLVE Housing Market Renewal Prospectus	EVOLVE Housing Market Renewal Partnership
Potential for Park Village to be declared a Neighbourhood Renewal Area	Existing businesses and potential occupiers
	Advantage West Midlands
	Centro
	Landowners and Developers
	University of Wolverhampton
	Homes and Communities Agency

Investment

- Potential Growth Point Funding for the Goodyear site, which will result in 28ha of remediated land and 685 net new dwellings.

Black Country Joint Core Strategy

Regeneration Corridor 2 - Stafford Road



Regeneration Corridor 3: South of Wolverhampton City Centre

Vision

By 2026, this distinctive inner city area of traditional industry mixed with commercial and retail premises and fringed by low demand Victorian terraced and social housing, will have been transformed into a vibrant, mixed residential community with strong links to the City Centre (to the north) and to existing local communities to the south. The strong historic character of the area will be retained, with opportunities for new amenity open space and environmental improvements along the key pedestrian routes through the area linking it with the City Centre. A careful managed process of change will ensure that the most sustainable local employment uses are retained within the City Centre mixed use quarter and in the historic Moorfields Quarter, allowing outdated surplus land to be released for a mix of high density and family housing tailored to local needs and complementary business and commercial uses.

Features and Opportunities

Features

- High profile location adjacent to the City Centre Ring Road and containing three of the City's arterial routes - A449 Penn Road, A459 Dudley Road and A4123 Birmingham Road.
- Housing renewal and regeneration progressing to the east, in All Saints, to the south, in Blakenhall, and to the west, in Graisleigh.
- St Johns retail park to the north, the Waitrose superstore to the south-west and the Blakenhall / Dudley Road Local Centre to the east.
- Concentration of historic buildings, many statutorily listed, associated with the early development of the British motor car and cycle industries
- Graiseley Recreation Ground – attractive high quality Neighbourhood Park and Fellows Street Conservation Area.
- New St Luke's Primary School, Bromley Street has achieved BREEAM excellent status for its sustainable design.
- Cross Street South Eco-Homes development has achieved numerous awards for its environmental and sustainable features.

Opportunities

- Opportunities to introduce new quality, locally distinctive residential development into a low demand area through the transfer of poorly located employment activity.
- Refurbishment of the historically important Sunbeam Building complex on Pool Street which is a key landmark to the City Centre and potential catalyst to quality mixed use development.
- Remodelling of Moorfields Quarter employment area including refurbishment of historic industrial buildings and limited mixed use including housing.
- Blakenhall Gardens Regeneration Area with scope for new family housing and a new community focus to provide a mixed community and recreation facility replacing older outmoded facilities elsewhere in the area, new shops and open space to consolidate Dudley Road (Blakenhall) Local Centre.
- Potential to complement and link with City Centre regeneration, including the creation of high quality office and commercial environments in the Pool Street / St Johns area.

- Priority for Action within the All Saints and Blakenhall Community Development Area.

Spatial Strategy

The strategy seeks to build upon the existing strengths of the area, in particular its proximity to the city centre, strong historic character and the potential to bring forward development opportunities. The majority of the area is identified as a Priority for Action within the All Saints and Blakenhall Community Development Area (ABCD). The strategy will build upon this programme and carry forward key projects.

The northern part of the area will be transformed into an integrated residential and business community with excellent links into and within the area, and to the City centre. This process of transformation will build on landmark projects including a revitalised mixed use Sunbeam Building, and a phased programme of housing renewal and mixed use regeneration through opportunities created by the redevelopment of poor quality surplus employment space. The strategy also maximises the benefits of regeneration initiatives in adjacent areas including the City Centre and the Royal Hospital and Raglan Street sites.

The southern part of the area contains the Moorfields Quarter employment area. The strategy proposes the retention and improvement of this area to accommodate local businesses, and limited mixed use including housing.

A Wolverhampton City Centre Area Action Plan (AAP), which will cover the City Centre and RC3, is being prepared to allocate sites in the light of more detailed evidence and local consultation, and to help secure the partnership and resources necessary to deliver the strategy.

Land Use Figures

Total Existing Employment Land		41 ha
Housing Commitments on Employment Land (April 2009)	0 dwellings (0 ha)	
Housing proposals on surplus Employment Land (11 ha at 35 dph gross + 3 ha at 50 dph gross)	565 dwellings (15 ha)	
Of which:		
2007-16	0 dwellings	
2016-26	565 dwellings	
Total Estimated Housing Capacity 2009 to 2026		565 dwellings
Retained Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha	
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha	
Retained Gross Local Employment Land (Policy EMP3)	26 ha	
Additions to employment land through existing		

development opportunities (RELS April 2009)	0 ha
Total Gross Employment Land at 2026	26 ha
<i>Long term supply of land for new employment development through recycling of gross employment land</i>	<i>5 ha</i>

Infrastructure

Creating Sustainable Communities

- New residential development areas fall within the Inner City Core housing market area (as defined in the Wolverhampton Housing Needs Study 2007), with particular needs identified for market flats and for a large amount of affordable housing of all types and sizes.
- Higher density housing concentrated in the northern part of the area closest to the City Centre as part of a mixed office / commercial quarter.
- The provision of larger family housing in higher quality environments, building on strong community ties, would help to retain local BME residents, and improve the socio economic mix. The area south of Pountney Street and around Graisleys Recreation Ground has the opportunity to meet these needs.
- All Saints Renewal Area to the east of the Regeneration Corridor a priority for renewing and some redevelopment of a low demand under stress housing area with a focus on improving the private rented housing sector. Potential for joint private / public sector partnership working as part of the redevelopment of the Royal Hospital site within the City Centre area.
- The relocated St Luke's Primary School has met the need for accessible primary school places in the area.
- The area is served by Colton Hills and Parkfield High Secondary Schools. The Building Schools for the Future proposals for the Bilston Academy will replace Parkfields High School. Need to improve public transport access from the area to this existing and proposed secondary school provision.
- There is currently adequate access to GP surgeries in all parts of the corridor with existing or potential housing. The proposed Primary Health Care facility at the Royal Hospital site will further enhance existing provision.

The Economy, Employment & Centres

- Managed approach to the redevelopment of employment premises in the northern and central parts of the area which recognises the needs of existing businesses including the potential for their relocation.
- It will be essential to retain and promote improvements to the Moorfields Quarter Industrial area, to ensure that sufficient local jobs are retained to support the local economy as large scale change progresses. This area contains some large manufacturing companies and has the potential to accommodate new investment through limited redevelopment and refurbishment of historic buildings.
- High density business and commercial development in the northern part of the area close to the City Centre ring road.
- Areas for new housing development have good access to local shopping facilities including access to fresh food (Policy Cen6).
- New investment in the Dudley Road (Blakenhall) Local Centre consolidated through new shops and open space at the Blakenhall Gardens redevelopment.
- Other retail development in the area to be small scale to meet the needs of the resident population as set out in Policy Cen6.

Transportation & Accessibility

- The Graiseley (northern) area will benefit from remodelling of the internal road network, in particular better east-west linkages between Penn Road and Birmingham Road.
- Improved pedestrian linkages through the area and to the City Centre. In particular the routes between new housing and mixed use development in the area across the ring road to the St Johns Church quarter of the City Centre and through the Moorfields Quarter.
- Potential remodelling of the Birmingham New Road / Dudley Road junctions, and the Lea Road / Penn Road junction.

Environmental Infrastructure

- There has recently been major investment in the area's three main parks – Graiseley Recreation Ground, Dixon Street Playing Fields and Pheonix Park, as a key element of the ABCD project. A new network of local open space and recreation facilities is required both to serve new housing. The PPG17 Study identifies the need for additional open space in this area and we will plan for 15% of land within housing growth areas to be used for open space purposes. Remaining open space needs that cannot be provided on site will be met by off-site contributions.
- A Heritage Audit and detailed historic characterisation work has been carried out in the area, which forms a strong basis for protecting and enhancing the historic character of the area as long term change progresses. The area has many surviving buildings which were built to accommodate the emerging cycle, motorcycle and motor car industries in the late 19th and early 20th centuries.
- The Fellows Street conservation area has benefited from improvements in recent years including grant aided repairs to individual properties and enhancements to the recreation ground. A review of the boundaries of this conservation area should be undertaken.
- The western part of the Corridor is affected by a culvert and limited groundwater flooding. The flood risk associated with potential development options for the Corridor has been adequately addressed through a Level 2 SFRA and Sequential Test report. Further investigation is required to ascertain the most suitable SUDs techniques to apply in the Corridor.
- Green spaces, green roofs or street trees will need to be provided in new residential developments to combat risks from the heat island effect (see policies ENV5 and ENV6).

Delivery

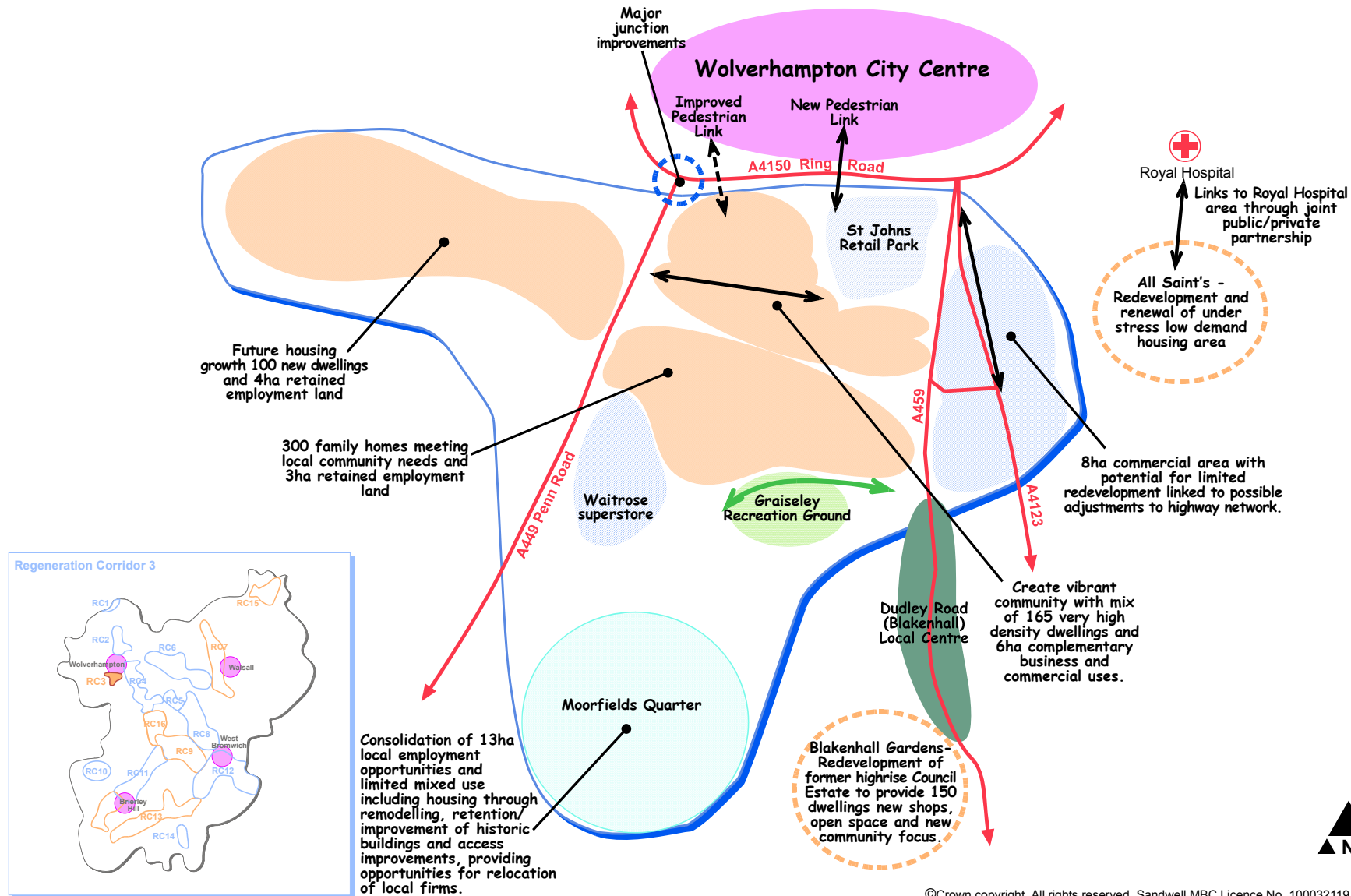
MECHANISMS	PARTNERS
Wolverhampton City Centre Area Action Plan	Land-owners and firms
All Saints and Blakenhall Community Development (NDC)	Developers
	Advantage West Midlands
	Registered Social Landlords
	Centro
	Homes and Communities Agency

Investment

- Potential to bid for heritage funding for improvements in the Moorfields Quarter

Black Country Joint Core Strategy

Regeneration Corridor 3 - South of Wolverhampton City Centre



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Regeneration Corridor 4: Wolverhampton - Bilston

Vision

By 2026, one third of the large swathe of industrial land stretching along the canal between Wolverhampton City Centre and Bilston Town Centre will have been transformed into new residential communities, continuing the metamorphosis that began when the collieries and foundries dominating this area were redeveloped at the beginning of the 20th century. New communities will be served by high quality networks of green infrastructure and residential services, focussed on the metro route and canal corridor. This will be achieved by making the area a major focus for partnership-led regeneration in Wolverhampton and securing long-term commitment, investment and marketing in order to overcome major constraints and deliver high quality development. Retained employment land, concentrated in the centre of the Corridor, will serve key local employment needs and also provide some high quality job opportunities. Integration of development with adjoining deprived neighbourhoods will have reinforced the new image and spread benefits.

Features and Opportunities

Features

- Continuous corridor of mixed quality employment land, including estates in Eastfields, Monmore Green, Ettingshall and Spring Vale, which has been gradually eroded in past decades by large housing developments (e.g. Millfields; GKN site, Birmingham New Road) and currently includes a number of cleared housing and mixed use commitment sites (Bilston Urban Village; Ward Street; Cable St / Steelhouse Lane).
- Canal and railway infrastructure dating from the 18th and 19th centuries are significant landscape features: Wolverhampton to Birmingham Railway line (with stations at Wolverhampton City Centre and Coseley) and an extensive stretch of the Birmingham Canal (Wolverhampton Level). The listed Chillington canal / railway interchange in the north of the area is the last surviving example in the Black Country.
- The Wolverhampton to Birmingham Metro line serves the northern and southern parts of the corridor, with halts at The Royal, Priestfield, The Crescent, Bilston Central, Loxdale, and Bradley Lane.
- Former railway cutting / greenway runs from Wolverhampton City Centre through to Bilston Town Centre.
- Four of the Black Country's key arterial roads cross the Corridor - Willenhall Road (A454), Bilston Road (A41), Millfields Road (A4039) and the Black Country Route (A463) – which serves the southern third
- Bilston Town Centre, with a bustling shopping centre and renovated historic buildings, and the focus of strong community spirit, adjoins the southern end of the Corridor, and is to be complemented by, and integrated with, Bilston Urban Village, providing a mix of centre uses including a new leisure centre, Academy, Park and a major shift in image for this traditional Black Country town.
- Surrounding residential areas are dominated by social housing and include concentrations of deprivation e.g. Heath Town and Ettingshall.
- Some major open spaces (e.g. East Park) adjoin the Corridor.

Opportunities

- Significant potential for redevelopment of low quality, under-used employment land for residential-led mixed use development centred around the canal corridor and creating major opportunities to improve existing open space and pedestrian / cycling networks.
- Some stretches of the canal and adjoining areas may be of sufficient quality to merit conservation area designation. Surviving remnants of canalside industrial heritage could form the focal point or inspiration for new locally distinctive developments.
- Retention and improvement of significant areas of local and high quality employment land to provide jobs for local communities.
- Potential to spread regeneration benefits to surrounding areas and co-ordinate with potential housing market intervention activity.

Spatial Strategy

The strategy will build upon the transformation achieved to date in this Corridor by creating new residential communities on low quality, under-used employment land along the historic canal corridor stretching from Wolverhampton City Centre to Bilston Town Centre. This Corridor will deliver the largest amount of new housing in Wolverhampton up to 2026 (4310 dwellings), whilst retaining 228 ha of mixed quality employment land and creating truly sustainable links between homes and jobs. To change the image of the area and attract AB households, there will be significant environmental infrastructure improvements – maximising the historic character of the canal network and industrial heritage, and creating a high quality open space network. New development will be integrated with surrounding neighbourhoods to maximise and spread regeneration benefits. The comprehensive redevelopment of large areas of occupied employment land for housing in a deprived area will be constrained by multiple land ownership and extensive poor ground conditions. A Bilston Corridor Area Action Plan (AAP), extending beyond RC4 to cover Bilston Town Centre and Loxdale Industrial Area (see RC5), is being prepared to allocate sites in the light of more detailed evidence and local consultation, and to help secure the partnership and resources necessary to deliver the strategy.

Land Use Figures

Total Existing Employment Land	306 ha
Housing Commitments on Employment Land (April 2009)	1210 dwellings (32 ha)
Housing Commitments on Other Land (April 2009)	1000 dwellings (17 ha)
Housing proposals on surplus Employment Land (60 ha at 35 dph gross)	2100 dwellings (60 ha)
Of which:	
2007-16	0 dwellings
2016-26	2100 dwellings
Total Estimated Housing Capacity 2009 to 2026	4310 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	52 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	16 ha
Retained Gross Local Employment Land (Policy EMP3)	146 ha
Additions to employment land through existing development opportunities (RELS April 2009)	14 ha
Total Gross Employment Land at 2026	228 ha
<i>Long term supply of land for new employment development through recycling of gross employment land</i>	<i>64 ha</i>

Creating Sustainable Communities

- There is a lack of high quality market housing in this area, and also a need for more affordable housing to meet local needs. Some adjoining public housing estates are in need of housing renewal. New development will play a major role in creating mixed but cohesive communities.
- It will be important to carefully phase and masterplan new housing developments on employment land, to protect the local economy and secure a viable housing delivery trajectory.
- Although primary school places are generally in surplus across Wolverhampton, localised quality and access issues mean that a new primary school is required in the Bilston Urban Village area, where higher density housing is planned.
- Building Schools for the Future will provide a new Academy on the Bilston Urban Village site. Most of the northern half of the Corridor does not have adequate access to a secondary school. Opportunities to address this gap through sustainable transport improvements should be explored.
- There is currently adequate access to GP surgeries in all parts of the corridor with existing or potential housing, and the new Health Centre to be provided within Bilston Urban Village will increase quality of provision. The temporary surgery in Ettingshall, created to fill an identified gap in provision, should be established on a permanent basis.
- A new sports hall is now available at Wolverhampton College, Bilston Road, and a new leisure centre will be provided as part of the first phase of Bilston Urban Village. These facilities will meet the needs of new residents for indoor sports facilities.

The Economy, Employment & Centres

- It will be essential to retain and promote improvements to remaining local employment land, to ensure that sufficient local jobs are retained to support the local economy as large-scale change progresses. The potential to create one or more relocation zones for firms displaced as a result of change elsewhere in the corridor should be explored.
- Potential high quality employment land requires external environment improvements.
- A small part of the aspirational canalside suburbs area currently has inadequate access to fresh food. It is likely that this could be addressed through local shopping provision.

- Bilston's viability as an important Town Centre will be enhanced by the increase in new housing provision within its catchment area, through the benefits of the 1,000 houses to be built at Bilston Urban Village and links with Regeneration Corridor 4 to Wolverhampton City Centre. There will be full integration between Bilston Urban Village and the Town Centre through the Bilston High Street Link which includes the commitment for a mix of centre uses. Other opportunities to improve and promote existing local shopping areas e.g. New Street, Ettingshall will also be explored.
- New retail development within Bilston Town Centre will be limited in scale to meet local needs with a focus on meeting any gaps in convenience shopping. Significant capacity has been identified for convenience retail provision in Bilston over the length of the plan period, which could be met by extensions to existing facilities or by a new food store, provided that large scale additional convenience floorspace drawing on Bilston's capacity is not permitted elsewhere within its catchment area. It is anticipated that capacity for some further comparison goods floorspace might emerge above existing commitments, depending on how shopping patterns evolve in the Black Country. Policy Cen4 identifies that provision through schemes of up to 500sqm gross would be appropriate in Town Centres.
- B1(a) Office provision and other centre uses of an appropriate scale will be encouraged in Bilston Town Centre, particularly the use of upper floors.

Transportation & Accessibility

- Development should make full use of the good public transport links in the Corridor and should support improvements where necessary.
- The proposal for a new metro stop to serve Bilston Urban Village should be pursued.
- Pedestrian and cycle links along the Corridor should be extended, and made more safe and attractive, particularly routes linking residential areas to Wolverhampton City Centre, Bilston Town Centre and employment areas. As part of this, a greenway network should be developed (see below).

Environmental Infrastructure

- Dixon Street and Brickheath Road Neighbourhood Parks and East Park District Park serve the northern half of the Corridor and in the southern half a District Park will be created in the Bilston Urban Village development, and a Neighbourhood Park in the Ward Street development.
- A new network of local open space and recreation facilities is required to serve the significant amount of new housing to be provided along the Corridor, given current deficiencies against open space, sport and recreation standards. This should include the creation of a network of greenway corridors (see below), with open space nodes incorporating play and outdoors sports facilities, running alongside a significantly improved canal network, producing a spacious and suburban feel to attract A/B households. The PPG17 Study identifies the need for additional open space in this area and we will plan for 15% of land within housing growth areas to be used for open space purposes. Remaining open space needs that cannot be provided on site will be met by off-site contributions. The deficiency in allotments and outdoor sports facilities in the Bilston area should be met through new provision in Bilston Urban Village.
- There is particular potential to create a high quality greenway network, by enhancing biodiversity and extending cycling / walking networks along canals and disused railway corridors, and creating new links to existing Parks, and wildlife sites at Stowlawn Wood to the east and Ladymoor Pool to the south. Ecological surveys of designated nature conservation sites, including the disused railway corridor and Ladymoor Pool, will be carried out to inform the AAP.

- A detailed Historic Landscape Characterisation Study has been carried out to support the AAP, and opportunities to reinforce the local distinctiveness of the area will be informed by this and further historic landscape characterisation work.
- Through development, opportunities should be taken to enhance the setting of the canal and provide distinctive design solutions which exploit canalside locations and incorporate the preservation of historic structures. Canalside locations with surviving remnants of industrial heritage should form the focal point or inspiration for new locally distinctive developments.
- It will be vital to maximise high quality design / environmental improvements to sites fronting Willenhall Road, Bilston Road and the railway line, which are all key gateways to Wolverhampton City Centre.
- There is a Flood Zone 2 area in the southern part of the Corridor, mainly affecting Bilston Urban Village. This will be addressed through the creation of a lake and Sustainable Drainage systems (SUDs). The flood risk associated with potential development options for the Corridor has been adequately addressed through a Level 2 SFRA and Sequential Test report. The majority of the Corridor is not favourable to infiltration SUDs.
- The Outline Water Cycle Study identifies potential waste water infrastructure issues in this Corridor which will be scoped through more detailed Water Cycle Study work to inform the Bilston Corridor Area Action Plan.
- Green spaces, green roofs or street trees will need to be provided in new residential developments to combat risks from the heat island effect (see policies ENV5 and ENV6).

Waste

- There are a number of strategically important waste management facilities in this Corridor. These will be retained in waste management use, and uses which are unlikely to be compatible should avoid locating near them (see Policy WM2):
 - Anchor Lane HWRC, Anchor Lane – MSW Facility
 - Hickman Avenue Depot, Hickman Avenue – MSW Facility
 - Old Chillington Works, Hickman Avenue – Physical Treatment Facility
 - Parkfield Works (EMR), Bilston Road – Metal Recycling Facility
 - Ettingshall Recycling (Tarmac), Spring Road – CD&EW Facility
 - S & B Waste Management, Purbrook Road – Special Waste Transfer Facility
 - Valgrove Ltd, Withy Road – MRF

Delivery

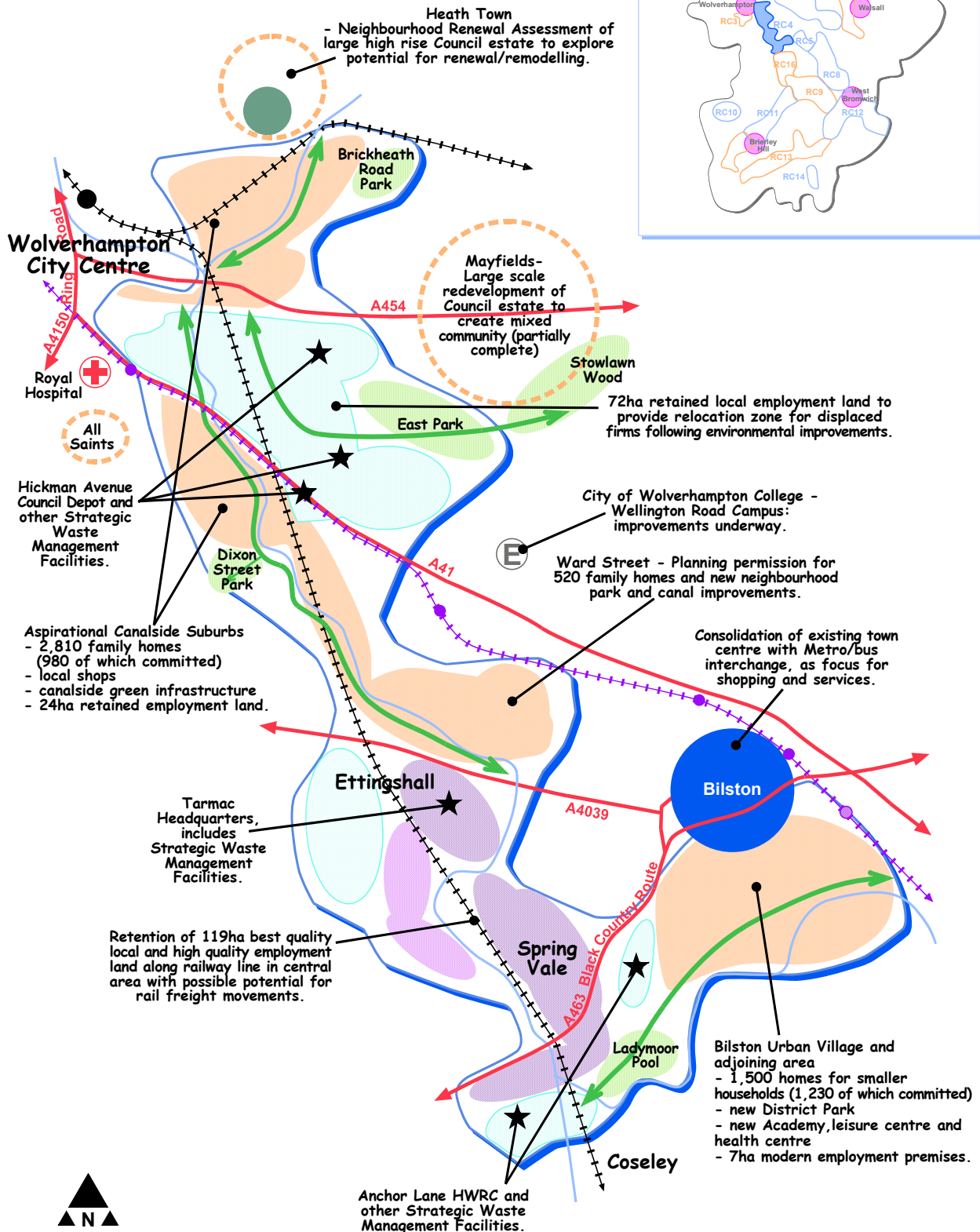
MECHANISMS	PARTNERS
Bilston Corridor Area Action Plan (adoption 2012)	Businesses, land-owners and developers
	Homes and Communities Agency
	Wolverhampton Primary Care Trust
	Advantage West Midlands
	Housing Associations
	Centro
	Environment Agency
	Severn Trent Water

Investment

- Significant on-going investment in Bilston Urban Village, from the City Council, AWM, the private sector, Building Schools for the Future and the Wolverhampton Primary Care Trust.
- Bilston Urban Village and Ward Street are HCA National Affordable Housing Programme priorities

Black Country Joint Core Strategy

Regeneration Corridor 4 - Wolverhampton - Bilston



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Regeneration Corridor 5: Loxdale - Moxley

Vision

Located in the heart of the Black Country and straddling the Black Country New Road with its fast, reliable access to the motorway network, both to north (M6) and south (M5) this area of Loxdale and Moxley will continue its role as a major industrial and logistics hub serving the Black Country and the region. By 2026, through environmental and local access improvements, a new image will be created attracting new investment and jobs. This area will consist of a mix of modern internationally-trading industry – the New Road Employment Park. Housing renewal in adjacent areas will have improved housing for local people and attracted new residents, who will also have good access to job and educational opportunities in Walsall, Wolverhampton and Birmingham.

Features and Opportunities

Features

- Core traditional employment area falling within the Black Country Central Employment Investment Corridor
- Contains two major industrial estates – Loxdale in Wolverhampton & Moxley (Western Way) in Walsall, separated by a housing area
- Easy access to the Black Country Route, Black Country New Road and M6
- Wolverhampton to Birmingham Metro line on western edge, with two stops
- Some low quality housing being improved or replaced through the Moxley Regeneration Framework in the wider Moxley area
- Moxley Local centre – convenience shopping and community facilities.
- Walsall Canal, which has had recent environmental improvements, and the Bradley Locks branch which originally linked up to the Birmingham Canal Wolverhampton Level
- Moorcroft Wood Local Nature Reserve (over 10 ha) adjoins Moxley

Opportunities

- Moxley & Loxdale Core Employment Areas are well connected to the Black Country Route and Black Country New Road, and have the potential to attract high quality industry along with retaining local employment to the west of the canal.
- Development opportunities in Moxley Local Centre including retail and leisure investments.
- A range of residential development opportunities in and close to the corridor in the Moxley area, including Harrowby Road (approximately 200 units) and AP (UK) (planning permission has been granted for 304 units)
- Potential improvements to Great Bridge Road playing fields
- Proposal for rapid transit route to the central lines in accessible locations
- Improved road networks to attract investment and improve public transport services along with the overall accessibility of the corridor.

Spatial Strategy

The overall strategy for this corridor is to retain the employment areas and invest in them to provide high quality employment. This will be achieved by utilising the excellent transport links to attract high quality industry while retaining current industry. In turn this will create a new image for the area therefore helping to maintain its role in the economy and employment of the Black Country. In addition housing improvements and

opportunities for new homes in the Moxley area will help to improve housing choices and help build on the positive features of the corridor such as the canal network and Moorcroft Wood Local Nature Reserve.

Land Use Figures

Total Existing Employment Land	85ha
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Housing Commitments on Employment Land (April 2009)	0 dwellings
Housing Commitments on Other Land* (April 2009) (9.28ha)	860 dwellings
Total Estimated Housing Capacity 2009 to 2026	860 dwellings
<i>*redevelopment of existing housing areas in Moxley</i>	

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	7 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	76ha
Retained Gross Local Employment Land (Policy EMP3)	2 ha
Additions to employment land through existing development opportunities (RELS April 2009)	1 ha
Total Gross Employment Land at 2026	86ha
<i>Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)</i>	
	19 ha

Infrastructure

Creating Sustainable Communities

- Some 860 new dwellings in and adjacent to Regeneration Corridor 5, as part of the Moxley Regeneration Framework, and the redevelopment of the former AP(UK) and Moxley Tip sites.
- Anticipated increase in pupil numbers within this corridor is small and can be accommodated by current school facilities.
- Anticipated health requirements can be accommodated in existing facilities, e.g. relatively new medical centre at Moxley.
- Improvements to recreation facilities including George Rose Park as a result of the development of Darlaston Academy.

The Economy, Employment & Centres

- Moxley Local Centre meets day-to-day convenience shopping needs, with Darlaston and Bilston providing major convenience stores and some comparison shopping.
- There will be a transformation of Loxdale and Moxley traditional employment areas into a high quality industrial location in order to attract new investment, through external environment improvements.
- There will also be the retention of local employment land to the west of the canal.

Transportation & Accessibility

- Existing Metro route through corridor.
- 5Ws rapid transit route close to corridor, to be implemented subject to funding.
- Improvements to M6 Junctions 9 and 10 (outside corridor but will serve it) to be implemented subject to funding.
- Red Routes – Black Country Route, - which will enable the traffic to move more freely and decrease the journey time for road users.
- Black Country New Road – which has made industrial land more accessible along with relieving congestion and traffic problems on other roads.

Environmental Infrastructure

- The Moxley Regeneration Framework provides for a range of environmental improvements to open spaces and streets, especially the High Street, and for the protection and positive management of the Site of Local Importance for Nature Conservation and Local Nature Reserve at Moorcroft Wood.
- There are various nature conservation designated sites in and around this corridor with important wildlife features such as protected species and priority habitats. Therefore the Core Strategy will take steps to protect and enhance them and, where proposals could impact on these designations, ensure that adequate mitigation measures are provided against any adverse effects. This is especially pertinent where sites are of significance to the local area, such as Moorcroft Wood Local Nature Reserve.
- Flood risk is not a significant problem, with the Strategic Flood Risk Assessment identifying only small areas of flood zone 2 being present within the corridor. The area with the largest extent of flood zone 2 in this corridor is at Loxdale industrial area (Wolverhampton) which will be assessed as part of a more detailed Strategic Flood Risk Assessment, carried out specifically for development areas subject to flood risk.
- Existing heritage assets will be protected and enhanced where appropriate, with the majority of these assets within this corridor likely to be features of the historic canal network. Canal routes in this corridor also provide an opportunity for greenways to be created linking existing residential and employment areas to environmental assets such as Moorcroft Wood Local Nature Reserve or George Rose Park, just outside the corridor.
- Quantitative provision of urban open space and parks in this corridor should be increased wherever possible; however the priority should be for qualitative improvements to existing spaces. Great Bridge Road playing fields may benefit from improvements as a result of a housing proposal adjacent to this area, while mixed housing / open space proposals may come forward at Moxley Tip, just outside the corridor.

Waste

- The Corridor includes the following strategic waste management facilities. These will be retained in waste management use, and uses which are unlikely to be compatible should avoid locating near them (see Policy WM2):
 - Foreman Recycling, Bull Lane, Moxley
 - Credential Environmental, Western Way, Moxley
- New waste management facilities will be permitted within the retained employment areas of Loxdale and Moxley. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

MECHANISMS	PARTNERS
Walsall Site Allocations and Development Management DPD and Masterplans	<u>Housing:</u> Walsall Housing Group, Private Developers, Housing Corporation and other RSLs
Strategic Regeneration Framework 1	<u>Industry:</u> developers, Advantage West Midlands
Homes and Community Agency funding	<u>Open Space:</u> private developers
Planning Applications	<u>Education:</u> Council education department, successful tenderer for schools contract
	<u>Health:</u> PCT
	<u>Transport:</u> Centro, Highways Agency, Private Developers, Bus & Rail companies, Network Rail.
	<u>Centres:</u> private developers

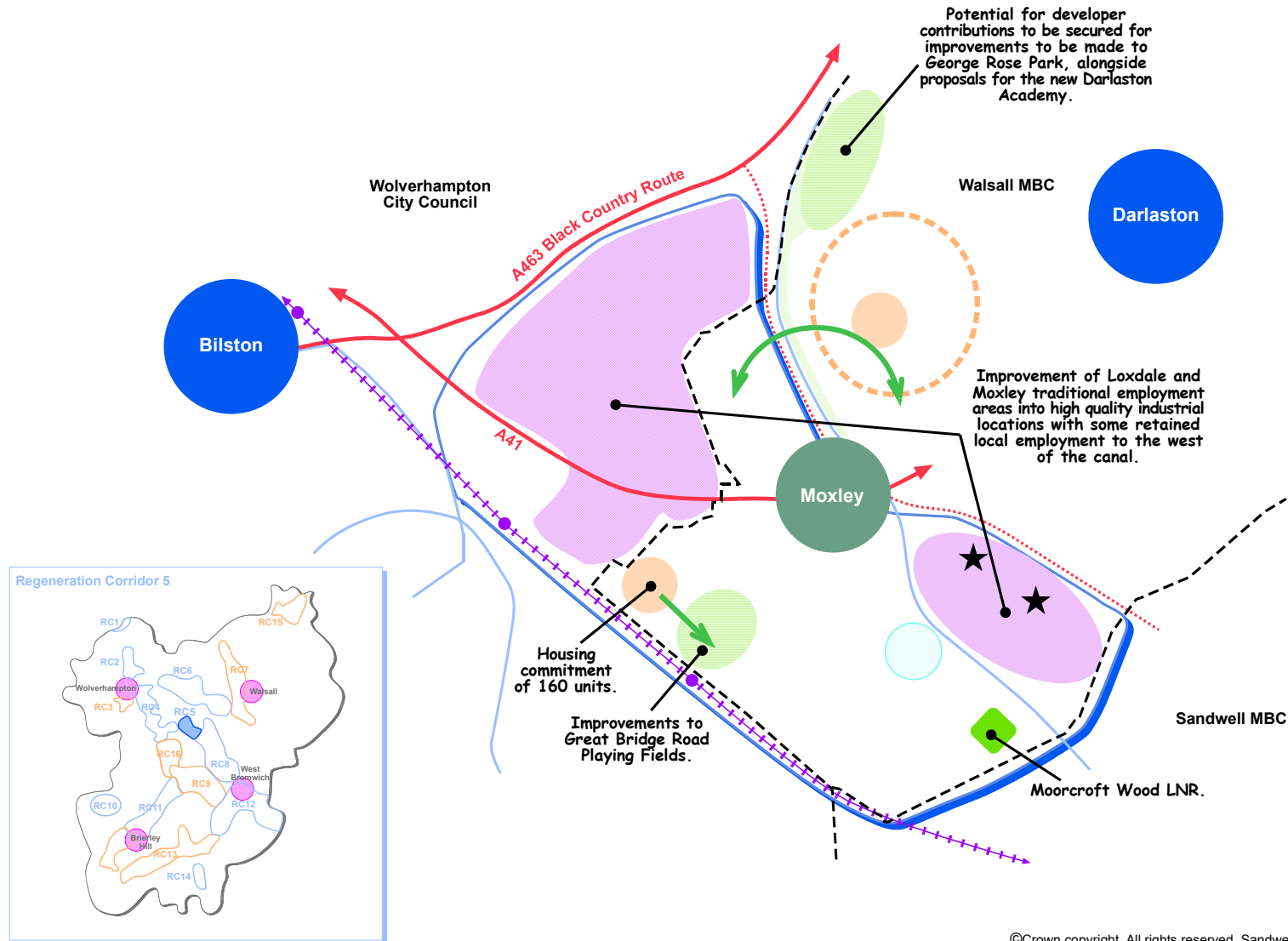
It is also anticipated that other site-specific proposals will come forward as site allocations in Site Allocations DPDs and / or as planning applications following pre-application discussions with the relevant planning authorities and other stakeholders.

Investment

- HCA: 1 National Affordable Housing Programme: Moxley Phase 1 – Thorneycroft & Glyn.

Black Country Joint Core Strategy

Regeneration Corridor 5 - Loxdale - Moxley



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Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield

Vision

This corridor forms one of the main gateways to the Black Country, leading from Junction 10 of the M6. This corridor will play a major part in providing first class quality employment land for knowledge-led manufacturing and logistics businesses serving the regional economy, attracting and providing sustainable jobs for Black Country residents. Building-on and extending the high quality road connections for freight to the national motorway network – the Black Country Route and The Keyway – this former heartland of Black Country engineering industry and traditional lock manufacturing will be transformed with new environments created to produce new employment areas, commencing with the redevelopment of the Darlaston Strategic Development Area adjacent to M6 Junction 10. The Corridor also includes some of the finest examples of the ‘traditional’ Black Country industrial villages and towns with their craft based specialisms. Around these towns poor quality industrial land will be restructured to provide new high quality residential development and green spaces. These will add to the historic character, heritage and the vitality of traditional town centres, notably with the renaissance of Willenhall. The corridor will have improved cultural, leisure, health and educational facilities to ensure a higher quality of life in the area. Improved and new public transport services will be added to enable the local communities and businesses to access the growing services and activities of the network of Black Country Centres, in particular Wolverhampton and Walsall.

Features and Opportunities

Features

- This area includes Junction 10 of the M6 and extends west from Darlaston, in Walsall, towards Wednesfield in Wolverhampton.
- The centre of this corridor roughly follows the Walsall – Wolverhampton rail line and part of the Black Country Route.
- It includes two large existing industrial areas, one at each end, in north Darlaston (the Darlaston Strategic Development Area (SDA), part of Walsall Regeneration Company’s (WRC) remit) and Neachells employment area, south of Wednesfield Village Centre, with a rather more mixed residential and industrial pattern prevailing in the central part.
- Also included is Willenhall district centre, with many historic and attractive commercial buildings and streets. There are some parks and green areas to the west of Willenhall centre, and some of the existing housing around Willenhall is attractive.
- The Ashmore Lake and nearby employment areas in Willenhall suffer from relatively poor access; however they sustain a variety of local and national employers.
- Some sites, notably in Darlaston, have the potential to become high quality employment areas but existing transport links tend to cut across the industrial areas rather than providing good internal access.

Opportunities

- Darlaston SDA – high quality industry, Walsall Regeneration Company priority.
- The Keyway – high quality industry with potential for direct access to Longacres Industrial site subject to private funding.
- South Wednesfield / Corus.
- Willenhall District Centre – historic centre with potential for mixed/commercial uses, urban living, potential rail station with transport interchange.
- In-centre development opportunities: 74-77 Stafford St; Indoor Market Union St; Wolverhampton St; South of New Road / West of Bilston St; East of the District Centre; Union St/StaffordSt/Market Place.
- Black Country Route /M6 Junction 10 – main gateway to Black Country from national road network. Need to provide good internal access to the Darlaston SDA from the Black Country Route.
- Walsall Canal cuts across the Darlaston SDA but could help provide setting for high quality employment uses, and to act as an artery for east-west movement.
- Railway cuts across Darlaston SDA – no current passenger services but there is potential for station in Willenhall to enhance its attraction for high quality housing and also in Darlaston to enhance its accessibility. Also potential for freight sidings to connect industry.
- Fibbersley Local Nature Reserve, Willenhall Memorial Park and Wadden's Brook SINC all provide a continuous network of green space with greenway connection via a disused railway line to the wider residential area in Willenhall.
- East Willenhall / Ashmore Lake – potential for existing employment activity to be relocated to areas with better access, and existing industrial areas to be redeveloped for housing. Willenhall Area Action Plan will examine options for high density housing-led mixed use and medium density housing development.
- Wednesfield will have consolidated to become a vital and viable centre, fulfilling it's role in the second tier of the hierarchy of centres (Policy CEN2 and CEN4) serving the shopping, leisure, civic and community service needs of the local community.

Spatial Strategy

Provide high quality employment development to accommodate new businesses and assist existing industry to relocate from declining poor quality sites. Safeguard investment that has already taken place in modern industrial premises. Enhance the historic core of Willenhall as the centre of new moderate density housing on former employment land, particularly to the east of the town centre.

Land Use Figures

Total Existing Employment Land	336 ha
Housing Commitments on Employment Land (April 2009)	350 dwellings (10 ha)
Housing proposals on surplus Employment Land (35 ha at 35 dph gross)	1225 dwellings (35 ha)
Of which:	
2007-16	359 dwellings
2016-26	866 dwellings
Total Estimated Housing Capacity up to 2026	1575 dwellings
Retained Gross Strategic High Quality Employment Land (Policy EMP2)	40 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	184 ha
Retained Gross Local Employment Land (Policy EMP3)	67 ha
Additions to employment land through existing development opportunities (RELS April 2009)	58 ha
Total Gross Employment Land at 2026	349 ha
<i>Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)</i>	<i>68 ha</i>

Infrastructure

Creating Sustainable Communities

- A new primary school has recently been provided at Noose Lane immediately to the west of the AAP area and another at Elm Street is programmed for replacement in the next two years. Residential growth on the scale proposed in the Willenhall area is likely to require a two-form entry primary school and the AAP will identify a suitable site. It is considered that other educational needs can be met by existing facilities nearby with some support from developer contributions.
- Replacement community facilities to be provided as part of redevelopment or relocation of Pool Hayes Arts and Community School through Building Schools for the Future.
- A modern medical centre has been provided in Willenhall district centre and a new medical centre is to be provided about 1.5 km north of the AAP area. Another medical centre has recently been completed in Bentley, which may serve parts of the corridor. It is considered that

these will meet primary healthcare care needs in the area, but developer contributions could supplement local provision as necessary.

The Economy, Employment & Centres

- There will be a transformation of North Darlaston and Neachells employment areas to high quality industrial locations through internal and external environmental improvements, internal access improvements and redevelopment in some cases.
- New Morrisons foodstore and residential development on the eastern side of Willenhall centre.
- Lidl foodstore which opened in 2007 on New Road, Willenhall.
- Major convenience and some comparison shopping is provided in Darlaston, Willenhall and Wednesfield town centres.
- Walsall council will continue to seek resources for conservation and enhancement of Willenhall centre.

Wednesfield Town Centre

Wednesfield will have become a well integrated Centre, with improved linkages between the Primary Shopping Area from the High Street to the Sainsbury's Store and to the entrance to the mall units of the Bentley Bridge Retail Park through the Wednesfield Link Project. There will be improved sustainable forms of accessibility between Wednesfield and other destinations in the Black Country by the centre occupying an important node on a new Midland Metro line.

- There is scope for a modest increase in convenience retail floorspace provision within the centre of up to 1,687sqm net to 2026, in order to consolidate the role played by the centre in meeting the convenience shopping needs of the Wednesfield community.
- There is no need for any additional comparison retail floorspace above existing commitments in the short to medium term to 2021. There might be a modest amount of comparison retail need emerging between 2021-2026 of up to a total of 536sqm gross, but this will be dependent on how shopping patterns evolve in the Black Country.
- B1(a) Office provision and other centre uses of an appropriate scale will be encouraged in the centre, particularly the use of upper floors.
- The nearby Bentley Bridge Retail and Leisure Park will have matured into an established retail warehouse and leisure destination making full use of it's existing floorspace with current vacant units becoming fully occupied, whose role complements and does not compete with Wednesfield Village Centre.
- Any edge-of-centre or out-of-centre development which could undermine the vitality and viability of Wednesfield's convenience shopping function provided by existing anchor stores and the outdoor market; the integration and linkages provided through the Wednesfield Link Project; or the potential occupation of vacant units at the Bentley Bridge Retail Park, will be resisted (see Policies Cen1, Cen4 and Cen7).

Transportation & Accessibility

- M6 Junction 10 Improvements: subject to funding.
- Darlaston SDA Access Roads (from Black Country Route): in Local Transport Plan, to be implemented subject to funding by 2011/12. Such highway proposals are crucial to the regeneration infrastructure within the corridor and beyond.
- Access improvements to Neachells.
- Improved access to Longacres from the Keyway: subject to private funding.
- Red Route – with the aim of controlling movements along the A454 Wolverhampton Road which will enable the traffic to move more freely and decrease journey time for all road users.
- Railway Line: new stations for Willenhall and Darlaston, subject to funding.
- Bus showcase: 529 route and Wednesbury Road improvements.
- Willenhall transport interchange subject to funding.
- 5W's Rapid transit corridor route between connecting Walsall, Wednesbury, Willenhall, Wednesfield and Wolverhampton.

Environmental Infrastructure

- A number of large urban open spaces are present in this corridor, particularly to the north-west of Willenhall centre. Fibbersley playing fields, Willenhall Memorial Park, Villiers Street, The Crescent, Bentley Leisure Pavilion, and Wood Street Cemetery could all benefit from developer contributions to improve the quality of these sites. Some new open space may be created in residential growth areas.
- There are various nature conservation designated sites, such as Fibbersley Local Nature Reserve and Wadden's Brook SINC, in and around this corridor with important wildlife issues such as protected species and priority habitats. These sites will be protected and enhanced. Where proposals could impact on these designations adequate mitigation measures should be secured.
- Areas of flood zone 2 are present in the Corridor. However the Strategic Flood Risk Assessment identifies the Tame Tunnel culvert as providing a significant level of protection to built-up areas within this corridor. Proposals for development within these identified areas must support measures for the continued effective operation (e.g. by mitigating against factors that could reduce the capacity of tunnels and culverts) of the Tame Tunnel and other culverts / flood defences within this corridor. There may also be a need for more detailed flood risk assessments to be carried out where development is proposed on land at risk from flood events.
- The canal network is a significant feature of the Corridor and, where feasible, future proposals for the restoration of disused canal branches will be supported. In this area, the potential for the Anson branch to be reconnected to join up with the Walsall canal, which provides a key link between the Darlaston SDA and Walsall town centre, may be considered.

- The canal network to the east of this corridor around Darlaston presents an opportunity as an artery for east - west movement connecting the Darlaston SDA with the town centre. In addition, the potential for further ancillary / multi-functional use of the canal network, such as acting as a carrier for cabling and pipework for broadband, could be investigated.

Waste

- The Corridor includes the following strategic waste management facilities. These will be retained in waste management use, and uses which are unlikely to be compatible should avoid locating near them (see Policy WM2):
 - EMR, Bentley Road South, Darlaston
 - Hollands Recycling, Bentley Road South, Darlaston
 - Willenhall Skips, Sharesacre Street, Ashmore Lake
 - SITA Wastecare, Neachells Lane, Willenhall
- New waste management facilities will also be permitted elsewhere within the retained employment areas of Darlaston (DSDA), Longacres and Neachells. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas
- The Darlaston and Willenhall areas will also be considered as potential locations for a new Household Waste Recycling Centre (HWRC) serving the south-western part of Walsall. There is also a strategic waste management proposal at the SITA Wastecare site which would involve the expansion of the existing facility (see Policy WM3).
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

MECHANISMS	PARTNERS
Walsall Site Allocations and Development Management DPD and the Willenhall Area Action Plan.	<u>Housing:</u> Walsall Housing Group, Private Developers, Homes and Community Agency and other RSLs
Darlaston SDA	<u>Industry:</u> developers, AWM
Walsall Municipal Waste Management Strategy (HWRC)	<u>Open Space:</u> Private developers
Planning Applications	<u>Education:</u> Education Walsall: Walsall PCT
	<u>Transport:</u> Centro, Highways Agency, Private Developers, Bus & Rail companies, Network Rail
	<u>Centres:</u> private developers

Willenhall AAP will include a delivery plan to ensure viability and provision of relevant infrastructure, partly through a scheme of developer contributions similar to the proposed Community Infrastructure Levy to complement funding from other organisations, for example the Councils, Housing Corporation, Lottery and English Heritage. This area is the Black Country in microcosm and, as such concentrated change is proposed, its progress will be critical to the success of the Core Strategy in Walsall.

AWM is working with Walsall Regeneration Company on intervention in the DSDA to support site assembly and remediation, including disused underground limestone workings, highway improvements and new development to provide a large high quality employment area for the future.

Proposals for a new Household Waste Recycling Centre in the Darlaston or Willenhall area of Walsall will be brought forward either through the Willenhall AAP/ DSDA or the Walsall Site Allocations and Development Management DPD, and future revisions of Walsall's Municipal Waste Management Strategy.

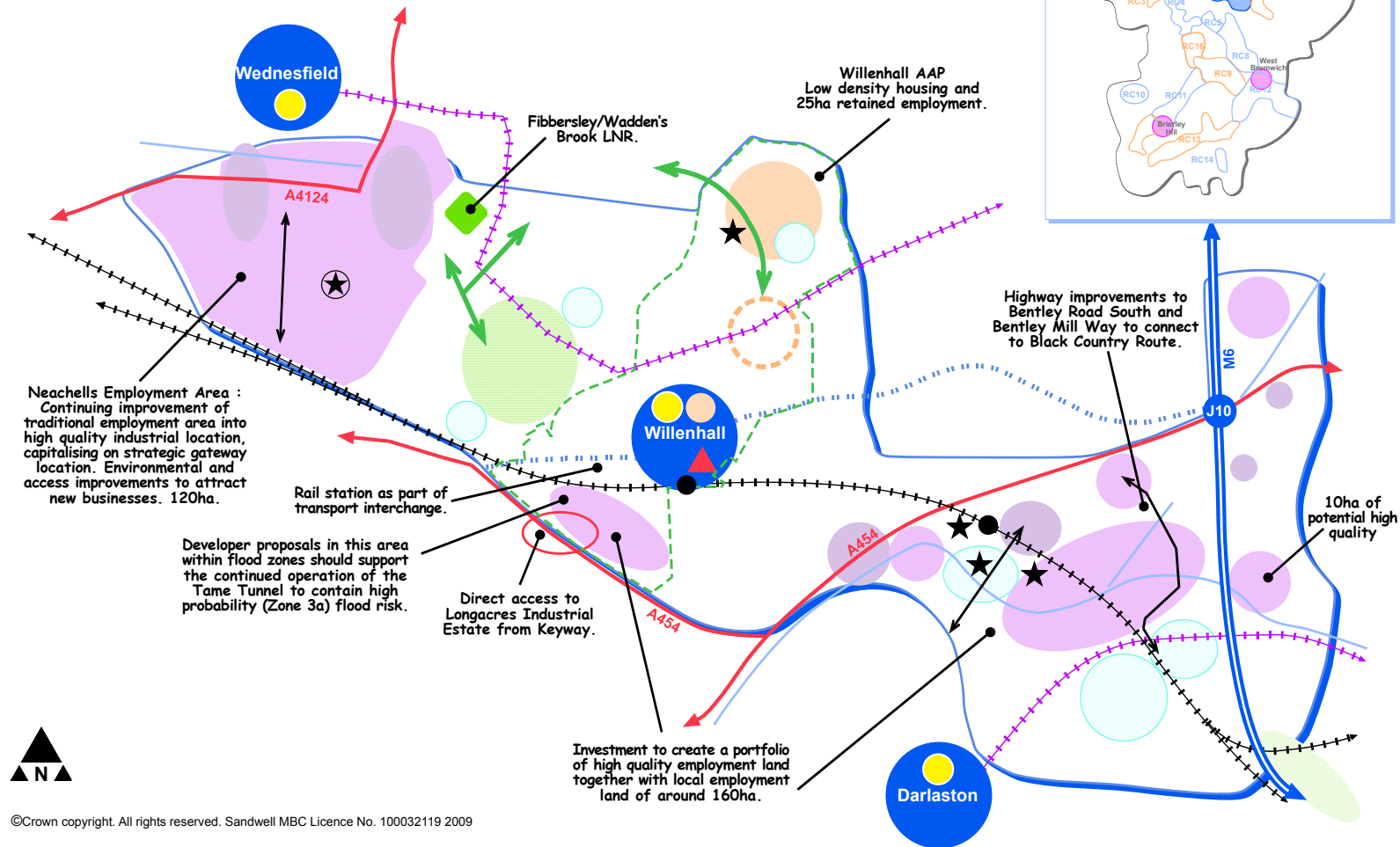
It is also anticipated that other site-specific proposals will come forward as site allocations in Site Allocations DPDs and / or as planning applications following pre-application discussions with the relevant planning authorities and other stakeholders.

Investment

- Darlaston Strategic Development Area has investment from Advantage West Midlands, Walsall council as well as Private sector investment. Anticipated outputs include 2,800 new jobs, 22 ha of employment land and 1,000 new homes
- Homes and communities Agency has 2 National Affordable Housing Programmes: Shortheath Walsall, and Bloors Darlaston (Sub)
- Willenhall Townscape Heritage Initiative has funding from the heritage Lottery Fund and Walsall MBC.
- Darlaston Strategic Highway Improvements are being funded through DfT.

Black Country Joint Core Strategy

Regeneration Corridor 6 - Darlaston - Willenhall - Wednesfield



Regeneration Corridor 7: Bloxwich – Birchills – Bescot

Vision

This corridor is a typical Black Country mix of homes and industry which skirts Walsall town centre and extends alongside the railway and canals to the north. Its key potential is one of a mix of renewal and redevelopment to evolve new attractive residential canalside communities with access to local industrial jobs and, in particular, to the centres of Walsall, Wolverhampton and Birmingham. The Wyrley & Essington and Walsall canals, the A34 and Pleck Road, and the Walsall to Cannock railway connect the area.

Features and Opportunities

Features

- This area comprises a long narrow corridor to the east of the M6 in Walsall, stretching from Bloxwich, in the north of Walsall Borough, through a mixed residential, commercial and industrial area west of Walsall Town Centre, towards the Bescot/Palfrey area on Walsall's southern boundary.
- The northern part, to the west of Bloxwich district centre, is largely residential, composed mainly of former local authority housing.
- Two railway stations are located in this area with direct rail services to Cannock, Walsall and Birmingham New Street.
- Southwards to Bloxwich is an extensive area of industry, then a large public housing area, and then, around the north-west of Walsall Town Centre, a mixed area displaying inner-city characteristics of older industry, terraced housing, commercial frontages and late twentieth century houses and flats.
- There are high levels of deprivation in much of this area, and the infrastructure is in need of a comprehensive upgrade. The areas south of the A454, Pleck, Alumwell and Palfrey, are similar to this. There is also a lack of green space close to the residential areas around central and north Walsall.

Opportunities

- Canalside Communities initiative which aims to promote new residential development in appropriate areas to regenerate under-utilised and brownfield land into attractive environments, linking new and existing neighbourhoods along the Walsall Canal.
- Manor Hospital undergoing comprehensive improvement replacing current buildings with new state-of-the-art facilities increasing the services provided. This includes a new Multi-Professional Education Centre which will provide training facilities for NHS staff.
- Rail improvements and potential for additional stations in Bloxwich, Leamore and Pleck
- Canals provide green links and attractive settings
- M6 Junctions 9 and 10 – main gateway to the Black Country from national road network.
- The 5Ws high volume route (possible Metro line)

Spatial Strategy

The strategy will provide a balance of retained local employment land in the Green Lane (A34) corridor, with housing growth focused on the Canalside Communities project centred on the Walsall Canal extending from Walsall town centre towards Leamore and Bloxwich in the north. Canalside Communities are key to this strategy as they will regenerate under-utilised and brownfield land into attractive environments. This will have a knock on impact for the rest of the corridor, therefore promoting further investment in the area.

Land Use Figures

Total Existing Employment Land	189 Hectares
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Housing Commitments on Former Employment Land (April 2009)	630 dwellings (18 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	1015 dwellings (29 ha)
Of which:	
2007-16	991 dwellings
2016-26	104 dwellings
Total Estimated Housing Capacity 2009 to 2026	1645 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	18 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	29 ha
Retained Gross Local Employment Land (Policy EMP3)	95 ha
Additions to employment land through existing development opportunities (RELS April 2009)	14 ha
Total Gross Employment Land at 2026	156 ha
Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)	50 ha

Infrastructure

Creating Sustainable Communities

- Building Schools for the Future; new community special school at Leamore Lane; and replacement for Joseph Leckie School. The

replacement for Walsall College of Art and Technology will also benefit the corridor.

- Manor Hospital Redevelopment. Other improvements via Healthcare Supplementary Planning Document.

The Economy, Employment & Centres

- The corridor is served by a number of local centres, which provide for everyday needs, and which present development and investment opportunities. The main convenience and comparison shopping is available in Bloxwich and Walsall, which are just outside the corridor.
- The retained local employment areas are generally relatively modern, of good quality and well related to the primary road network. Included in this is the TK Max logistics development at Green Lane, which makes a small contribution to the supply of high quality employment areas.

Transportation & Accessibility

- Walsall Town Centre Ring Road now complete
- Junction 10 Improvement: complete 2010 subject to funding
- Junction 9 Capacity Enhancements: complete 2010 subject to funding
- Red Routes: A34, A454, 2008/9
- Line speed and signalling improvements to Walsall – Cannock Line – aspiration, subject to funding
- Reopening of Walsall - Stourbridge Line – aspiration, subject to funding
- Increased frequency of Walsall – Birmingham and reintroduction of Walsall- Wolverhampton train services – aspiration, subject to funding
- Relocated railway station from Croxdene Ave to Croxstalls Rd, Bloxwich – aspiration, subject to funding
- New railway stations at Pleck & Leamore – aspiration, subject to funding
- Bus Showcase Routes: Walsall–Wolverhampton, Walsall – Dudley, Bloxwich – Wolverhampton, to be implemented from 2008-9, subject to funding
- High Volume Public Transport Route between Wolverhampton, Walsall, Wednesbury and Darlaston: to be implemented by 2015/16 subject to funding
- Attempts to link up local cycle routes within this corridor (in both the northern and southern ends) to national cycle route 5 running through Walsall town centre will be encouraged to improve sustainable movement / transport.

Environmental Infrastructure

- The area is served by a range of urban open spaces largely in need of qualitative improvement such as, Oily Gough's, Reedswood Park, Sister Dora Gardens, New Mills playing field and Pleck Park. The disused Reedswood Golf Course has potential for residential

development and this is being explored through the Walsall Strategic Housing Land Availability Assessment (SHLAA).

- Improved links should be provided to major open spaces and green infrastructure outside the corridor, for example Rough Wood Chase Local Nature Reserve, to enable greater public accessibility and better opportunities for wildlife corridors and species migration. Potential enhancements or newly created links will be especially important if existing wildlife movement corridors are altered as a result of major development proposed through the 'canalside communities' initiative in this corridor.
- Barriers to linking development areas to green infrastructure do exist in and around this corridor, particularly where there is a need to cross the M6, but certain opportunities are present and should be protected and enhanced through developer contributions. For example, a greenway where the existing canal network crosses the M6 and enters Rough Wood LNR should be maintained as a priority.
- There are various nature conservation designated sites in and around this corridor with important wildlife issues such as protected species and priority habitats. Therefore the Core Strategy will take steps to protect and enhance them and, where proposals could impact on these designations, ensure that adequate mitigation measures are provided against any adverse effects.
- Flood risk is a significant factor for this corridor. The SFRA identifies areas of flood zone 3a and 3b where the Sneyd Brook runs north to south along the western edge of the corridor (although predominantly outside the corridor boundary). The majority of proposed development, particularly housing, in this corridor is situated to the centre and east of the corridor and thus away from these areas of high probability flood risk to meet the sequential test. Any proposals for development in these high probability flood risk zones would need to produce detailed Flood Risk Assessments and may have to satisfy the exception test in accordance with PPS25 and Policy ENV5 (Flood Risk, Sustainable Drainage Systems and Urban Heat Island) of the Joint Core Strategy.
- The Outline Water Cycle Study identifies that future development in this corridor may necessitate some wastewater infrastructure improvements or mitigation due to potential downstream impacts on one of the Wastewater Treatment Works (Ray Hall WwTW) in close proximity to the corridor. However the area is also served by Goscote WwTW which offers the potential to serve any new development. More detailed scoping work may be necessary for site allocations within this regeneration corridor.
- Existing heritage assets will be protected and enhanced where appropriate, with the majority of these assets within this corridor likely to be features of the historic canal network. In addition, proposed development at the north-eastern edge of the corridor should be sympathetic to the historic centre of Bloxwich, which has previously seen improvements as part of the Townscape Heritage Initiative.

Waste

- The existing Municipal waste transfer station and Household Waste Recycling Centre (HWRC) at Fryers Road, Leamore will be retained and protected. However, it is proposed to relocate the Council depot at Norfolk Place once a suitable site has been found. This site will be redeveloped with housing once the depot has been moved.
- The Corridor also includes the following strategic commercial waste management facilities. These will be retained in waste management use, and uses which are unlikely to be compatible should avoid locating near them (see Policy WM2):
 - G & P Batteries, Crescent Works, Willenhall Road
 - Metal & Waste Recycling, Jute Works, Bridgeman Street
 - Tarmac/ Network Rail, Bescot Sidings
- A new resource recovery park will be developed by JPE Aggregates at the former Trident Alloys Site, Fryers Road in Bloxwich. New waste management facilities will also be permitted elsewhere within the retained employment areas of Leamore, Newfield Close, Stockton Close, Premier Business Park, Pleck and Wednesbury Road. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

MECHANISMS	PARTNERS
Walsall Site Allocations and Development Management DPD and Masterplans	<u>General:</u> Walsall Regeneration Company
Planning Applications	<u>Housing:</u> Walsall Housing Group, Private Developers, Housing Corporation and other RSLs
	<u>Industry:</u> developers, AWM
	<u>Open Space:</u> Council Greenspace Team, private developers
	<u>Education:</u> Council education department, Education Walsall, Walsall tPCT

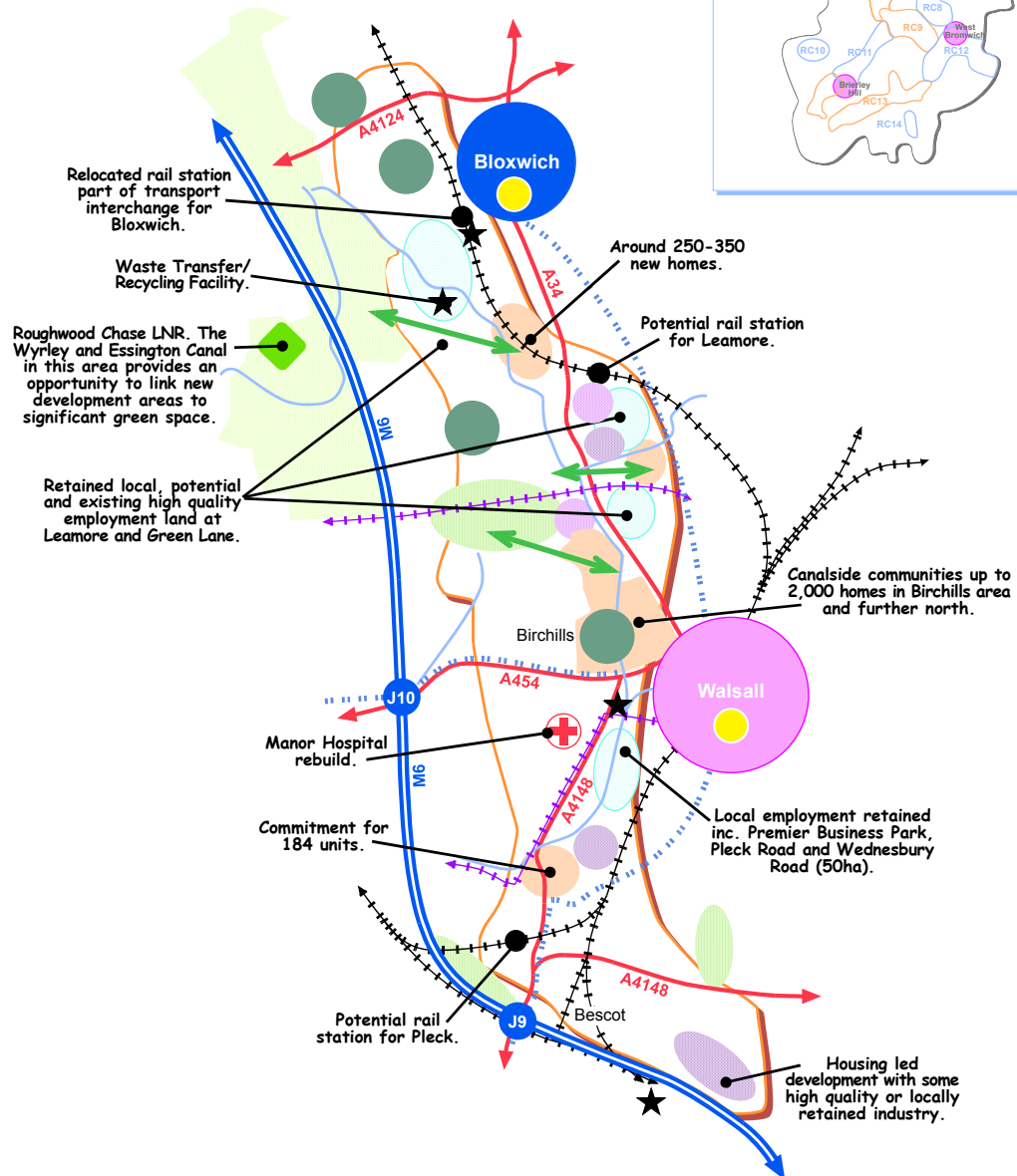
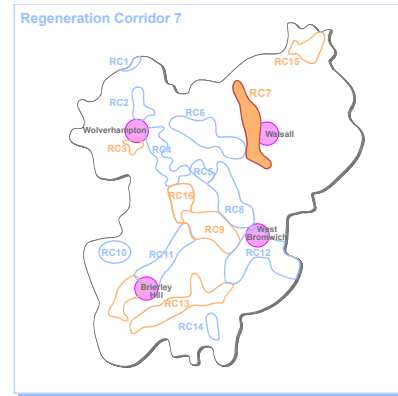
	<u>Transport:</u> Centro, Highways Agency, Private Developers, Bus & Rail companies
	<u>Centres:</u> private developers
	<u>Waste:</u> waste operators and waste disposal authorities, possibly also AWM and WRAP

It is anticipated that most proposals will come forward through Masterplans, as site allocations in Site Allocations DPDs and/ or as planning applications following pre-application discussions with the relevant planning authorities and other stakeholders.

Investment

- There is already considerable private sector interest in a number of residential developments, for example at Leamore and Bescot, and these are expected to come forward without assistance.
- Walsall Regeneration Company and the Council are pursuing other developments towards the Canalside Communities project, for example the Metal Casements / Sydenham Playing Fields site and Caparo, both in the Birchills area, and it is expected that private developers will be able to deliver these in the next 5-8 years.
- The Homes and Communities Agency has 6 National Affordable Housing Programmes in the corridor and in Pleck a partnership of Walsall Housing Group and Bovis Homes have replaced 6 tower blocks with 184 new homes including a high proportion of affordable housing.
- To the south of Walsall Town Centre towards Pleck it is envisaged that the Premier Business Park (a national best practice exemplar which raises funds from member firms who cooperate towards economies of scale) will continue to fund its own improvements in modernisation, traffic circulation, parking, security and environmental quality.
- The introduction of a red route on the A34 will assist with traffic flows in and out of the employment areas, as will the ring road improvement now under construction.

Regeneration Corridor 7 - Bloxwich - Birchills - Bescot



Regeneration Corridor 8: Hill Top

Vision

By 2026 Hill Top will play a significant role in the new thriving Black Country economy, with additional high quality rapid transit services direct to Walsall and Brierley Hill. The Corridor will also have seen a major transformation and consolidation of its residential neighbourhoods, where communities will be well served by public transport, schools, open spaces and by a full range of shopping, leisure and employment opportunities. The River Tame and the Tame Valley Canal will be significant features of the rejuvenated environment of Hill Top.

Features and Opportunities

Features

- Hill Top Strategic Regeneration Area (SRA) is partially served by the Black Country New Road and includes significant new employment uses, however areas away from the road are currently characterised by older premises set in an historic street pattern.
- The corridor is situated directly between Wednesbury and Great Bridge Town Centre's, and West Bromwich Strategic Centre.
- The Black Country New Road is a dual carriageway running through the corridor which provides good access to the Motorways
- The Wolverhampton to Birmingham Metro Line has four stops within the corridor, with a fifth stop proposed between Black Lake and Great Western Street.
- Walsall Canal runs from north to south and Tame Valley from east to west of the corridor. These canals act as wildlife corridors and are used as traffic free routes for pedestrians and cyclists.
- PFI project providing decent homes in south Wednesbury, Greets Green Partnership (New Deal)

Opportunities

- Hill Top Regeneration Area is located adjacent to the Strategic Highway network and its excellent public transport access provides a key sub-regional opportunity with the potential to provide a significant amount of strategic high quality employment land and potential for a strategic Resource Recovery Park.
- The corridor could contribute significantly to the economic restructuring of the Black Country, particularly through the provision of Strategic High Quality Employment Land.
- The Walsall and Tame Valley Canals have the potential to become high quality environments and improve sustainable mobility.
- Consolidation of residential neighbourhoods through redevelopment of poorly located, obsolete and surplus former industrial land.

- Comprehensive regeneration of the Greets Green area and Hawthorn Fields through Private Finance Initiative PFI.
- Bringing the disused Walsall to Stourbridge rail line, running through the SRA back into use for both freight and Rapid Transit.
- Creating a network of walking and cycling routes that connect existing highway routes with new developments, canal corridors and green spaces to give communities access to employment, services and facilities.

Spatial Strategy

The area will benefit from its location adjacent to the strategic highway network and its excellent public transport links to create a new resource recovery park within the corridor. In addition, new housing will be created on areas of obsolete employment land. Existing housing areas will also be improved through Private Finance Initiatives. People living within this corridor will have access to the facilities provided by both Wednesbury and Great Bridge town centres and other, more local facilities will be provided in appropriate locations. Opportunities for improving the open space and wildlife features will be pursued through this strategy and particular emphasis will be given to improving access to existing spaces at Moorcroft Wood, Hydes Road Pool, the River Tame grassland and Sheepwash LNR.

Land Use Figures

Total Existing Employment Land	363ha
Housing Commitments on Employment Land (April 2009)	241 dwellings 6 ha
Housing Commitments on Other Land (April 2009)	516 dwellings 12 ha
Housing Proposals on Surplus Employment Land	2956dwellings
	84ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	2956 dwellings
Housing Capacity on Other Land	1759 dwellings
Of which:	
2007 - 2016	438 dwellings
2016 - 2026	1321 dwellings

Total Estimated Housing Capacity 2009 to 2026	5472 dwellings
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Retained Gross Strategic High Quality Employment Land	119 ha
Potential Gross Strategic High Quality Employment Land	109 ha
Retained Gross Local Employment Land (Policy EMP3)	42 ha
Additions to employment land through existing development opportunities (RELS April 2009)	16 ha
Total Gross Employment Land at 2026	271 ha
Long Term Supply of land for new employment development through recycling of gross employment land (policy EMP4)	38 ha

Creating Sustainable Communities

- The housing growth proposals in this corridor can be accommodated by existing and proposed education provision at both the primary and secondary level, where sufficient capacity will be available.
- One Building School for the Future - George Salter Collegiate Academy (wave 5)
- Some of the Housing Growth areas to the north of the Corridor may fall short of the 20 minutes access to Secondary Schools. However it is in close proximity to bus showcase route 311 and 313, which goes directly to Stuart Bathurst and Wood Green High School.
- The north of the Corridor is served by the existing Medical Centre in Wednesbury. New Town facilities are also being pursued for Wednesbury whilst neighbourhood facilities being planned for Hill Top will serve the central area of the corridor. Housing growth to the south of the Corridor will be served by new neighbourhood facilities being pursued for Greets Green/Carters Green.
- The opening of a new medical centre in the Great Bridge Centre commercial park has overcome a deficiency of GP access for a small area of housing growth in the south of the Corridor, which was beyond a 10 minute walk.

The Economy, Employment & Centres

- Wednesbury Town Centre to the north of the corridor has recently seen the completion of a new bus station, and a major supermarket. Although the latter is expected to bring significant trade back to the centre, further investment is required within the traditional parts of the centre. Residential development within the centre's catchment provides the opportunity for the centre's role to consolidate which will contribute towards retaining and enhancing the historic core.

- Wednesbury Town Centre contains a number of listed buildings, which are statutorily protected. These include the civic buildings, churches, war memorials, a clock tower and a public house. To preserve the character and identity other noteworthy buildings and structures will be retained and enhanced.
- Residential development within the centre's catchment provides the opportunity for consolidation, which will contribute towards retaining and enhancing the historic core of the town centre.
- Great Bridge Town Centre's catchment includes aspects of this corridor. This centre is somewhat split into two parts, the traditional shopping "High Street" – Great Bridge which has remained popular, and the new retail park anchored by the superstore. There is some evidence that services are replacing retail in the former as shopping patterns have changed which has encouraged an evening economy. Investment in shop frontages would benefit the shopping environment and would complement improvements in the public realm. The Corridor's accessibility to West Bromwich and Wednesbury and other competing centres suggest that the residential development proposed would not necessarily promote additional significant trade to the shops on Great Bridge, although when coupled with residential growth elsewhere in its catchment there is some opportunity for consolidation.
- West Bromwich Strategic Centre is particularly accessible to the southern part of the corridor, existing and new residents will have the opportunity to access the centre's improved retail and service offer, its new town square set alongside an iconic building and growth in office employment.
- There are two housing growth areas in the Corridor which do not meet the 10 minute walk/public transport accessibility standard to supermarkets or centres. The first is on the north of the corridor and is situated between and in close proximity to Darlaston and Wednesbury Town Centres. The second is in the south and is adjacent to Great Bridge Town Centre. Furthermore the access standards involve peak hour travel, when roads are most busy and a good deal of food shopping does not necessarily take place at this time.

Transportation & Accessibility

- The proposed reopening of the Freight Line from Walsall to Stourbridge is within the Centro Rail Vision consultation document and the Network Rail Utilisation Strategy. The line will be shared between freight and a Rapid Transit System, which is being developed between Centro and Network Rail. A Rapid Transit Park and Ride facility is being investigated in Wednesbury.

- The proposed Metro 5Ws route, which will run between Wolverhampton, Wednesfield, Willenhall, Walsall and Wednesbury will widen opportunities to employment and services and interconnect with Metro Route One and the proposed Walsall to Stourbridge Rapid Transit line.
- There is an existing cycle route running from north to the south of corridor 8 from Wednesbury to Carters Green via Hill Top along with a cycle route in the east from Hateley Heath to Hill Top. Provision to the west of Hill Top is poor at present, but there is a proposed route linking to Walsall Canal. The Tame Valley Canal can be accessed from Holloway Bank, which connects with Walsall Canal in the west and National Cycle Network 5 in the east. The Sandwell Cycle Strategy proposes further cycle routes within this corridor. These routes along with future improvements through development will promote cycle access to centres, to jobs and facilities.
- Similarly, as discussed in Core Policy area 12, walking will be actively facilitated in line with the Walking Strategy and Public Rights of Way Improvements Plan.

Environmental Infrastructure

- The Corridor lacks formal parks, largely due to much of the land having been used for industrial purposes for many years. Brunswick Park is the Town Park for Wednesbury, but this is centrally located for the existing residential areas beyond the corridor.
- However Greets Green Park in the south of the area, which has proposals for enhancement could provide for the housing growth in that area. Elsewhere the Ridgeacre canal open space, Kings Hill Park and playing fields, Farley Park, River Tame open space Oakwood Park and Sheepwash LNR could serve potential housing growth areas, so enhancing links to these areas should be a priority.
- Cycle and pedestrian networks are well represented within this corridor, and priority should be to provide links to open space and canal corridors where gaps currently exist. Barriers to accessing recreational cycle and pedestrian routes should be identified and overcome and off-road route surfaces should be improved, as identified in cycling and walking strategies and public Rights of Way Improvements Plans.
- There are four SINCs within this corridor, two of which are associated with canals. There are also three water based SLINCs as well as the Metro line based SLINC. Furthermore there are the Walsall and Tame Valley canal wildlife corridors running through the area.
- Opportunities for wildspace restoration and particularly creation should be pursued as part of the open space strategy for the area, in

association with the housing growth areas and potential strategic employment areas especially.

- Accessibility to 2ha and 20ha wildspaces is significantly deficient in this Corridor, however much of the area will remain in employment use. There are housing growth areas on the fringe of the employment areas, some of which could link with existing open spaces such as Moorcroft Wood, Hydes Road Pool, and River Tame Grasslands whose wildlife value could be enhanced.
- Sheepwash Local Nature Reserve, a major wildspace to the south of the Corridor is accessible by bus services from Wednesbury and Hill Top or by foot or bicycle along Walsall Canal to Great Bridge. The proposed rapid transit system from Walsall to Stourbridge via Great Bridge would further improve public transport to Sheepwash LNR.
- Areas to the north of this corridor are affected by flood zones two and three, however much is within existing strategic employment land use. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall within areas of flood risk. For information concerning flood risk areas within this corridor please refer to SFRA.
- A heat island is prevalent in the northern area of the corridor, which usually occur through the modification of the land surface by urban development and the lack of green spaces. This can be mitigated through the maintenance and restoration of existing green spaces and the provision of new green spaces within large scale developments, together with the planting of trees
- Church Hill Beacon is situated just to the north of this corridor and should be utilised where possible to create views for new and existing developments.
- The canals in the corridor provide opportunities to create local distinctiveness, links with industrial heritage and quality environments.
- The Outline Water Cycle Study identifies that the sewer capacity in this corridor will need to be assessed in combination with proposed development upstream in RC9, RC12 and RC16 as these are likely to drain into the same strategic network.
- In the Wednesbury area there is a demand for junior playing pitches, and due to a surplus in the area of pitches, qualitative improvements should be prioritised.
-

Waste

- Hill Top is identified as a strategic location for waste management. There is recognition that new industries recovering value from waste will increasingly play a significant role in terms of creating new employment opportunities.
- Pikelve Eco-park has been granted an outline planning consent for a range of facilities including a materials recycling facility. This will act as a focus to attract other environmental technology businesses to locate here thus creating a cluster.
- There are a number of strategically important sites in this corridor and these will be protected for waste management uses. Any incompatible uses in their vicinity would be strongly discouraged.
- Wednesbury Treatment Centre (Biffa) Potters Lane Haz. Waste
- Wednesbury Asphalt Plant (MQP) CD&EW
- Biffa transfer station (Biffa)

Delivery

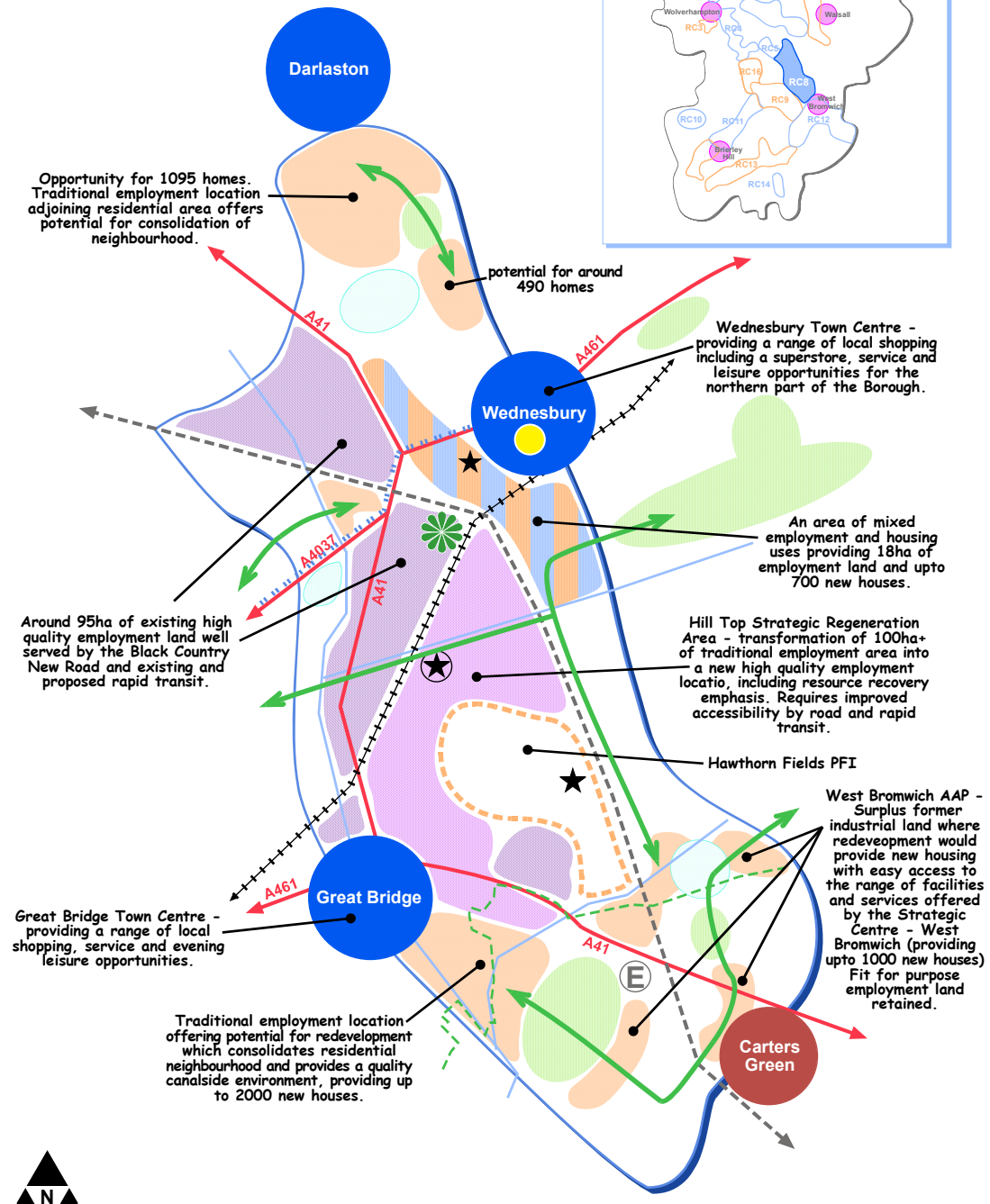
MECHANISMS	PARTNERS
<u>Hill Top Master Plan Supplementary Planning Document</u> – Adoption and Publication October 2006	Sandwell MBC Education Department Sandwell MBC Leisure Department Sandwell Environmental services Advantage West Midlands Greets Green Partnership Centro Regenco Primary Care Trusts. Registered Social Landlords Housebuilders British Waterways English Partnerships Utility Companies Developers
<u>West Bromwich AAP</u> – To be submitted early 2010, this AAP includes new residential allocations within the Hill Top Corridor and details the improvements and growth of the Borough's Strategic Town Centre	
<u>Hawthorn Fields PFI</u> The PFI programme is designed to boost local authority housing by allowing scope for private, rather than public, sector finance for management, upgrading and provision of new homes	
EVOLVE-The Black Country and Telford and Wrekin Housing Market Renewal Prospectus was prepared by the Evolve Partnership to address market problems within the Black Country districts (Wolverhampton, Walsall, Sandwell and Dudley) and Telford and Wrekin.	
Private Investment	
Local Transport Plan	
SADDDPD	

Investment

Hawthorn Field PFI - £200 million for a range of housing improvements

Greets Green Partnership - £50 million for social, economic, environmental improvements

Black Country Joint Core Strategy Regeneration Corridor 8 - Hill Top



Regeneration Corridor 9: Dudley Port/Tividale/Brades Village

Vision

By 2026 this corridor will have seen the creation of new environments for urban living from former industrial sites – a process of ‘mainline living’ around railway stations that has already begun. In addition, the Corridor will have even more widespread high quality rapid transit connections to all four Black Country Centres, as well as Birmingham. It will present a new image of cohesive and prosperous communities, within new housing environments, which make the most of the canal network and are supported by vibrant and attractive centres offering a range of facilities.

The corridors tradition of employment will be maintained by the retention of significant areas of fit for purpose local employment land.

The environment will be significantly enhanced through the enrichment of green infrastructure throughout the corridor and the redevelopment of outdated and obsolete industrial sites.

Features and Opportunities

This is a mixed area, composed of traditional housing, significant areas of employment, and more recent housing which has regenerated declining employment land areas. A legacy of environmental difficulties includes congestion and a degraded environment.

Features

- Great Bridge Town Centre and Tipton District Centre
- The Old and New Main Lines of the Birmingham Canal and the Dudley Canal cross the area
- Sheepwash Urban Park lies within the centre of the corridor.
- Significant quantities of local employment land
- The West Coast Mainline – Tipton and Dudley Port Stations
- The proposed Rapid Transit extension from Wednesbury to Brierley Hill runs through the area.
- Bus Showcase routes

Opportunities

- Opportunities to introduce new quality residential development into a low demand area through the restructuring of land use
- Maximising potential of areas with access to canals and rail stations/ proposed rapid transit stops.
- Inclusion in Black Country and Telford & Wrekin Market Renewal Area which has been established to address issues arising from the set of inter-related but different housing markets (Evolve Partnership).
- Potential to maximise quality of and access to existing and new green infrastructure.
- Improvements to existing road infrastructure such as the Burnt Tree Island junction improvements.

- Possible development/designation of new local centre around the Dudley Port train station area
- Owen Street Relief Road in due for completion by 2010. It is anticipated that this will have a beneficial effect on Tipton District Centre.

Spatial Strategy

The strategy for this corridor is to use the availability of obsolete employment land in this corridor to create attractive new residential environments, providing a range of housing types and tenures. The corridor's public transport links will be exploited and there will be improved access to jobs and facilities by both passenger rail, metro and bus. Existing housing areas will be improved through various housing renewal initiatives. As well as improving access to local centres, there is the potential to improve their retail offer by increasing the catchment areas. There are a few areas of the corridor where access to unrestricted open space is deficient. However, it is anticipated that new areas of open space and improved access to existing areas will arise out of the significant housing growth in the corridor. The canal network within the corridor will offer opportunities for the area's local character to be preserved and enhanced.

Land Use Figures

Total Existing Employment Land	233 ha
Housing Commitments on Employment Land (April 2009)	1072 dwellings 25 ha
Housing Commitments on Other Land (April 2009)	663 dwellings 19 ha
Housing Proposals on Surplus Employment Land	4600 dwellings
	131 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	4600 dwellings
Housing Capacity on Other Land	720 dwellings
	20 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	720 dwellings

Total Estimated Housing Capacity 2009 to 2026	7055 dwellings
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Retained Gross Strategic High Quality Employment Land	0 ha
Potential Gross Strategic High Quality Employment Land	0 ha
Retained Gross Local Employment Land (Policy EMP3)	91 ha
Additions to employment land through existing development opportunities (RELS April 2009)	9 ha
Total Gross Employment Land at 2026	98 ha
Long Term Supply of land for new employment development through recycling of gross employment land (policy EMP4)	9 ha

Creating Sustainable Communities

- Existing and planned school provision is generally expected to adequately serve the corridor for both the primary and secondary sector. The distribution of schools however to an extent creates some pockets of housing growth which are deficient in terms of accessibility by walking.
- Two Building Schools for the Future:
 - The Meadows Sports College (wave 5)
 - Alexandra High School & Sixth Form Centre (wave 3)
- The PCT have existing town level provision in Oldbury and Tipton which will serve this corridor. There is a new neighbourhood health centre on the edge of Great Bridge and at Slater Street. The former can in particular help offset the deficiency in accessibility to a GP by foot for parts of the housing growth areas.
- The Sandwell Housing Needs Study identifies that Tipton is not currently seen as a popular destination for households currently living within the Borough.
- There is a need for affordable housing within the Corridor, with two-thirds of the need being for houses the rest being for flats and bungalows.
- The Evolve Partnership is responsible for co-ordinating work on the Black Country and Telford & Wrekin Market Renewal Area. In the Tipton area there are proposals for the selective clearance of obsolete stock on a number of estates together with land assembly to create mixed use housing.

- The Historic character of aspects of Tipton and Great Bridge centres, areas of terrace housing and of industrial heritage should be conserved and enhanced wherever possible.

The Economy, Employment & Centres

Centres

- Tipton District Centre:

Through the proposed large scale residential development, there is a potential to reverse the under-performing trend of this centre which currently suffers from a low level of footfall and displays poor indicators of vitality and viability. This may improve business confidence within the Centre. Similarly Owen Street Relief Road in Tipton is anticipated to have a significant beneficial effect by removing the physical barrier to the centre that the mainline railway currently creates.

- Great Bridge Town Centre:

Great Bridge Town Centre's catchment includes aspects of this corridor. This centre is somewhat split into two parts, the traditional shopping "High Street" – Great Bridge which has remained popular, and the new retail park anchored by the superstore. There is some evidence that services are replacing retail in the former as shopping patterns have changed which has encouraged an evening economy. Investment in the shop frontages would benefit the shopping environment and would complement improvements in the public realm.

- Oldbury Town Centre

Oldbury Town Centre adjoins the eastern part of the Corridor, the traditional part of which is generally service-dominated with limited retail provision along Birmingham Road. The adjacent Sainsbury's development provides a wide range of convenience goods in addition to some comparison provision and is the main anchor for the centre. Linked trips between the two appears to be limited, however the Bus "Mall", the public realm, and the market form a link between the two aspects of the centre. This will be enhanced by the provision of the new library.

There are proposals for a significant amount of additional retail floorspace in association with leisure facilities to the north west of the Sainsbury's, known as Oldbury Junction.

It is considered that there is potential for a Local Centre to be designated at Dudley Port. This will be determined by the Sandwell Site Allocations and Delivery Plan Document.

Transportation & Accessibility

- The various canals offer the opportunity to link the developed areas open spaces, particularly to Victoria and Tividale Parks and can also contribute to wider walking and cycle routes.
- National Cycle Route 81 runs through the corridor and its linkage to routes to the north west of the corridor should be pursued.
- Opportunity for extended bus interchange at Great Bridge Town Centre and train interchange and additional park & ride facilities at Dudley Port has been proposed by Centro.
- Burnt Tree island junction improvement is scheduled for completion in 2012
- Owen Street Relief Road is scheduled for completion in 2010
- There are small areas of housing growth which may be outside the preferred accessibility standard to employment, however this is likely to change following reinstatement of Coneygre as retained employment

Environmental Infrastructure

- Sheepwash Urban Park LNR/SINC lies in the heart of the Corridor. This is complemented by the Rattlechain and the Gower Branch Canal arm SLINCs, along with the two Birmingham Canals' wildlife corridors.
- Improved access to Sheepwash from the housing growth areas to the south of the canal/railway is programmed for 2009/10. However despite this the proposed housing growth areas will have a small deficiency with regard to access to a 2 hectare Natural greenspace.
- The greenspace strategy for the corridor should therefore also include the creation of habitats where possible, as well as the restoration and retention of natural green spaces.
- Sheepwash in particular offers opportunities for accessing semi natural greenspace. This should be improved through open space provision enhancement and improvements to access associated with housing growth.
- The various canals corridors offer opportunities for local distinctiveness to be enhanced, particularly in association with development.
- The Sandwell Green Space Audit (2006) identified that there are pockets of land where access to unrestricted open spaces is deficient, particularly on the edge of Oldbury, Dudley Port, and Burntree. Much of this is currently in employment use, however given the significant

housing growth in the corridor access for new residents to parks and open spaces will be a priority.

- The western area of the Corridor has Victoria Park, the Town Park for Tipton, whilst the central housing growth areas have Sheepwash and the Rattlechain area to the north and Tividale Park to the south. The canals in particular offer the opportunity to link housing with these features, whilst improvements to access from the south of the railway to Sheepwash are underway.
- Further east towards Oldbury the Brades Village housing growth area has the opportunity to provide a new local open space to serve its needs.
- The Outline Water Cycle Study identifies that the sewer capacity will need to be assessed in combination with the proposed development upstream in RC12 and RC16 as well as downstream in RC8.
- Additional provision for adult, junior and mini pitches is required in both the short and longer term in light of anticipated population growth.

Waste

- There are a number of strategically important waste management facilities in this corridor which will be protected. These are:
- SITAs' Tipton Recycling Facility at the Coneysgre Industrial estate.
- Black Country Environmental Services facility on Union Road Oldbury (C&I Treatment).
- The former Gulf oil depot site on Union Road and adjoining the rail head is proposed as a new strategic waste management facility.

Delivery

MECHANISMS	PARTNERS
Tipton Area Action Plan (submitted in October 2007, due for adoption in 2009)	Black Country Consortium
Evolve Housing Market Renewal Partnership	British Waterways
West Midlands Local Transport Plan	Network Rail
West Midlands Regional Economic Strategy	Evolve Housing Market Renewal Partnership
Site Allocations Delivery DPD	Community and Voluntary Sector
Planning Obligations SPD	Centro
	Travel West Midlands
	Sandwell MBC Conservation Team
	Sandwell MBC Education Department
	Sandwell MBC Housing Department
	Sandwell MBC Leisure Department

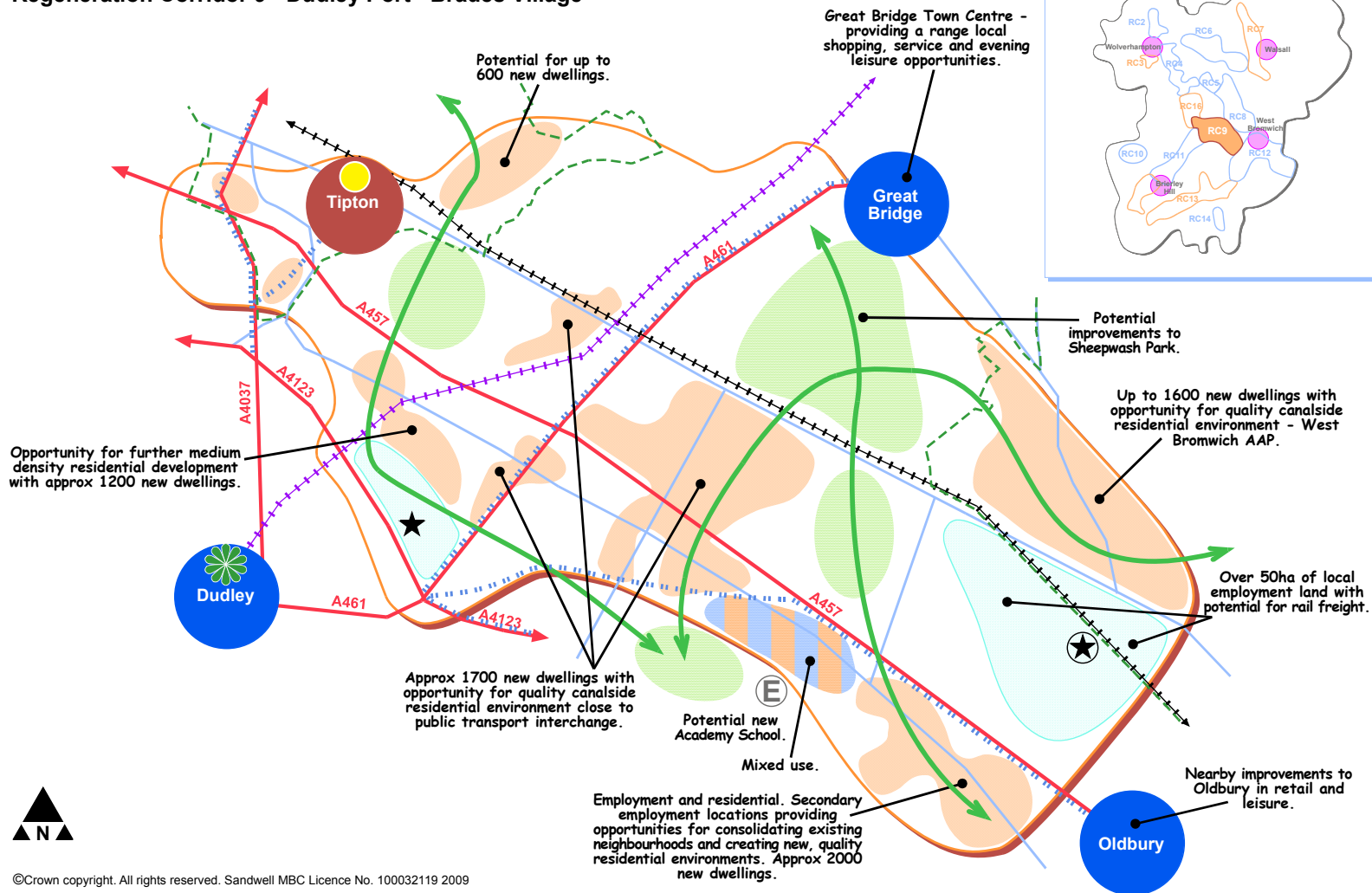
	Advantage West Midlands
	Private Developers
	Registered Social Landlords
	Environmental Organisations
	Sandwell Primary Care Trust
	English Partnerships
	Government Office for the West Midlands
	Sandwell Local Strategic Partnership
	Utility Companies

Investment

- There is currently major junction improvements being undertaken at Burnt Tree Island Junction
- The Homes and Communities Agency has identified Neptune One for their National Affordable housing Programmes,

Black Country Joint Core Strategy

Regeneration Corridor 9 - Dudley Port - Brades Village



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Regeneration Corridor 10: Pensnett - Kingswinford

Vision

With one of Europe's largest secure industrial estates at its heart – the Pensnett Trading Estate, this Corridor will be the focus for high quality employment, building on the success of the Estate as home to an increasing number of leading-edge technological companies with an improved, well connected road and public transport system. Together with the further development of high quality residential areas, for which the area of Kingswinford is known, this Corridor will be a symbol of what the future Black Country has to offer, combining high quality homes and business environments for knowledge workers and knowledge-led manufacturing. The area is characterised by excellent transport connections to employment locations (both within the Corridor and the Strategic Centre of Brierley Hill to the south-east) as well as to the local centres of Lower Gornal, Pensnett, Kingswinford and Wall Heath. Additionally, easy access to surrounding recreational areas within the Green Belt such as Himley Park and Baggeridge Country Park and beyond will continue to be an important feature in attracting and maintaining strong and prosperous communities within the Corridor.

The Pensnett – Kingswinford Corridor will also be a significant part of the biodiversity network, supporting and encouraging biodiversity habitats from the surrounding nature reserves and Green Belt areas to help the penetration of these habitats into Dudley and the rest of the sub-region via areas such as Barrow Hill and Fens Pools Local Nature Reserves and the Fens Pools Special Area of Conservation – contributing significantly to the new image of the 'Black Country as Urban Park'.

Features and Opportunities

Features

- Pensnett Trading Estate – one of the largest single-owned industrial estates in the Country featuring a range of high quality industrial and office premises and rail freight connection.
- Large opportunity sites for high quality housing development at Tansey Green Road and Oak Lane/Stallings Lane
- The area is flanked by green belt land on its northern and eastern fringes including important park land at Himley Hall and Baggeridge Country Park.
- The Corridor is also an important part of the green infrastructure network running through from green belt areas to the north west through to Barrow Hill Local Nature Reserve and the urban areas of Dudley and Brierley Hill beyond.
- Kingswinford District Centre, Wall Heath Local Centre and Pensnett Local Centre all located in or adjacent to the Corridor.
- Mineral safeguarding areas of brick clay are present around Ham Lane/Oak Lane and Ketley Quarry.

Opportunities

- Enhance the employment base by retaining and improving the quality of the existing industrial building stock where viable for high technology and modern manufacturing uses and the use of existing vacant sites.
- Redevelop a small number of the older and more peripheral industrial areas once they become unviable and obsolete for uses such as high quality housing including the opportunity sites at Tansey Green Road and Oak Lane.
- Improve the existing road connections between the Pensnett Trading Estate and the strategic highway network to maintain the areas status and further potential as a high quality employment area
- Maintain and improve the bus connections between Pensnett Trading estate and the surrounding local and district centres as well as new residential areas.
- Continue to work with brick clay quarry owners at Ketley Quarry, and Oak Lane to develop long term plans for extraction and subsequent reclamation

Spatial Strategy

The main focus of this Corridor is to protect and enhance the high quality employment offer within the Pensnett Trading Estate and its peripheral industrial areas through continuous improvements to its infrastructure, premises and environment. This will include the need to improve accessibility along the strategic highway network between the area and the motorway network through junction improvements and congestion decreasing measures. New residential communities will also be developed to the east of the Corridor, east of Tansey Green Road, to provide additional high quality housing on the edge of the green belt. Further new residential communities will be developed close to Kingswinford and Wall Heath on outdated, low quality former employment land. The area is also important for brick clay extraction with three quarries (Ketley Quarry, Himley Quarry and Oak Farm Quarry) present and at various stages in their extraction life. Protection and enhancement of the significant wildlife corridors will be a feature for the Corridor between the green belt areas running into South Staffordshire and urban areas such as Brierley Hill, Pensnett and Dudley. There are also important ecological links to Fens Pools Local Nature Reserve and its Special Area of Conservation. The infilling and aftercare of the quarrying activity in the Corridor will also play an important role in strengthening ecological and wildlife links across the area and into the Black Country.

Land Use Figures

Total Existing Employment Land	147 Hectares
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Housing Commitments on Former Employment Land (April 2009)	0 dwellings (0 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	670 dwellings (19 ha)
Of which:	
2007-16	355 dwellings
2016-26	315 dwellings
Total Estimated Housing Capacity 2009 to 2026	670 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	84 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha
Retained Gross Local Employment Land (Policy EMP3)	44 ha
Additions to employment land through existing development opportunities (RELS April 2009)	5 ha
Total Gross Employment Land at 2026	133 ha
<i>Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)</i>	12 ha

Infrastructure

Creating Sustainable Communities

- There is significant demand for both market housing and affordable housing within the corridor. Semi-detached & terraced properties are desired.
- There may be a need for Key Worker housing particularly as the Russells Hall Hospital is within a mile of the corridor
- The housing growth proposals in this corridor can be accommodated by existing and proposed education provision at both the primary and secondary level, where sufficient capacity will be available.
- Opportunities to link training and skills development with the potential high quality employment area
- Transport links to Russells Hall hospital will be maintained and enhanced where possible.

The Economy, Employment & Centres

- The centres of Kingswinford, Wall Heath and Pensnett adjacent to the corridor could benefit from investments in the public realm.
- Housing development around the three centres may increase walk-in population to serve day to day shopping needs which will help to increase their viability
- Need to identify new retail opportunities to ensure continued and improved access to fresh food for the population around these local centres

Transportation & Accessibility

- There are not any canals present in the Corridor
- Opportunities to provide cycle routes through the Pensnett Industrial estate and adjacent housing areas to link to proposed cycleways to the north and west will be explored.
- Seek opportunities to improve accessibility to the Greenbelt to the north and east.
- Need for improvement of road access between Pensnett Trading Estate and the Strategic Highway Network particularly Pensnett and Kingswinford High Streets.
- Public transport will need to be accessible to both residential & employment areas
- Investigate the use of rail freight connection into Pensnett Trading Estate

Environmental Infrastructure

- The corridor is significantly important for nature conservation as it contains an important link from the Fens Pools Special Area of Conservation (SAC) through Barrow Hill Local Nature Reserve and Coopers Bank to the open countryside in South Staffordshire.
- Improve access to open countryside to the north of corridor.
- A distinctive landscape due to former industrial/mining activities and opportunities to link green space creation/ enhancement with the area's heritage including the presence of Scheduled Ancient Monuments at Coopers Bank and the Church at The Village in Kingswinford
- The Corridor has a town park (King George VI Park in Kingswinford) and local parks to the south (Kingswinford) and to the west (Wall Heath).
- In this area there should be an emphasis on improving & enhancing links from existing and potential new housing areas into the existing parks, open spaces and into the Green Belt areas to the north and east.
- Opportunities will be sought to provide pocket parks through redevelopment for housing.
- The SFRA identified a Flood Zone 3a area in the south west corner of the corridor. This will need to be addressed should this part of the corridor come forward for development for housing.

- The Outline Water Cycle Study concluded that the proposed level of development in this corridor will be able to be accommodated within the existing sewer network.

Waste

- The capacity of the following “strategic” waste management sites/facilities will be protected (see Policy WM2):
 - Himley Quarry Landfill Site, Oak Lane, Kingswinford, Dudley
 - Shakespeares Metal Recycling Site (MRS), Scrap Yard, Oak Lane, Kingswinford, Dudley
- It is likely that non-hazardous landfill operations will commence at Oak Farm Clay Pit (off Oak Lane, Kingswinford, Dudley) during the Core Strategy’s plan period to 2026.
- New waste management facilities will be permitted within the retained employment areas. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- The Kingswinford/Pensnett area of Dudley Borough contains deposits of Etruria Marl which is a high-quality clay used in brick and tile making. Three clay quarry sites currently exist, these being Himley Quarry, Ketley Quarry and Oak Farm Clay Pit. Although Himley Quarry is largely given over to landfill operations, there is potential for future clay extraction at an adjacent site. Working at Oak Farm Clay Pit has recently been suspended and its future is uncertain.
- The Minerals sub-Key Diagram identifies areas of search for Etruria Marl – within Dudley Borough these areas are focussed on the three existing clay quarries and their nearby surrounds. Areas of search indicate where minerals resources are likely to exist which can potentially be extracted to meet shortfalls in supply.
- Following mineral extraction and landfilling operations, Himley Quarry and Oak Farm Clay Pit will each be finally restored as green/wooded open spaces for the benefit of local residents and biodiversity.
- The operator of Ketley Quarry is expected to submit a restoration scheme to Dudley MBC no later than June 2012. This scheme should ensure a beneficial afteruse and be in the interests of the amenity of local residents.

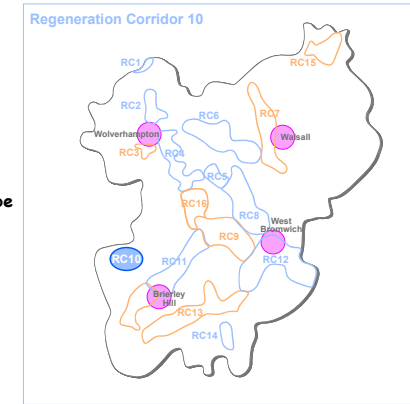
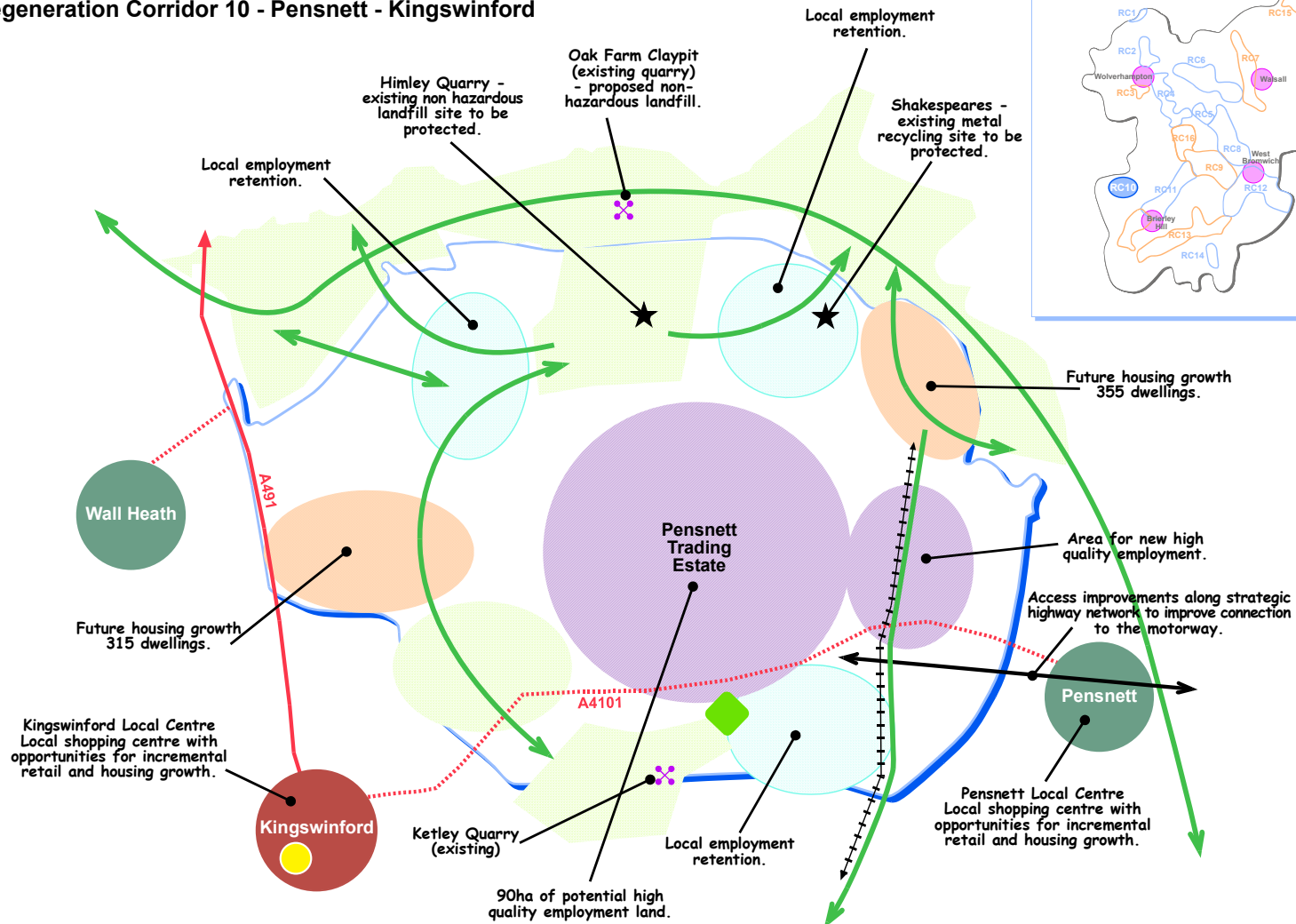
- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Black Country Consortium
Black Country Joint Core Strategy	Advantage West Midlands
Dudley Development Strategy Development Plan Document	Homes and Communities Agency
Dudley Planning Obligations SPD	Government Office for the West Midlands
	Landowners
	Developers
	London and Cambridge Properties
	Dudley Primary Care Trust
	Dudley Local Strategic Partnership
	Registered Social Landlords
	Centro
	Travel West Midlands
	Network Rail
	Utility Companies
	Dudley Education Department
	Dudley Housing and Adult Services Department

Black Country Joint Core Strategy

Regeneration Corridor 10 - Pensnett - Kingswinford



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Regeneration Corridor 11a: Dudley Town Centre - Brierley Hill

Vision

This Corridor rises from the Tame Valley over the Rowley Hills at Dudley Town Centre and then follows the Dudley & Stourbridge Canal to the new Black Country strategic centre of Brierley Hill. By 2026 it will be served by a new rapid transit spine which will provide first class access to the rest of the Black Country and to Birmingham.

Development of this Corridor over the next 20 years will be a model for urban renaissance, combining family living focused on rejuvenated 'market' town of Dudley, a tourism focus of regional and national repute (based on Black Country Museum, Dudley Zoo, Dudley Castle, Dudley's geological and heritage assets) and innovative high quality industry. This will all be set in an attractive environment, well connected by public transport and served by adjacent retail, office and leisure growth in the new strategic centre of Brierley Hill. High quality housing for all will feature in and around both Centres.

The corridor will have an excellent green infrastructure through enhanced green spaces and parks as well as increased biodiversity and improved links into areas such as Saltwells Nature Reserve, Fens Pool Special Area of Conservation and Barrow Hill Local Nature Reserve into the open countryside beyond.

Features and Opportunities

Features

- The proposed high quality rapid transit route from Wednesbury to Brierley Hill
- A high proportion of retained high quality industrial and employment uses of significant importance to the local economy.
- Dudley Town Centre with great opportunities for residential growth, as well as tourism and leisure capitalising on its architectural and heritage assets
- Dudley Canal corridor running between Dudley and Brierley Hill
- Old, outdated industrial areas to the north of Brierley Hill and south of Dudley Town Centre in need of regeneration

Opportunities

- Enhance the employment base to provide good quality new sites and premises for high technology and modern manufacturing businesses through site assembly and use of existing vacant sites.
- Retain and improve the quality of the existing industrial building stock where viable
- Redevelop some of the older industrial and manufacturing areas for uses such as housing once they become unviable and obsolete particularly close to proposed Metro stops. These include areas to the south of Dudley Town Centre and to the north of Brierley Hill Town Centre

- Residential and leisure lead regeneration in and around Dudley Town Centre.

Spatial Strategy

This Corridor provides a link between the anchor points of Dudley and Brierley Hill Town Centres providing a wide range of employment activity from the Waterfront at Brierley Hill up to the western edge of Dudley Town Centre at Castle Gate. The Strategy will focus on continuous improvement to the quality of the employment offer within the Corridor through industrial redevelopment opportunities to provide new and improved employment premises. This will be combined with continued improvements to the highway network linking the area to the M5 and M6 to ensure that the area achieves its potential as a high quality employment location. There will also be some peripheral housing development close to the two Town Centres and increased public transport links through the corridor through the introduction of a rapid transit rail connection between the two and beyond to other Strategic Centres in the Black Country as well as Birmingham City Centre. Protecting and enhancing the important wildlife and ecological corridors will also be a priority especially links to the Fens Pool Special Area of Conservation to the west, Saltwells Nature Reserve to the east and Castle Hill and Wrens Nest National Nature Reserve in the north of the Corridor. The Canal network will also act as a basis for these ecological links but will also provide an important tourism and heritage asset in attracting visitors to the area particularly in and around Dudley Town Centre. Dudley's built heritage as an historic market town as well as visitor attractions such as Dudley Zoo and Castle, the Black Country Museum and Wrens Nest Nature Reserve and limestone caverns provide excellent opportunities to stimulate the visitor economy and act as a tourism development hub.

Land Use Figures

Total Existing Employment Land	212 Hectares
Housing Commitments on Former Employment Land (April 2009)	630 dwellings (18 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	530 dwellings (16 ha)
Of which:	
2007-16	760 dwellings
2016-26	400 dwellings
Total Estimated Housing Capacity 2009 to 2026	1160 dwellings
Retained Gross Strategic High Quality Employment Land	
Existing Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha

Potential Gross Strategic High Quality Employment Land (Policy EMP2)	100 ha
Retained Gross Local Employment Land (Policy EMP3)	78 ha
Additions to employment land through existing development opportunities (RELS April 2009)	13 ha
Total Gross Employment Land at 2026	191 ha

Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4) 9 ha

Infrastructure

Creating Sustainable Communities

- There is significant demand for market housing within the corridor.
- There is a need for affordable housing within the corridor
- Brierley Hill has enough social rented housing but lacks shared ownership and market housing
- There may be a need for Key Worker housing in the corridor which is in close proximity to Russells Hall Hospital
- There will be further opportunities to improve and expand Dudley College campuses
- Dudley's main hospital (Russells Hall) lies within the site. Improvements to access and facilities at the hospital will be maintained and improved.

The Economy, Employment & Centres

- Dudley Town Centre has an existing allocation of 15,000 sq. metres (gross) of comparison goods floorspace.
- Dudley Town Centre has an existing allocation of 5,000 sq. metres (net) of convenience goods floorspace.
- Housing development opportunities around the larger centres of Dudley, Brierley Hill may increase walk-in population to serve day to day shopping needs and have sustainable regeneration benefits
- Increased housing growth in and around Dudley coupled with improvements to its heritage assets will help to maintain and improve its viability as a strong centre and historic market town
- Potential for population increases around Brierley Hill Strategic Centre which may have an impact on any schools review
- Opportunities to link training and skills development with the potential high quality employment area

Transportation & Accessibility

- Development of a rapid transit link through the corridor will be vital in facilitating its regeneration

- Development of Brierley Hill as a central hub for bus network improvements linking existing and new potential housing areas.
- Opportunities for canal corridor enhancement due to future housing growth in this corridor, links to cycling & walking routes.
- Provide surfaced cycleway along canal side which runs through corridor and encourage linkages to adjacent green spaces.
- Seek opportunities to improve links to existing open spaces around the corridor, such as Saltwells Nature Reserve, Buckpool and Fens Pool Nature Reserve and Wrens Nest National Nature Reserve and Turls Hill.

Environmental Infrastructure

- Significant areas of high nature conservation value exist on the eastern boundary of the corridor at Saltwells Nature Reserve and Fens Pools Nature Reserve and Special area of Conservation to the west of the corridor. It is therefore important that during redevelopment, east-west open space links are created and maintained between these two areas which are currently lacking.
- There are also important SLINCs following the canal network running north-south through the corridor which need to be maintained and improved.
- Corridor is well served by local parks particularly around Dudley Town Centre including Priory Park, Dudley Town Park (Scotts Green) and Buffery Park which should be protected and enhanced as necessary.
- In this area there should be an emphasis on improving & enhancing links from existing and potential new housing areas into the existing open spaces in the area particularly Saltwells Nature Reserve to the east and the Green Belt to the west of the corridor
- Encouragement of green links between areas of nature conservation value through future redevelopment needs to be carried out.
- Dudley Castle is the high point above Dudley town centre and existing views should be protected and the potential to create new viewpoints should be explored
- Opportunities for access to natural green spaces at Fens Pool / Buckpool to the west should be explored
- The SFRA did not raise any major flood issues in this corridor apart from an area in the Hurst Industrial Estate where there are both flood zones 3a and 2 present.
- From the Water Cycle Study there appear to be several options for the distribution of wastewater in this corridor. The area is located at the upstream ends of two treatment works catchments and the downstream end of another. The combination of development in this corridor, Brierley Hill Strategic Centre and RC13 and RC14 will need detailed modelling to assess the capacity in the network.

Waste

- The capacity of the following “strategic” waste management sites/facilities will be protected (see Policy WM2):
 - G & M Industrial Services, Shaw Road, Brierley Hill, Dudley
 - Lister Road EfW (Energy from Waste), MES Environmental Ltd, Dudley MBC Depot, Lister Road, Dudley
- New waste management facilities will be permitted within the retained employment areas. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

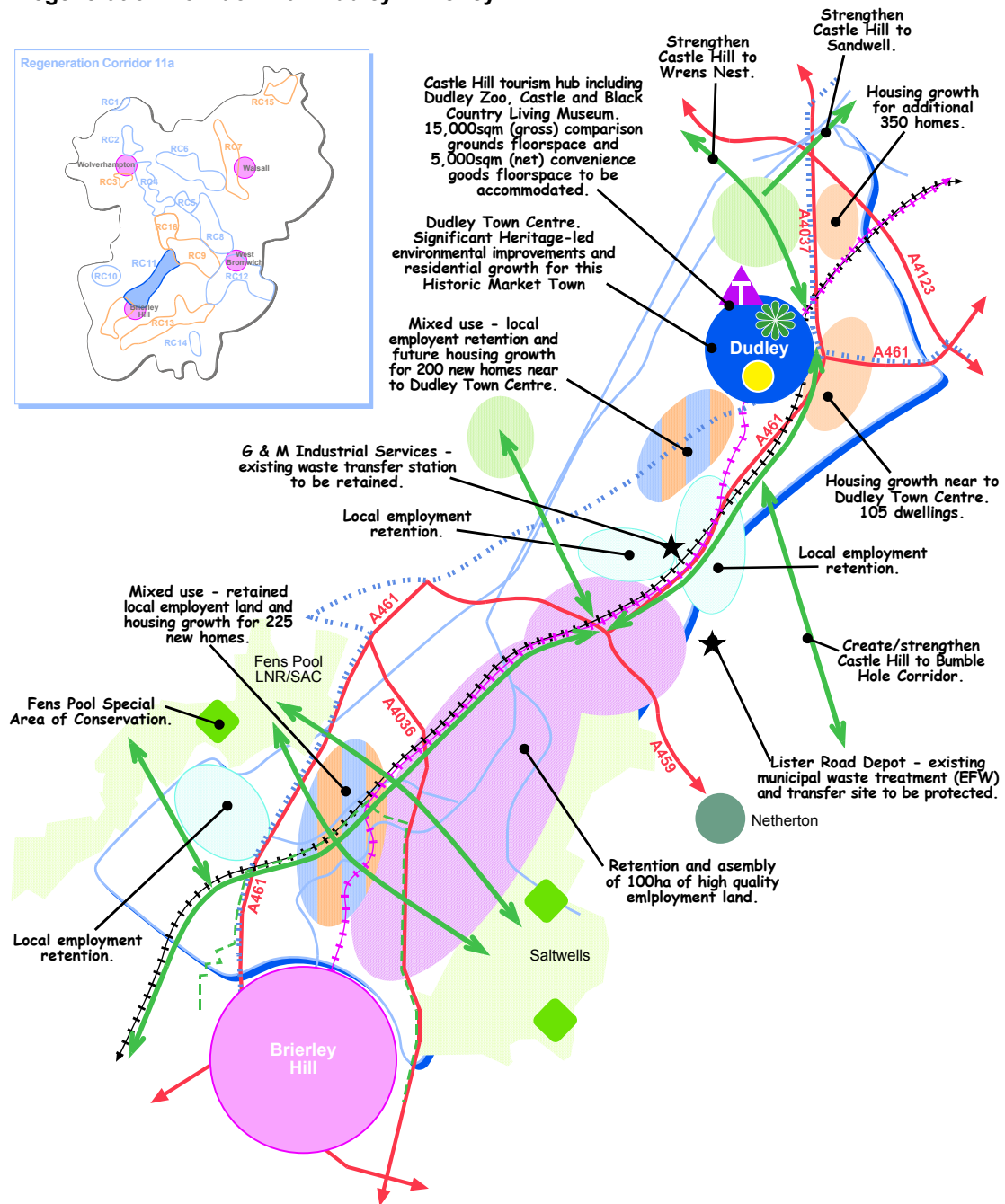
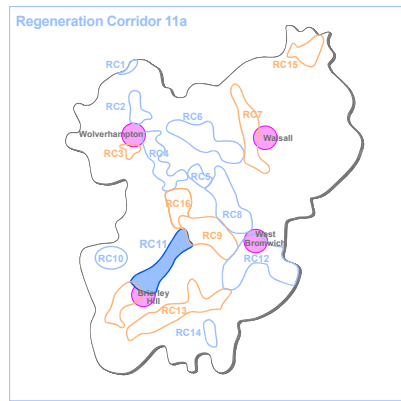
MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Black Country Consortium
Black Country Joint Core Strategy	Dudley New Heritage Regeneration Company
Dudley Development Strategy Development Plan Document	Advantage West Midlands
Dudley Planning Obligations SPD	English Partnerships
	Government Office for the West Midlands
	Landowners
	Developers
	Business Link and the Local Business Community
	Dudley College
	Stourbridge College
	Dudley Primary Care Trust
	Dudley Local Strategic Partnership
	Registered Social Landlords
	Centro
	Travel West Midlands
	Network Rail
	Utility Companies

	Dudley Education Department
	Dudley Housing and Adult Services Department

Investment

- There are a number of projects being funded by Advantage West Midlands, including Castle Hill, Dudley Townscape heritage Initiative and Brierley Hill Core Land Remediation
- The Homes and Communities Agency has 8 schemes in the National Affordable housing Programme in this corridor
- There is potential for Growth Point Funding to assist with masterplanning in Harts Hill
- This corridor is also the focus of the Dudley Area Development Framework and its associated funding as well as the Strategic framework for delivering the Vision for Brierley Hill

Black Country Joint Core Strategy Regeneration Corridor 11a - Dudley - Brierley Hill



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Regeneration Corridor 11b: Brierley Hill - Stourbridge

Vision

Characterised by the Dudley and Stourbridge Canal and proximity to the growing Brierley Hill Centre, Corridor 11b (between Brierley Hill and Stourbridge) has the potential for the creation of new residential canalside communities of the highest quality. This corridor will therefore feature high quality new housing which makes the most of this canal network through the redevelopment of outdated and obsolete industrial sites. This will be coupled by improvements to the existing housing stock and supported by their proximity to the vibrant and attractive centres of Brierley Hill and Stourbridge offering a range of facilities.

The corridor will have an excellent green infrastructure through enhanced green spaces and parks as well as increased biodiversity and improved links into areas such as Fens Pool Nature Reserve and Special Area of Conservation, The River Stour and open countryside to the south and east of the corridor are further examples of the 'Black Country as Urban Park'.

Features and Opportunities

Features

- A good proportion of industrial and employment uses of low quality and varying importance to the local economy.
- Older industrial areas at Moor Street, The Leys, Silver End and along the canalside north of Stourbridge Town Centre.
- Areas in need of housing improvement and potential redevelopment at Hawbush
- A good quality canal corridor running between Brierley Hill and Stourbridge

Opportunities

- Retain and improve the quality of the existing industrial building stock where viable
- Redevelopment opportunities in some of the older industrial and manufacturing areas for uses such as housing once such areas become unviable and obsolete
- Residential development opportunities in and around Stourbridge Town Centre
- Residential renewal and environmental improvements within major housing areas such as Hawbush.

Spatial Strategy

The main focus of development will be housing growth in older, outdated and remote industrial land and premises along the canal network and close to the town centres of Stourbridge and Brierley Hill. This will be coupled with continuous improvements to ecological links along the canal network and the River Stour to the green belt of South Staffordshire to the west as well as the railway corridors running north to south to provide a high quality environment. This will help to attract and retain population and increase housing growth

potential not only along the canal network but also in and around the Stourbridge and Brierley Hill Town Centres.

Land Use Figures

Total Existing Employment Land	111 Hectares
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Housing Commitments on Former Employment Land (April 2009)	420 dwellings (12 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	2060 dwellings (58 ha)
Of which:	
2007-16	880 dwellings
2016-26	1600 dwellings
Total Estimated Housing Capacity 2009 to 2026	2480 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha
Retained Gross Local Employment Land (Policy EMP3)	41 ha
Additions to employment land through existing development opportunities (RELS April 2009)	0 ha
Total Gross Employment Land at 2026	41 ha
<i>Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)</i>	0 ha

Infrastructure

Creating Sustainable Communities

- There is significant demand for market housing within the corridor particularly in and around Stourbridge Town Centre.
- There is also a need for affordable housing within the corridor particularly in and around Stourbridge Town Centre
- Brierley Hill has enough social rented housing but lacks shared ownership and market housing
- There are a number of educational assets, including Stourbridge College
- Potential for population increases around Brierley Hill Strategic Centre which may impact on any schools review

- Corbett Hospital and Health Centre lies within the Corridor just to the north of Stourbridge Town Centre

The Economy, Employment & Centres

- Stourbridge Town Centre has an existing allocation of 4,500 sq. metres (gross) of comparison goods floorspace.
- Stourbridge Town Centre has an existing allocation of 4,550 sq. metres (net) of convenience goods floorspace which has been met through existing commitments.
- Local Centres of Wollaston and Amblecote in or adjacent to the southern part of the corridor which would both benefit from investment in the public realm
- Housing development opportunities around these centres but particularly around the larger centres Stourbridge and Brierley Hill may increase walk-in population to serve day to day shopping needs and have sustainable regeneration benefits
- Increased housing growth around Stourbridge Town Centre will help to improve and maintain its viability as a strong centre

Transportation & Accessibility

- Development of Brierley Hill as a central hub for bus network improvements linking existing and new potential housing areas.
- Potential to develop the freight line between Stourbridge and Brierley Hill as a passenger line.
- Opportunities for canal corridor enhancement due to future housing growth in this corridor as well as links to cycling & walking routes.
- Provide surfaced cycleway along canalsides which run through the corridor as well as developing linkages to adjacent green spaces.
- Seek opportunities to improve links to existing open spaces around the corridor, such as Saltwells Nature Reserve, Buckpool and Fens Pool Nature Reserve

Environmental Infrastructure

- Corridor is well served by local parks particularly around Stourbridge Town Centre including Mary Stevens Park and open spaces at Fens Pool Special Area of Conservation and The Leys (Green Belt) area on the western boundary of the corridor. Encourage green links between these areas through future redevelopment.
- Emphasis on improving & enhancing links from existing and potential new housing areas into the existing open spaces in the area particularly Saltwells Nature Reserve to the east and the Green Belt to the west of the corridor.
- Significant areas of important nature conservation value to the west of the corridor at Fens Pools and the Leys.
- River Stour to the south of the corridor provides nature conservation links to open countryside to the west

- Flood Zone 2 & 3 along River Stour north of Stourbridge town centre.
- Opportunities at Stourbridge to enhance the canal basins including Regeneration opportunities for buildings at risk e.g. Lion Foundry.
- The SFRA identified the presence of Flood Zones 3a and 3b along the River Stour which also includes the Mill Race Lane Estate. Much of the Rolling Mills industrial area is within flood zone 2. The potential redevelopment of this area will need to be addressed through a Level 2 SFRA and Sequential Test report.
- From the Outline Water Cycle Study there appear to be several options for the distribution of wastewater in this corridor. Development to the south of the downstream system can be accommodated within the existing sewer network but, with the additional proposed development in RC13 and RC14, these pipes may need upgrading.

Waste

- The capacity of the following “strategic” waste management sites/facilities will be protected (see Policy WM2):
 - Stourbridge Household Waste Recycling Centre, Off Stamford Road, Birmingham Street, Stourbridge
- New waste management facilities will be permitted within the retained employment areas. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

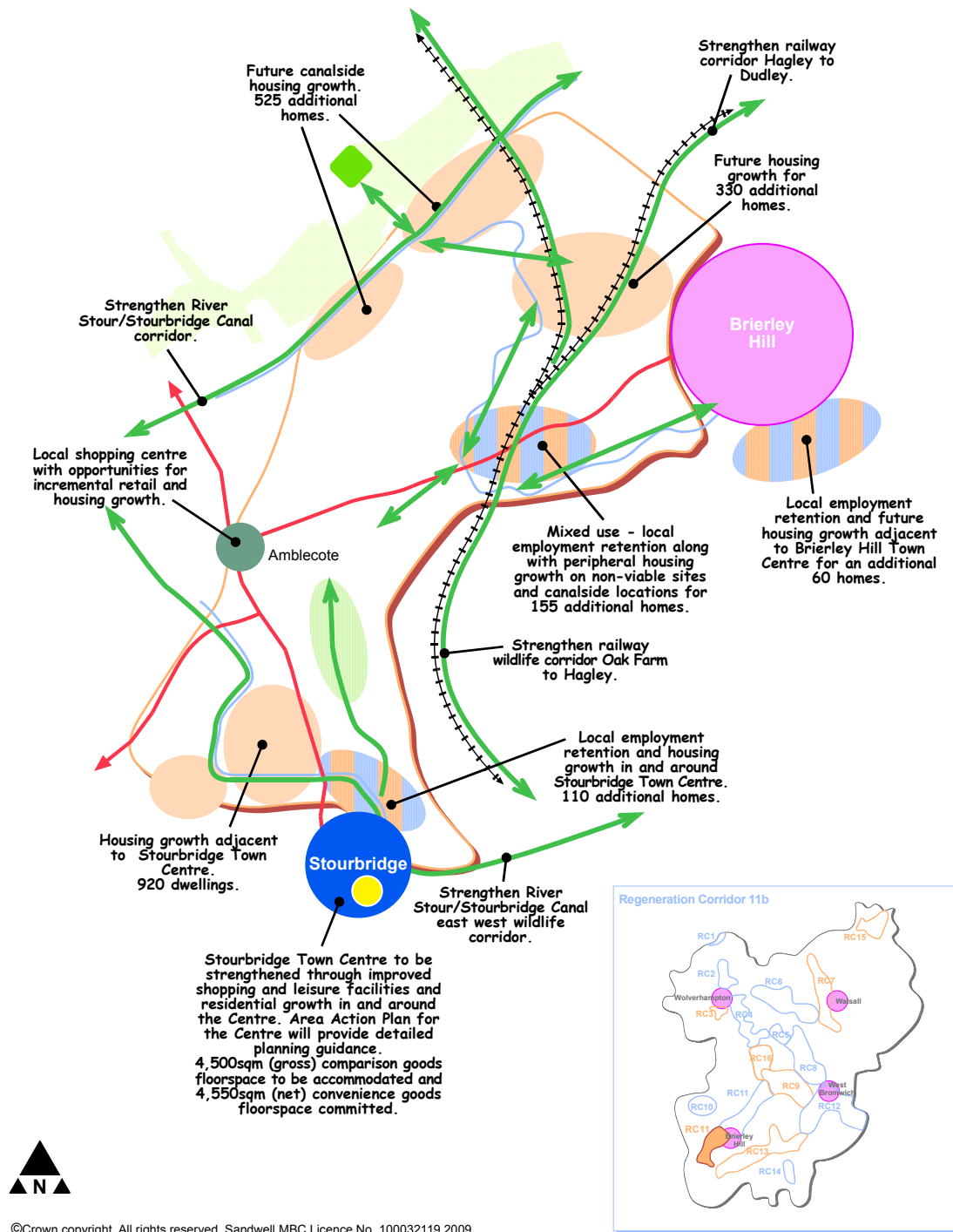
MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Black Country Consortium
Black Country Joint Core Strategy	Dudley New Heritage Regeneration Company
Dudley Planning Obligations SPD	Advantage West Midlands
Dudley Development Strategy Development Plan Document	English Partnerships
	Government Office for the West Midlands
	Landowners
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	Business Link and the Local Business Community
	Dudley College
	Stourbridge College
	Dudley Primary Care Trust
	Dudley Local Strategic Partnership
	Registered Social Landlords
	Centro
	Travel West Midlands
	Network Rail
	Utility Companies
	Dudley Education Department
	Dudley Housing and Adult Services Department

Investment

- Advantage West Midland has made a considerable investment in the cultural asset, the Glass House, within this corridor.
- The Homes and Communities have 3 Schemes in the National Affordable housing Programme within this corridor.

Black Country Joint Core Strategy

Regeneration Corridor 11b - Brierley Hill - Stourbridge



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Regeneration Corridor 12: Oldbury/West Bromwich/Smethwick

Vision

This Corridor is the gateway to the Black Country from the south and London via the national road network (M5 & M42) and rail and extends to within 3 miles of Birmingham City Centre. Its environment will undergo major renewal to ensure that its economic locational advantages continue to be capitalized upon. In 2026 this area will be a major contributor to the economic prosperity of the Black Country through its High Quality Employment Land locations & major office developments (at West Bromwich).

The environment will have been transformed through major environmental infrastructure & public realm improvements. There will be a mix of housing types in sustainable locations (served by three existing high quality transport services – the Midland Metro and the West Coast Mainline and Jewellery Line rail links to Birmingham and Wolverhampton) that are both affordable and able to attract new residents into the area.

Features and Opportunities

Features

- The West Coast Mainline - Sandwell and Dudley, Smethwick Galton Bridge and Smethwick Rolfe Street Stations
- The Jewellery Line – Langley Station, Smethwick Galton Bridge and the Hawthorns Interchanges.
- Wolverhampton to Birmingham Metro Line with six stops
- Junctions 1 and 2 of the M5
- West Bromwich Town Centre, Sandwell's Strategic Centre including the iconic "Public" building and proposals for major retail, leisure and office growth
- Pathfinder (HMRA) Area providing Smethwick and West Bromwich with wider housing choice and quality homes
- Major health facility proposal in Smethwick
- Major leisure and retail proposal in Oldbury
- Old and New Main lines of the Birmingham Canal

Opportunities

- Continued growth and expansion of West Bromwich Strategic Centre, will provide a high quality shopping environment with leisure opportunities, significant office employment and residential development.
- Quality employment land associated with the strategic highway network, Junction 2 and Churchbridge, Junction 1 and parts of North Smethwick
- Outmoded employment locations suitable for residential led regeneration,
- Maximising potential of areas with access to canals and rail/metro stops

Spatial Strategy

This corridor is the gateway to the Black Country from the south and London via the national road network (M5 and M42) and rail and extends to within 3 miles of Birmingham City Centre. A significant level of employment land of various types will be retained within this corridor, with the ambition to uplift it to High Quality. Considerable opportunities for employment will also be available through new office development within West Bromwich Town Centre. The town centre will also see a big change in its retail and education offer with the construction of new shops and a new building for Sandwell College.

There is considerable demand for market housing within this corridor, which is likely to be built on obsolete employment land. The area will also become a hub for major health facilities with the construction of the new hospital in Smethwick and the presence of Sandwell General and the Lyng Health Centre.

This corridor is also well served by parks and open space and it is anticipated that the links between these spaces will be improved and the spaces themselves enhanced. This corridor is also particularly rich in local character and heritage which will be preserved and enhanced.

Land Use Figures

Total Existing Employment Land	490 ha
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Housing Commitments on Employment Land (April 2009)	1590 dwells 38 ha
Housing Commitments on Other Land (April 2009)	1029 dwells 24 ha

Housing Proposals on Surplus Employment Land	1367 dwells
	39 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	1367 dwells
Housing Capacity on Other Land	1223 dwells
	35 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	1223 dwells
Total Estimated Housing Capacity 2009 to 2026	5209 dwells

Retained Gross Strategic High Quality Employment Land	76 ha
Potential Gross Strategic High Quality Employment Land	155 ha
Retained Gross Local Employment Land	

(Policy EMP3)	185 ha
Additions to employment land through existing development opportunities (RELS April 2009)	37 ha
Total Gross Employment Land at 2026	418 ha
Long Term Supply of land for new employment development through recycling of gross employment land (policy EMP4)	55 ha

Creating Sustainable Communities

- There is significant demand for market housing within the corridor, particularly semi-detached, terraced and 2-3 bed properties.
- There is need for affordable housing within the corridor, again semi-detached & terraced properties are desired. Apartments are also required for young adults wishing to set up home
- There may be a need for Key Worker housing around the Hospital site in Smethwick
- A number of major health facilities exist within this corridor, notably Sandwell General Hospital and the Lyng Health Centre. There are proposals for new and refurbished provision across the corridor. In Smethwick there is the proposal for a new Hospital.
- Only a very small area of this corridor is beyond a 10 minute walk from a GP.
- It is not anticipated that additional education provision will be needed in this corridor. Education is accessible in this corridor both by walking and public transport.
- A new college campus is planned for West Bromwich; this will help facilitate a growth in skills, support social inclusion & increase access to job opportunities.
- Through the BSF programme, the former Warley High and Langley High Schools are to be combined on one site to become Oldbury College of Sport, while Smethwick Learning Campus will be a mixture of refurbishment and new build at Holly Lodge School.

The Economy, Employment & Centres

This Corridor is home to the Strategic Centre of West Bromwich as well as the Town Centres of Oldbury and Cape Hill, Smethwick High Street District Centre and Langley and Smethwick Lower High Street Local Centres.

- West Bromwich Strategic Centre
Residents of this corridor will have the opportunity to access West Bromwich's much improved retail and service offer, its new town

square set alongside an iconic building and growth in office employment opportunities.

- Oldbury Town Centre
The traditional part of this Town Centre is generally service-dominated with limited retail provision along Birmingham Road. The adjacent Sainsbury's development provides a wide range of convenience goods in addition to some comparison provision and is the main anchor for the centre. Linked trips between the two appears to be limited, however the Bus "Mall", the public realm, and the market form a link between the two aspects of the centre. This will be enhanced by the provision of the new library.

There are proposals for a significant amount of additional retail floorspace associated with leisure facilities to the north west of the Sainsbury's, known as Oldbury Junction.

- Cape Hill Town Centre is an extensive centre with a good level of retail shops and services on offer. The centre is anchored by the Windmill Centre which comprises large format stores occupied by key multiple retailers. The surrounding retail areas are more secondary in nature with many specialist and ethnic stores and is very popular for this purpose. The environmental quality varies across the centre and in many areas could be improved with some additional maintenance and modernisation. Heavy traffic through the centre also detracts from the overall environment and hinders pedestrian movement. The centre appears to cater well to the needs of the immediate population.
- Centres within the corridor could benefit from investments in the public realm
- Housing development around Langley Local Centre may increase walk-in population to serve day to day shopping needs
- Increased housing growth around Smethwick High Street (Lower) & Smethwick High Street will help to maintain their viability as strong centres
- Leisure facilities would increase a number of centres attractiveness
- There is good access to fresh food across this corridor due to its network of centres & parades of shops

Transportation & Accessibility

- Proposals include the A41 Expressway/All Saints Underpass scheme. Programmed to commence early 2010
- Priority West Midlands Bus Showcase Scheme - Route 87 - Programmed to commence early 2010

- Public transport will need to be accessible to both residential & employment areas, after discussions with Centro it is likely that this will be through improvements to existing services.
- Opportunity to expand Park & Ride at Sandwell & Dudley Station, this would be desirable due to the amount of High
- Quality Employment Land that is likely to be retained & created in this area.
- National Cycle network routes 5 & 81 traverse and meet in this corridor, as well as several local routes, with more proposed to increase provision across this corridor.

Environmental Infrastructure

- This corridor is well served by a network of parks. These include: Victoria Park Smethwick, Kendrick Park, Lewisham Park, Black Patch Park, and Lion Farm Playing Fields. Dartmouth Park is in the edge of this corridor and is a major asset.
- Proposals that would result in any loss would be resisted. Improvements will be sought to the existing network through planning obligations.
- The Green Space Audit (2006) highlighted deficiencies of access to green space particularly around the Oldbury area, however much of this area is expected to be retained or is proposed for High Quality Employment use. However opportunities to create local level open spaces across this part of the corridor will be investigated where possible. It will also be important to emphasise the links with corridor 9 – Dudley Port, to ensure that there is an emphasis for open spaces to be linked and improve green links.
- In this area there should be an emphasis on improving & enhancing links from potential new housing areas into the existing open spaces in the area. The “Green Bridge” project will be supported which will create an improved link between West Bromwich & the Sandwell Valley& enhance biodiversity networks.
- In the Smethwick AAP area it is proposed that it may be appropriate to identify an area of open space to serve the significant new housing development sites, as some areas in this part of the corridor do not have access to neighbourhood open space.
- It is important to ensure that all elements of conservation and archaeology are protected, promoted and enhanced where possible. Areas such as West Bromwich, Oldbury and Smethwick where local distinctiveness and character are demonstrated should be enhanced and protected as historic centres. Canal corridors and areas of terrace housing should be preserved and reused as part of heritage led regeneration schemes, in particular buildings & areas of special industrial interest.
- Opportunities to maintain, restore and create areas of biodiversity value should be explored as part of development opportunities.

- Accessibility to 2ha & 20ha semi natural green spaces is deficient in this corridor, however there is good access to Sandwell Valley which lies at the edge of this corridor, including by the National Cycle Routes that traverse this corridor.
- Several wildlife corridors present in the corridor providing links for wildlife migration. These run along the canals and also follow the M5 motorway which cuts through the corridor. Developments that sever these wildlife links will be not be permitted.
- Around 10% of the corridor is covered by a geodiversity consideration zone.
- Part of the River Tame runs through this corridor, with associated flood risks at certain locations. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall with areas of flood risk.
- Opportunities to mitigate the urban heat island effect will be explored (which will link to creation of open spaces where appropriate) especially in areas of this corridor which are deficient in open space
- Sandwell Valley offers access to countryside areas in this corridor, access will be improved through work being carried out on Dartmouth Park.
- Regeneration opportunities should be explored with historical buildings that are at risk such as Chances Glass Works and Soho Foundry.
- The Outline Water Cycle Study identifies that development that takes place in this area is upstream of RC8 and RC9 and the capacity within the downstream sewer network will be dependant on development from these areas and RC16 which drains into the same strategic sewer. A detailed network capacity assessment will be needed to identify any required upgrades to the sewer network.
- There is demand for junior facilities/playing pitches in this corridor and qualitative improvements are needed at key sites.

Waste

- There are a number of strategically important waste management facilities which will be protected (or their equivalent capacity). These are:
 - Dunn Brothers on Anne Rd/Rabone Lane. (C&I Treatment MRS/Transfer)
 - European Metal Recycling works on Downing Street.(C&I Treatment MRS)
 - Giffords Recycling Kelvin Way. (C&I Treatment waste wood recycling)
 - Glenside Recycling Victoria Street. (CD&EW).
 - Haz Waste Services Bullock Street. (Hazardous clinical waste)
 - Robert Hopkins Environmental Ltd Kelvin Way. (Hazardous Waste)
 - Shidas Lane HWRC (MSW Transfer)

- Taylors Lane Transfer Station (MSW Transfer)
- Waste Tyre Solutions Manchester St. /Industrial Estate. (C&I Transfer).

Delivery

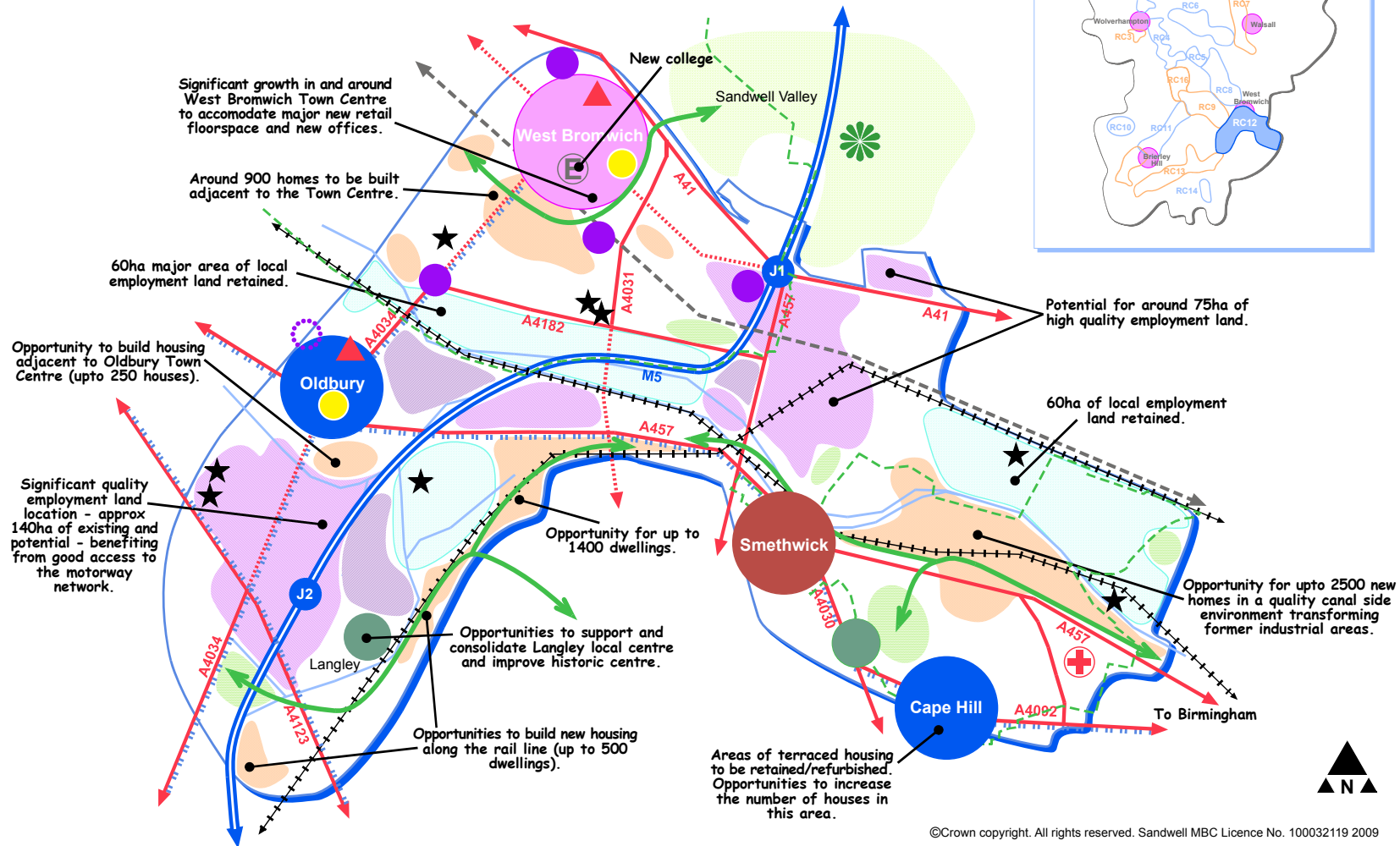
MECHANISMS	PARTNERS
West Bromwich AAP –Smethwick AAP – Adopted December 2008	Centro
LTP	Sandwell.M.B.C. Education Department
Site Allocation Delivery Development Plan Document	Sandwell.M.B.C. Leisure Department
Planning Obligations SPD	Advantage West Midlands
	Developers
	Registered Social Landlords
	Conservation Teams
	RegenCo
	Urban Living
	Primary Care Trust
	Black Country Consortium
	Sandwell Partnership
	Greets Green Partnership
	British Waterways
	Network Rail
	Voluntary Sector
	English Partnerships
	Utility Companies

Investment

- Advantage West Midlands has invested significantly in this corridor, through a number of projects including the new Sandwell College, All Saints office development and a number of projects in West Bromwich Town Centre.
- The HCA is also working with Sandwell and Partners on a major regeneration scheme at North Smethwick canal side
- Greets Green Partnership - £56 million over 10 years for social, economic, environmental

Black Country Joint Core Strategy

Regeneration Corridor 12 - Oldbury - West Bromwich - Smethwick



Regeneration Corridor 13: Rowley Regis - Jewellery Line

Vision

By 2026 this (housing led) corridor will provide high quality sustainable residential communities. These will make the most of opportunities such as the canal network and parks, with accessible facilities, open spaces and good transport links to employment areas and centres. It will have a high quality natural and built environment with areas of local employment retained along its length.

This corridor is served by existing passenger rail services from Stourbridge to Birmingham, known as the Jewellery Line, and straddles the valley of the River Stour. This Corridor will be re-born through a mix of renewal and redevelopment to create new residential environments and green spaces.

The local centres of Blackheath, Cradley Heath and Lye will be bolstered by a substantial increase in their catchment's population base and, along with well integrated and improved bus and rail links, will become thriving and sustainable places to live.

Features and Opportunities

This is a mixed area of private sector and Local Authority housing of various ages. There is a significant amount of existing employment land in the corridor, based mainly along canals and rail lines.

Features

- Large area of older industrial premises either side of Lye Centre and in Cradley Heath.
- Housing areas in need of renewal to the south of Lye Centre and to the east of Stourbridge Town Centre.
- Birmingham – Worcester Jewellery Railway Line
- Cradley Heath and Blackheath Town Centres, Lye District Centre (subject to outcome of centres work) and Shell Corner Local Centre
- The Stour Valley corridor

Opportunities

- Redevelopment opportunities in some of the older industrial and manufacturing areas for uses such as housing, once these become unviable and obsolete.
- New higher density residential development opportunities around railway stations and centres including at Blackheath, Cradley Heath and Lye to create sustainable 'urban village' communities.
- Capacity improvements on the Stourbridge-Snow Hill rail line (Jewellery Line), planned increases in capacity at Park & Ride car parks at Cradley Heath, Rowley Regis & Stourbridge Junction stations.
- Preferred site for new primary school within the Bearmore Mound area.

- Possible longer term development sites arising from school relocations in Cradley Heath.
- Improved Cradley Heath retail offer with Tesco Superstore and Lidl supermarket, with by-pass to reduce congestion, make the town centre more pleasant and improve visitor numbers.
- Bus show case routes through Cradley Heath & Blackheath as well as through Lye and Cradley to Stourbridge.
- Cradley Heath bus interchange adjacent to emerging new residential areas.
- Access improvements to enable residential development in Cradley Heath.
- Improved Blackheath retail offer, with by-pass to reduce congestion, make the town centre more attractive and improve visitor numbers (Town Centre Health Check). Development sites arising from the by-pass construction.
- Potential for industrial heritage assets around Lye and Cradley Heath to be preserved and incorporated into new development, enhancing local distinctiveness
- Proposed refurbishment of Rowley Regis Hospital, Moor Street, Rowley Regis (PCT).
- Proposed new health facilities in Lye, Blackheath, Cradley Heath and Old Hill

Spatial Strategy

This corridor will be consolidated as a housing corridor through the development of obsolete areas of industrial land and the exploitation of the excellent main-line rail links. A key feature of the strategy will be to create new residential communities to substantially increase the catchment and population base of Blackheath, Cradley Heath and Lye centres and their proximity to stations along the Jewellery Line with links to Birmingham City Centre and Worcester. The environment will be enhanced as the canal networks and open spaces will become part of a higher quality natural environment. Other public transport links will also be improved.

The corridor will also benefit from additional community infrastructure in the form of new health centres and the restructuring of some education provision in Rowley Regis.

The corridor is well served by both formal and informal green spaces including the Green Flag Haden Hill Park, the town parks in Rowley Regis and Wollescote and easy access to the open countryside. However, the scale of the new housing growth is such that there may be a requirement for new open spaces to be created. The rivers and canals will provide the opportunities to promote good quality waterside living and public realm environments. The area's local distinctiveness and character will also be prepared and enhanced, particularly in Cradley Heath, Black heath, old Hill and Lye.

Land Use Figures

Total Existing Employment Land	257 ha
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Housing Commitments on Employment Land (April 2009)	226 4 ha
Housing Commitments on Other Land (April 2009)	359 8ha

Housing Proposals on Surplus Employment Land	3907 dwellings
	112 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	3907 dwellings
Housing Capacity on Other Land	206 dwellings
	6 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	206 dwellings
Total Estimated Housing Capacity 2009 to 2026	4698 dwellings

Retained Gross Strategic High Quality Employment Land	0 ha
Potential Gross Strategic High Quality Employment Land	0 ha
Retained Gross Local Employment Land (Policy EMP3)	167 ha
Additions to employment land through existing development opportunities (RELS April 2009)	0 ha
Total Gross Employment Land at 2026	167 ha
Long Term Supply of land for new employment development through recycling of gross employment land (policy EMP4)	42 ha

Creating Sustainable Communities

- Rowley Regis was the 3rd most popular choice of location for affordable housing households out of the 6 towns areas of Sandwell. There is also high demand for market housing in Rowley Regis.
- In terms of affordability, Rowley is average compared to the income levels required to buy or to rent market housing, generally being a less expensive location than West Bromwich and Smethwick for comparable properties.

- New 1300 pupil secondary school and special school on 10.5ha site at Hawes Lane, Rowley Regis, adjacent to the north of the corridor under construction.
- Building Schools for the Future proposals include Heathfield Foundation Technology College and the development of Rowley Learning Campus through a complete new build for St Michaels School, Westminster and Whiteheath.
- Proposed refurbishment of Rowley Regis Hospital, Moor Street, Rowley Regis.
- New Health Centres are also proposed for Lye Centre and Cradley within Dudley Borough.
- A new neighbourhood health centre is being pursued for the Old Hill area.
- Creation of an urban village in Lye through the creation of new mixed residential communities centred on Lye local centre serviced by Lye railway station.

The Economy, Employment and Centres

- The Corridor contains the Centres of Blackheath, Cradley Heath and Lye which are all situated on the Jewellery Line. Opportunities for new residential development around these centres and their railway stations, will lead to the creation of sustainable 'urban village' communities. Housing development opportunities around smaller centres in the corridor, such as Shell Corner, may increase walk-in population to serve day to day shopping needs and have regeneration benefits.
- Blackheath Town Centre offers a reasonable range of retail goods and services, anchored by a large foodstore to the south. There are several vacant units and many shop fronts would benefit from refurbishment. Similarly investment in the public realm could further benefit the centre. Traffic moves through the centre but is limited to one-way which eases congestion and facilitates pedestrian movement. There are several opportunity sites for future retail development which could further enhance the overall retail offer and bring about environmental improvements in the wider public realm.
- Cradley Heath Town Centre includes the new foodstore which is considered a key anchor for the centre. The development has significantly enhanced the retail provision and brought about improvements to the adjacent public realm. The quality of the environment along High Street is in general quite poor but there is a good selection of shops and services on offer and is busy. There are a

high number of vacant units in the centre, particularly along Market Square which suggests there may be some opportunity to redevelop this area to provide an enhanced shopping facility or the reinstatement of the centre's historic market role.

- Retail opportunities in Cradley Heath and Blackheath have improved access to fresh food for these areas. Similar opportunities will need to be developed in Lye to take advantage of proposed increases in the levels of housing provision close to this Centre where there is currently a proposed allocation of 650 sq.m. (net) of convenience floorspace.

Transport and Accessibility

- Expanded Park and Ride and platform lengthening is proposed for Cradley Heath, Rowley Regis and Stourbridge Junction Stations.
- Centro are currently investigating enlarging the Blackheath Park & Ride scheme.
- West to east cycle routes are well provided in Sandwell, including links to Local Cycle Network runs near to Old Hill and Rowley Regis Stations. New canalside residential developments will provide the opportunity to contribute towards the provision of north to south links for cycling and walking.
- The Rivers and Canal also present opportunities to provide for walking routes.
- The Cradley Heath by-pass provides access improvements to enable residential development in Cradley Heath and improve the environment within the Town Centre.
- Opportunities will be sought to maximise use of Stour valley for green links west - east and improve access to open countryside to the south.

Environmental Infrastructure

- There are numerous designated nature conservation sites within and adjoining this corridor with important wildlife issues such as protected species and priority habitats. These occur especially along the Mousesweet Brook and the River Stour (SINC/SLINC and Local Nature Reserve) but also in other locations in the corridor, such as along the canals (SINC, SLINC and Wildlife Corridor).
- Codsall Coppice, a Local Nature Reserve, and an area of Ancient Woodland, will be protected and new growth encouraged. There is a further woodland, a SLINC, to the south of Old Hill station, and in Dudley, two areas along the north side of the River Stour near Lye (Bob's Coppice and Mear's Coppice) will also be protected from inappropriate development.

- Improvements in areas of open space will help support adaptation to the effects of climate change through limiting flood risk and helping modify extreme temperatures in this urban area.
- Flood Zones 2 & 3 run along the River Stour and Mousesweet Brook with associated flood risks at certain locations. Within Dudley, significant fluvial flooding occurred in 2007 at confluence of River Stour and Lutley Gutter to the south of the corridor.
- Areas to the south of Cradley Heath suffer from a lack of open space which may worsen the heat island effect if future housing development takes place without adequate tree planting & open space.
- In Dudley, the area benefits from linear open space that follows the River Stour, a large town park (Stevens Park, Wollescote) and open countryside to the south. The area could benefit from future tree planting and the provision of additional green areas. Local parks are situated off Cakemore Road but there is scope for greater connectivity between green spaces on the eastern side of the corridor.
- This corridor is generally well served by open spaces of a variety of types, including the Green Flagged Haden Hill Park, the Town Park for Rowley Regis, local parks such as Powke Lane and Britannia Park, and local open spaces such as Bearmore Mound, Powke Lane and Whitehall Gardens. Further along the Corridor there is Stevens Park in Wollescote as well as easy access to the open countryside including Lickey Hills, Hagley Wood and Uffmoor Wood. Despite this the 2006 Green Space audit for Sandwell indicates that aspects of the Housing Growth areas do not have access to unrestricted open space.
- Given the potential scale of the housing growth areas additional open space may be sought, e.g. in association with the Stour Valley linear open space. Generally however there are opportunities to link the growth areas to existing open spaces, where the priority will be improvements to accommodate the increased pressures.
- Housing areas south of the railway in Cradley Heath could link with Corngreaves, Haden Hill Park and Saltwells via the River Stour Walk. Areas to the north of Cradley Heath Town Centre can access Mushroom Green and Saltwells to the north and Bearmore Mound to the south. Lye Centre has access to Stevens Park and open countryside beyond to the south.
- The Gawne Lane /Powke Lane housing areas can access the major open space of Warrens Hall Park to the north, particularly by using the canal corridor. Along with Shell Corner, these areas of the corridor can also give access to the Coombeswood open space to the south. Powke

Lane and Mousesweet parks are also very accessible to this growth area, whilst the southern part of the area is also well served by Haden Hill Park.

- Housing growth near Blackheath Town Centre is likely to be “urban” in character but nevertheless will be served by Britannia Park to the north.
- The Rivers and Canals also provide the opportunity to promote quality waterside living and public realm environments.
- The Rowley Hills provide a dramatic backdrop to this Corridor and views of the Hills should be promoted and protected.
- Links to Saltwells, Combeswood and open countryside to the south of Lye provide the opportunity to access countryside or more natural greenspace for the urban population.
- Areas where local distinctiveness and character are demonstrated should be enhanced and protected. In particular Cradley Heath, Blackheath, Old Hill and Lye maintain aspects of their historic centres, which should be protected and form the basis for regeneration schemes. The Corridor also contains canal features and areas of terraced housing.
- The chain of woodlands to the south of Old Hill contribute significantly to the character and identity of the High Haden area as well as woodland areas around Lye along the River Stour at Bob’s Coppice and Mear’s Coppice. These will be protected by policies within the Environment chapter.
- The Outline Water Cycle Study identifies that the development planned in this corridor is located at the upstream end of the sewer network. Upgrades to the sewer network may be needed. This will need to be assessed in conjunction with development in RC14 (upstream) and RC11 downstream.
- There is demand for junior pitches in the Rowley Regis area as there is current shortfall. The provision of new facilities will be particularly important in the long term.

Waste

- There is an important Strategic Waste Management facility, Metal and Waste Recycling Ltd on Powke Lane.
- The capacity of the following “strategic” waste management sites/facilities will be protected (see Policy WM2):
 - E Coley Steel, James Scott Road, Halesowen
 - Overton Recycling Hub, Rufford Street, Lye, Stourbridge
 - Metal and Waste Recycling Ltd, Powke Lane, Blackheath

- New waste management facilities will be permitted within the retained employment areas. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.

Delivery

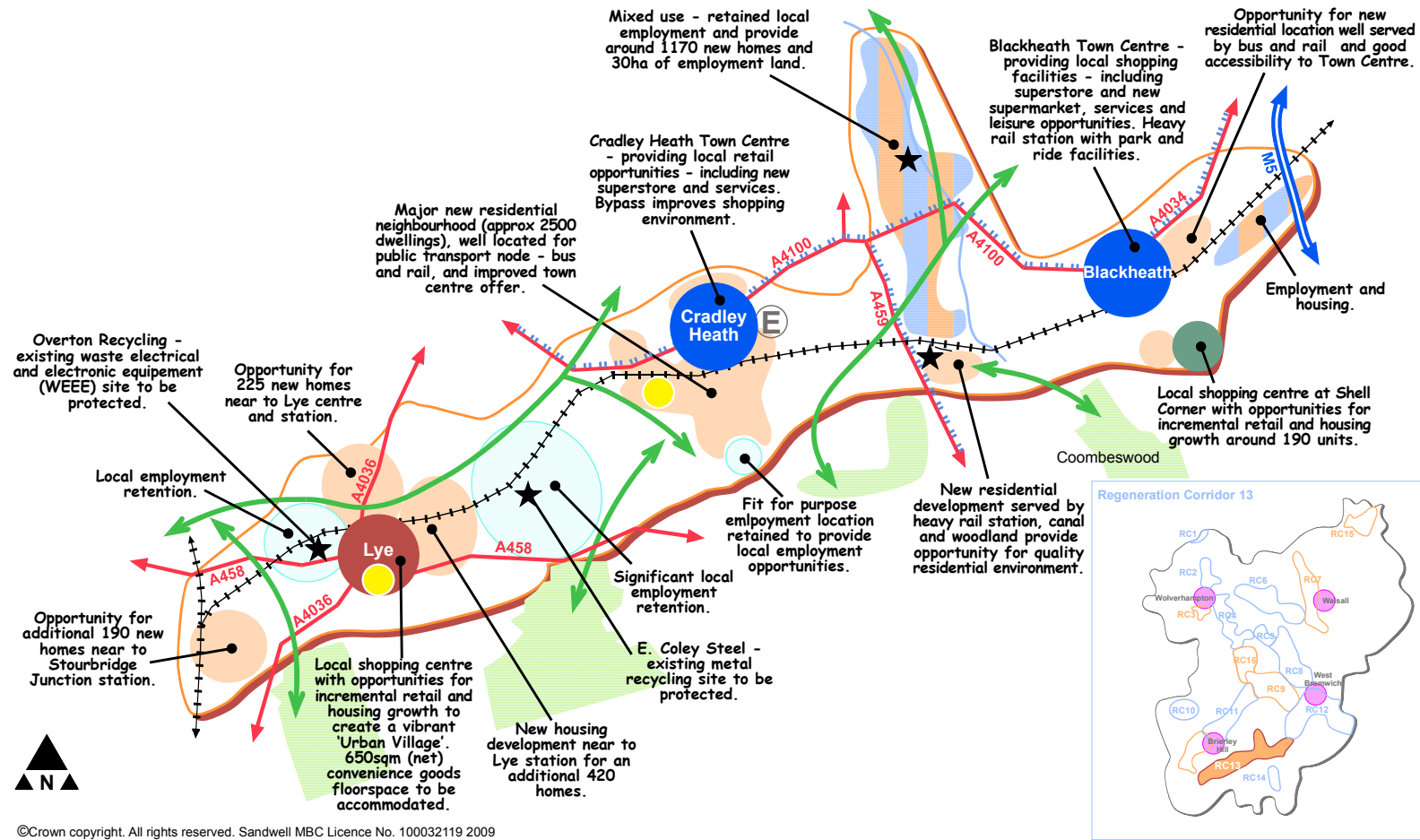
MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Centro
Black Country Joint Core Strategy	AWM
Dudley Development Strategy Development Plan Document	Sandwell Education Dept
Sandwell Site Allocations Document DPD (SADDPD)	Dudley Education House Builders
Dudley Planning Obligations SPD	Housing Associations
Sandwell Planning Obligations SPD	Sandwell Leisure Dept
	Dudley Leisure Dep't
	Dudley Historic Environment Team
	Environment Agency
	English Partnerships
	British Waterways
	Network Rail
	Black Country Consortium

Investment

- The Homes and Communities Agency has 2 National Affordable housing Programmes schemes in this corridor.
- There is potential Growth Point funding for Woods Lane, and Newlyn Road to assist with development.
- £771,000 refurbishment of Haden Hill Leisure Centre funded from Sport England and Sandwell leisure Trust.

Black Country Joint Core Strategy

Regeneration Corridor 13 - Jewellery Line - Rowley Regis - Stourbridge Junction



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Regeneration Corridor 14: Coombswood - Halesowen

Vision

This Corridor will be the focus for high quality employment centred on Coombswood with a well connected public transport system and improved access to the M5 Motorway. High quality residential areas will also be developed close to Halesowen Town Centre, improving its vitality with good walking and cycling links to the Centre as well as to recreational areas at Leasowes Park and the surrounding green belt areas.

By 2026 regeneration of this corridor will provide another example of the new Black Country through the creation of quality environments based on enhancing existing assets to serve both the demands of high technology-led business and homes for aspirational knowledge workers required to achieve the Black Country Vision and Strategy for Growth and Competitiveness.

The Corridor will also be a significant part of the biodiversity network, supporting and encouraging biodiversity and the penetration of habitats into the sub-region from the surrounding green belt areas and the Leasowes Historic Park.

Features and Opportunities

Features

- Coombswood industrial area featuring a range of high quality industrial premises within easy reach of the motorway network (M5 Junction 3).
- Mucklow Hill and Shenstone Trading Estates
- Halesowen Town Centre

Opportunities

- Enhance the employment base by retaining and improving the quality of the existing industrial building stock where viable for high technology and modern manufacturing uses through site assembly and use of existing vacant sites.
- Utilise the area's proximity to the motorway network as a means of achieving the retention of such high quality employment uses
- Redevelop some of the older, peripheral industrial areas for uses such as housing once they become unviable and obsolete
- Residential development opportunities in and around Halesowen Town Centre

Land Use Figures

Total Existing Employment Land	107 Hectares
Housing Commitments on Former Employment Land (April 2009)	0 dwellings (0 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	295 dwellings (9 ha)
Of which:	

2007-16	0 dwellings
2016-26	295 dwellings
Total Estimated Housing Capacity 2009 to 2026	295 dwellings

Retained Gross Strategic High Quality Employment Land (Policy EMP2)	74 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha
Retained Gross Local Employment Land (Policy EMP3)	24 ha
Additions to employment land through existing development opportunities (RELS April 2009)	1 ha
Total Gross Employment Land at 2026	99 ha
<i>Long term supply of land for new employment development through recycling of gross employment land (Policy EMP4)</i>	
	4 ha

Infrastructure

Creating Sustainable Communities

- There is significant demand for market housing within the corridor.
- There is a need for affordable housing within the corridor again semi-detached & terraced properties are desired
- Opportunities for links to Halesowen College
- No significant issues for schools pending any review
- Opportunities to link training and skills development with the potential high quality employment area
- Identified need for a modern Health centre in or around Halesowen Town Centre

The Economy, Employment & Centres

- There is an allocation for comparison goods floorspace in Halesowen Town Centre of 2,929 sq. metres (gross).
- The existing allocation for convenience goods floorspace has been met through development in the Cornbow Centre.
- An Area Action Plan for Halesowen Town Centre is currently being formulated and due for adoption in 2012
- Housing development opportunities around Halesowen Town Centre may increase walk-in population to serve day to day shopping needs and have regeneration benefits
- Increased housing growth around Halesowen Town Centre will help to encourage increased investment and help to maintain its viability as a strong centre
- A new local centre is to be allocated at Hawne at the junction of the A456 and Coombs Road.

Transportation & Accessibility

- Need for improvement of road access between Coombswood's high quality employment area and M5 Junction 3
- Public transport will need to be accessible to both residential & employment areas
- Seek opportunities to enhance canal corridor and encourage access.
- Corridor not well served by existing cycleway but routes are proposed and encouragement should be given for their provision.
- Need for west-east green links between Leasowes Park and Stour valley. Open countryside to south across physical barrier of A456

Environmental Infrastructure

- In this area there should be an emphasis on improving & enhancing links from existing and potential new housing areas into the existing open spaces in the area particularly Leasowes Park and the Green Belt to the south of Halesowen Town Centre. Coombswood Green wedge also runs along the eastern boundary of the Corridor.
- Some Flood Zone 2 & 3 along parts of River Stour. Significant fluvial flooding in 2007 to south of Halesowen town centre.
- Protect and enhance views of Rowley Hills at Leasowes Park to east of corridor and Furnace Coppice to the western part of corridor.
- Opportunities to enhance the canals and to reinforce the surviving aspects of the historic character of Halesowen.
- The SFRA identified Flood Zones 2 and 3a along the River Stour and there was significant fluvial flooding in 2007 to the south of Halesowen town centre.
- The Outline Water Cycle Study identifies that the development planned for this corridor is located at the upstream end of the sewer network draining to Roundhill water treatment works. The capacity will need to be assessed in combination with the proposed development in RC13 and RC11 which are located downstream.

Waste

- The capacity of the following "strategic" waste management sites/facilities will be protected (see Policy WM2):
 - Mucklow Hill Transfer Station (Skipaway Ltd), Heywood Bridge, Mucklow Hill, Halesowen
- New waste management facilities will be permitted within the retained employment areas. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable,

provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

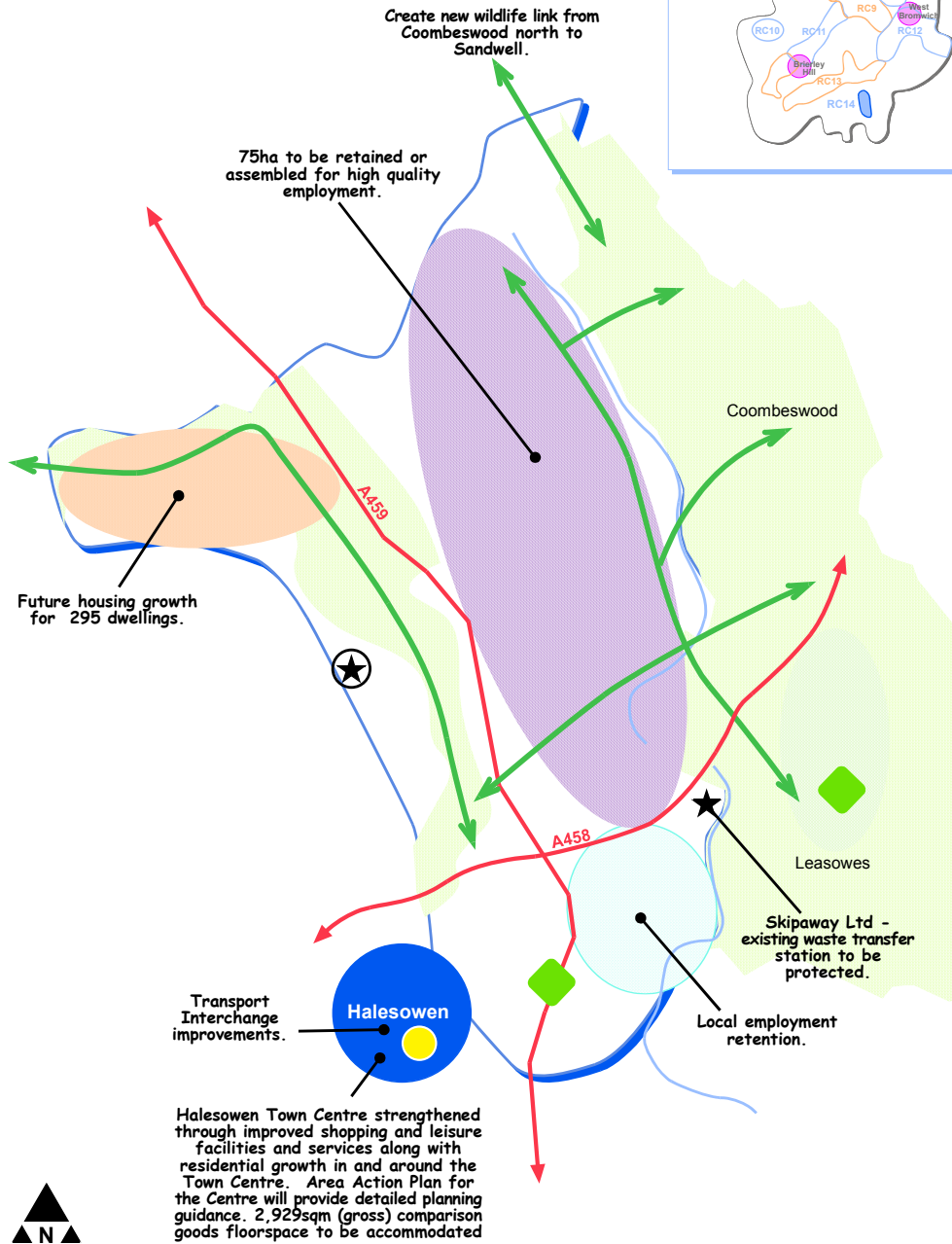
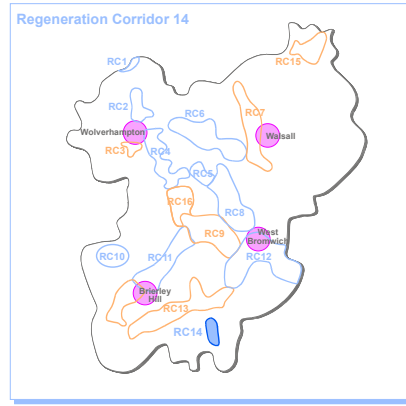
Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).

Delivery

MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Black Country Consortium
Black Country Joint Core Strategy	Dudley Education Department
Dudley Development Strategy Development Plan Document	Dudley Housing and Adult Services Department
Dudley Planning Obligations SPD	Advantage West Midlands
	Developers
	Landowners
	Registered Social Landlords
	Dudley Primary Care Trust
	English Partnerships
	Government Office for the West Midlands
	Dudley Local Strategic Partnership
	Utility Companies
	Centro
	Travel West Midlands
	Network Rail

Regeneration Corridor 14 - Combeswood - Halesowen



Regeneration Corridor 15: Brownhills

Vision

Brownhills is a former mining town on the edge of the Staffordshire Coalfield that is synonymous with the traditional Black Country, but now benefiting from direct access to the national highway network via the PFI project the M6 Toll motorway. Enhanced urban transport links, notably to Walsall, along with the easy access to rural areas and green spaces will provide the key to the rebirth of this Regeneration Corridor with a mix of homes and jobs. The Wyrley and Essington Canal and connecting branches in this area make a substantial contribution to the character of this corridor and provide opportunities for recreation, nature conservation and tourism. All of this will attract residential and commercial development, increasing local demand for goods and services, and in turn allow for Brownhills town centre to thrive.

Features and Opportunities

Features

- The Brownhills/Clayhanger area is based on an ex-mining area on the edge of the West Midlands conurbation which has seen significant post-war residential development involving both public and private sector housing.
- There are pockets of deprivation in central and north of Brownhills.
- Brownhills District Centre is in need of improvement, and traffic congestion on the Chester Road / High Street is frequent.
- The disused railway line from Lichfield to Stourbridge cuts through the middle of Brownhills at the edge of the District Centre. If reopened, there is potential for trains to serve a wide range of destinations in the Region, including Walsall, Birmingham, Wolverhampton and Burton-on-Trent, and further afield such as the north east via Derby and the south east via Worcester
- There are three main existing industrial areas: Chase Road / Lichfield Road (close to the M6 Toll – junction T6), Coppice Side, and the Lindon Road / Maybrook area.

Opportunities

- Lichfield-Walsall-Stourbridge railway alignment – could be reopened to improve job opportunities for Brownhills residents and attract new investment.
- Lichfield Road Industrial area – potential to attract high quality industrial development to capitalise on M6Toll
- Hatherton Canal improvement could enhance access to countryside and attract investment and tourists
- Housing Renewal in the High Street area
- Brownhills town centre transport improvements to ease traffic problems in and around Brownhills
- In-centre retail & service development opportunities: Land in High St, north of Pier St (adjoining Kwik Fit); 72-86 High St; 12-28 High St; Ravenscourt Precinct;

- In-centre leisure, service & community development opportunities: land at Pier St and Kirkside grove; Land at Corner of Church Rd and Short St; FMR Post Office site, High St; Land at Corner of High St and Brickiln St; FMR Town Hall, Chester Rd Nth; Land at Silver St

Spatial Strategy

At the time of the Preferred Options report it was envisaged that a substantial quantity of the existing employment land would be redeveloped for housing. Detailed work on the capacity of the other corridors has now shown that this is no longer necessary. The change in the economic situation has also led to an increased emphasis on the importance of safeguarding remaining jobs. More of the employment land that is to be retained has been recognised as having potential to become high quality.

It is now proposed to protect and enhance the quality of the employment land that is to remain, making use of the recent improved accessibility via the M6 Toll and potential re-opened railway line, whilst allowing housing after 2016 on employment land that is no longer required for industry.

Land Use Figures

Total Existing Employment Land	65 Hectares
Housing Commitments on Former Employment Land (April 2009)	0 dwellings (0 ha)
Housing Proposals on Surplus Employment Land (35 dph gross)	13 dwellings (455 ha)
Of which:	
2007-16	0 dwellings
2016-26	455 dwellings
Total Estimated Housing Capacity 2009 to 2026	455 dwellings
Retained Gross Strategic High Quality Employment Land (Policy EMP2)	0 ha
Potential Gross Strategic High Quality Employment Land (Policy EMP2)	29 ha
Retained Gross Local Employment Land (Policy EMP3)	23 ha
Additions to employment land through existing development opportunities (RELS April 2009)	5 ha
Total Gross Employment Land at 2026	57 ha
Long term supply of land for new employment development	

through recycling of gross employment land (Policy EMP4) 0 ha

Infrastructure

Creating Sustainable Communities

- Recently completed medical centre, pharmacy and library.
- Medical Centre recently completed in the district centre.
- Housing 21 Extra Care Scheme to be completed 2010/11

The Economy, Employment & Centres

- Proposed major foodstore re-provision (60-80,000 sq.ft. gross).
- Recently completed medical centre, pharmacy and library.

Transportation & Accessibility

- Reinstatement of Lichfield – Walsall - Stourbridge rail line,
- New rail stations at Brownhills and Pelsall
- Red Route Package 2 – A452 and A461 – Which includes:
 - Improvements to Brownhills High Street.
 - Shire Oak junction to ease traffic problems in and around Brownhills.
- Recently completed bridge across canal has improved pedestrian / cycle links with Clayhanger.
- National Cycle Route 5 runs around the edge of this corridor to the north and west of Brownhills (alongside Brownhills Common), then south towards Walsall town centre. Opportunities to link this route with local cycle routes / paths, canals and other sustainable movement corridors in this area should be considered.

Environmental Infrastructure

- This corridor benefits from an abundance of open spaces and nature conservation areas both within and nearby, for example, Clayhanger Common, O'Grady's Pool, Bradford Park and Barnett's Lane, all of which can benefit from general improvements.
- Also adjoining RC15 is Holland Park and Birch Coppice (a restored quarry). Nearby is the considerable expanse of Brownhills Common, which connects to the commons and countryside north of Pelsall, mainly via the Wyrley and Essington Canal, and to Chasewater Country Park and, further afield, Cannock Chase AONB. Links should be prioritised to these important green spaces within and adjacent to the corridor, as well as other environmental assets in close proximity to the corridor such as semi-natural woodland at Coppice Lane. These areas offer opportunities for both nature conservation and human recreation.
- There are various nature conservation designated sites in and around this corridor with important wildlife issues such as protected species and priority habitats. There are also sites of importance for their contribution to geodiversity such as Clayhanger SSSI. Therefore the Core Strategy will take steps to protect and enhance them and, where

proposals could impact on these designations, ensure that adequate mitigation measures are provided against any adverse effects.

- Shire Oak Ridge beacon is situated to the east of the corridor and linked to Shire Oak Park Local Nature Reserve. Views between this area and the regeneration corridor should be sustained and reinforced wherever possible.

Waste

- New waste management facilities will be permitted within the retained employment areas at Coppice Side, and Anglesey Bridge. Policy WM4 provides guidance on the types of facilities suitable within High Quality and Local Quality Employment areas.
- New developments within the corridor should address waste as a resource and minimise waste wherever possible. Development proposals should demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development, will be managed. Where applicable, provision will need to be made for managing contaminated soils arising from land remediation (see Policy WM5).

Minerals

- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded. Major new developments on sites of 5ha and over should demonstrate that mineral resources have not been needlessly sterilised (see Policy MIN1).
- This area has been a focus for opencast coal and fireclay working in the past and there is potential for further working in the future. There is a dormant permission at Brownhills Common to the north of the Corridor. Future proposals for mineral working should address potentially harmful environmental impacts – particularly on important sites for nature conservation – and restoration and after-care should be designed to complement and enhance the existing environmental infrastructure.

Delivery

MECHANISMS	PARTNERS
Walsall Site Allocations and Development Management DPD	Housing: Walsall Housing Group, Private Developers, Homes and Community Agency, Housing 21 and other RSLs
Strategic Regeneration Framework 1	Industry: developers, AWM
Building Schools for the Future	Open Space: Council Greenspace Team, British Waterways, Cannock Chase Council, Lichfield District Council, private developers
Planning Applications	Education: Education Walsall, Walsall PCT
	Transport: Centro, Private Developers, Bus & Rail companies

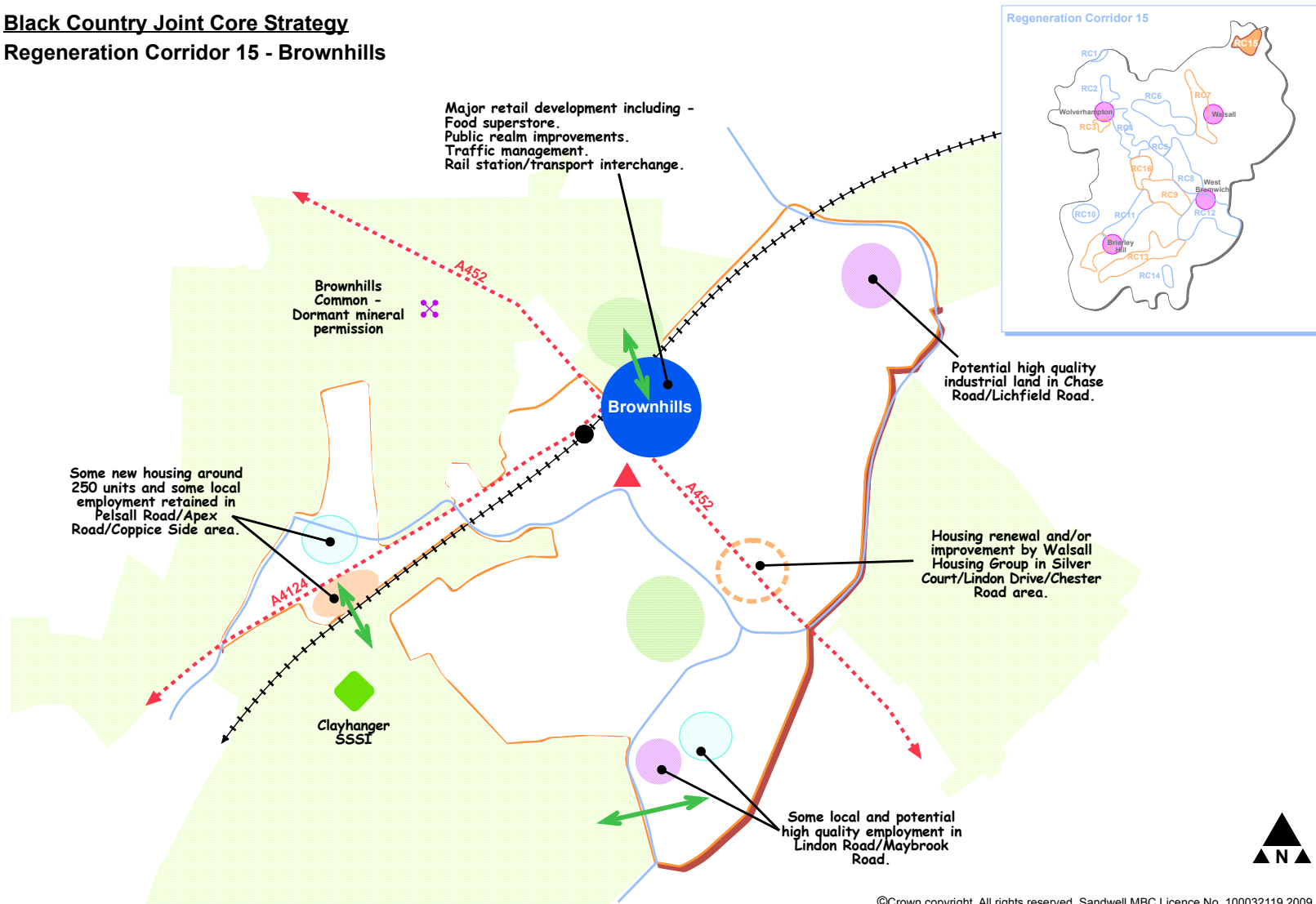
	Centres: private developers, Network Rail.
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It is anticipated that most proposals will come forward through Masterplans, as site allocations in Site Allocations DPDs and / or as planning applications following pre-application discussions with the relevant planning authorities and other stakeholders

Investment

- Walsall Housing Group and Homes and Community Agency investment in housing in the corridor.

Black Country Joint Core Strategy Regeneration Corridor 15 - Brownhills



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Regeneration Corridor 16: Coseley, Tipton, Princes End

Vision

By 2026 this corridor will provide high quality sustainable residential communities and fit for purpose local employment areas. These will be accessible by all modes of transport especially walking, cycling and public transport with links to Coseley and Tipton Railway stations and the centres of Coseley, Princes End and Tipton.

There will be an improved public realm and canal network, along with improved links between residential communities and parks / open spaces such as the Wrens Nest Local Nature Reserve. This will ensure that the Corridor will have significant accessible biodiversity and local green infrastructure.

Features and Opportunities

Features

- The West Coast Mainline – Coseley Station
- A4123 Birmingham New Road
- Coseley and Princes End Local Centres
- Older industrial areas at Batmanshill, Darkhouse Lane and Sedgley Road West
- Adjacent to Wrens Nest National Nature Reserve

Opportunities

- Housing development close to Coseley Station replacing older obsolete industrial areas
- Retention of fit for purpose local employment areas
- Improvements to Owen Street District Centre and Coseley and Princes End Local Centres
- Incremental housing development north of Tipton and Princes End on industrial sites which are poorly located, have become unviable and obsolete.
- Protect and enhance areas of biodiversity value supporting sub-regional wildlife networks encouraging the penetration of such networks across the Black Country. Improve the connectivity of these areas for the benefit of wildlife penetration and recreational enjoyment particularly links to Wrens Nest National Nature Reserve and beyond as well as the local parks in and around Coseley, Tipton and Princes End.

Spatial Strategy

The Strategy for this corridor will be to create new residential communities on low quality, under-used employment land. This transformation alone will improve the environment of the area and attract AB households. The

additional housing will also benefit the local centres of Owen Street, Coseley and Princes End by providing larger catchment areas.

Transport links will be improved through the enhancement of Coseley Station and the completion of the Owen Street Relief road.

There is good access to green space in this corridor due to the presence of significant open spaces and town parks. However, access to these spaces from new residential areas will need to be improved. Access to nature conservation sites, e.g. Wrens Nest National Nature Reserve, will also be improved where appropriate.

Local character and heritage is particularly important in this area due to Dudley Castle and the Black Country Museum being in close proximity. Opportunities to enhance links to these areas, particularly by canal, will be pursued.

Land Use Figures

Total Existing Employment Land	88 ha
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Housing Commitments on Employment Land (April 2009)	425 10 ha
Housing Commitments on Other Land (April 2009)	38 1 ha

Housing Proposals on Surplus Employment Land	1424 dwellings
	41 ha
Of which:	
2007 - 2016	120 dwellings
2016 - 2026	1304 dwellings
Housing Capacity on Other Land	22 dwellings
	1 ha
Of which:	
2007 - 2016	0 dwellings
2016 - 2026	22 dwellings
Total Estimated Housing Capacity 2009 to 2026	1909 dwellings

Retained Gross Strategic High Quality Employment Land	0 ha
Potential Gross Strategic High Quality Employment Land	0 ha
Retained Gross Local Employment Land (Policy EMP3)	43 ha

Additions to employment land through existing development opportunities (RELS April 2009)	0 ha
Total Gross Employment Land at 2026	43 ha
Long Term Supply of land for new employment development through recycling of gross employment land (policy EMP4)	0 ha

Creating Sustainable Communities

- The Sandwell Housing Needs Study identifies that Tipton is not currently seen a popular destination for households currently living within the Borough.
- Tipton has the lowest level of 3-bedroom stock and highest level of 1-bedroom stock across Sandwell. The majority of demand in the private sector is for 3-bedroom houses
- There is a need for affordable housing within the Corridor, with two-thirds of the need being for houses the rest being for flats and bungalows.
- There is significant demand for market housing within the corridor with the Mainline Station of Coseley as a potential key driver.
- The housing growth proposals in this corridor can be accommodated by existing and proposed education provision at both the primary and secondary level, where sufficient capacity will be available.
- In accessibility terms this provision may beyond the preferred 10 minute walk to primary schools and 20 minutes to secondary. Masterplanning and the layouts of developments should seek to minimise this issue.
- Neptune Health Park is being refurbished by the PCT which will provide Town level facilities. Neighbourhood facilities are being sought for nearby Glebefields. Despite this there may be small areas where access to a GP within the preferred 10 minutes walking distance will be deficient.

The Economy, Employment and Centres

- Owen Street District Centre adjoins this corridor, whilst Coseley (Roseville) and Princes End Local Centres fall within it. There is also a Superstore at Gospel Oak. Despite this, parts of the housing growth areas currently would not have access to fresh food within the preferred 10 minutes walking/public transport distance. However as this has been calculated for peak hours, it can be anticipated that access by public transport at off peak periods would perform better.
- Princes End provides a relatively limited range of shopping alongside a high proportion of hot food takeaways and vacancy.

- The Local Centres of Prince's End and Coseley (Roseville) would benefit from investments in the fabric of properties and the public realm.
- Housing growth around these centres may increase walk-in population seeking to serve day to day shopping needs, thereby helping to increase their viability

Transport and Accessibility

- East – west links between the National Cycle Route 81 in Coseley and those in Sandwell should be pursued.
- Maintain and enhance Coseley Station as part of the West Coast Mainline.
- Owen Street Relief Road will be completed early 2010 allowing better access and improved public transport to Owen Street District Centre.
- Accessibility by bus transport will need to be provided to both residential & employment areas.

Environmental Infrastructure

- Overall this corridor has good access to greenspace. In particular there are significant open spaces associated with the Cracker to the south of the corridor, Weddel Wynd to the north and the linear open space. Population growth in Tipton will increase demands on these which can be accommodated to a large extent by enhancement to the existing network.
- In Coseley there are town and local parks providing good access to open spaces, however links to Tipton and Princes End could be improved.
- To the west and south-west of the corridor, there are significant openspaces at Wrens Nest Nature Reserve, Priory Park in Dudley, Bluebell Park, Silver Jubilee Park at Roseville and Kettle Hill at the northern end of Castle Hill.
- In this Corridor there should be an emphasis on improving & enhancing links for recreational use to these existing local parks and open spaces to existing and proposed housing areas.
- Canalside development will also provide opportunities for enhancement to the public realm.
- There are few nature conservation designated sites within the corridor itself however there is potential to enhance existing areas to encourage wildlife penetration along the canal corridor and railway line, as well as

improving access to the Wrens Nest National Nature Reserve. As important parts of the biodiversity network, the Core Strategy will take steps to protect and enhance biodiversity and wildlife habitats in the corridor to support sub-regional wildlife networks especially those which follow the canal and railway lines (in use and former railway lines) through the corridor. Where development proposals could impact on these networks, the Core Strategy will ensure that adequate mitigation measures are provided against any adverse effects.

- There is an existing wildlife corridor designated for the former Dudley - Priestfield railway. The linear open space based on the former Princes End railway plays a similar role and links with canal based wildlife corridors to the north and south of the Corridor.
- Within the corridor there is a small deficiency with regard to access to both a 2ha and a 20 ha Nature Conservation site. The latter cannot be remedied within this corridor, although improved access to Wrens Nest Nature Reserve could help ameliorate this issue. Further habitat creation on existing open spaces and in association with development should be pursued to offset the former concern.
- The greenspace strategy for this corridor should also emphasise restoration and creation of biodiversity, through enhancements to existing features, particularly the SINC and SLINC at the Cracker and the former Dudley Priestfield Railway.
- The western half of corridor falls within the Sedgley – Dudley Anticlinorium geological consideration zone, thereby opportunities for geological investigation and exposure should be pursued where viable.
- Views of Dudley Castle will be protected and should be promoted. Opportunities for the enhancement of historic features, notably those associated with the canals, the railways and industrial heritage should be pursued.
- The Outline Water Cycle Study identifies that this area is located at the upstream end of the sewer network. Capacity within the existing sewer network needs to be assessed alongside development in RC8, RC9, and RC12 which drain into the same sewer downstream.
- Additional provision for adult, junior and mini pitches is required in both the short and longer term in light of anticipated population growth. Tibbington playing fields is a key site for junior football

Waste

- The capacity of the The Foxyards (Biffa), Bean Road, Tipton, Dudley strategic waste management sites/facilities will be protected
- New waste management facilities will be permitted within the retained employment areas.

Minerals

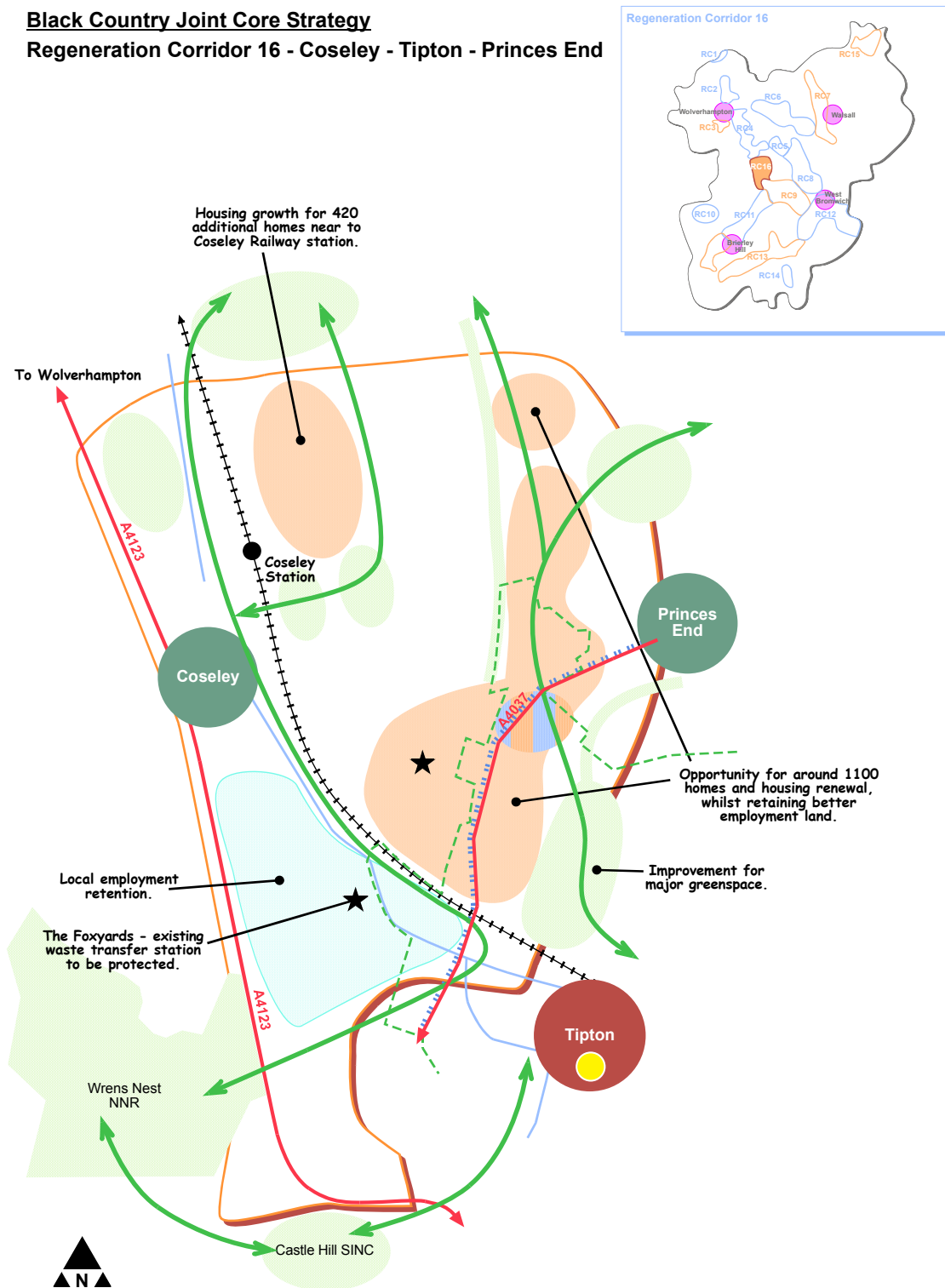
- Mineral resources within the mineral safeguarding area (see Minerals Sub-Key Diagram) will be safeguarded.

Delivery

MECHANISMS	PARTNERS
Local Transport Plan (LTP)	Centro
Black Country Joint Core Strategy	AWM
Tipton Area Action Plan	Dudley and Sandwell Education Departments
Dudley Development Strategy Development Plan Document	House Builders
Sandwell Site Allocations Document DPD	Dudley Historic Environment Team
Dudley and Sandwell Planning Obligations SPD	Network Rail
	Environment Agency
	Housing Associations
	Dudley and Sandwell Leisure Depts
	English Partnerships
	British Waterways
	Network Rail
	Black Country Consortium

Black Country Joint Core Strategy

Regeneration Corridor 16 - Coseley - Tipton - Princes End



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